



Government of South Australia

Department of Planning,
Transport and Infrastructure

**Charles Sturt Council
Development Plan**

Woodville Station

**Approval Development Plan
Amendment**

THE AMENDMENT

By the Minister

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

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Signature

08 NOV 2013
.....
Date of Gazette

Approval DPA

Background

The Woodville Station Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

- Charles Sturt Council

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

- An Initiation Document agreed on 1 December, 2011.
- A DPA released for concurrent agency, council and public consultation from 22 November, 2012 until 17 January, 2013 for agencies and for an extended 12 week period for the public and council until 14 February, 2013.
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 5 March, 2013.

Consultation

A total of 354 public submissions, one (1) council submission and twelve (12) agency submissions were received in relation to the DPA during the consultation period. Twenty seven (27) verbal submissions were made at the Public Meeting.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, the following changes have been made to the Amendment:

Open space

- Additional wording has been included in the desired character statement to reflect the additional areas of open space to be provided as part of the agreement between the land owner and the City of Charles Sturt
- Amending policy to reflect the additional areas of open space.
- Amending Location Map ChSt/9 to illustrate additional area of open space along Woodville Road frontage.

Building heights

- Removing the minimum height limits and reducing the maximum height limits for buildings within the proposed Core and Transition Areas.
- Removing the incentives policy providing for greater building heights and reduced car parking rates.

Non residential land uses

- Amending the desired character statement to reinforce the areas where residential development is envisaged
- Reducing the sizes of shops and offices envisaged in the Transition Area
- Amending the non-complying criteria to reflect these changes

Row dwellings

- Amending policy to reinforce the potential for 'row dwellings' in the Core Area.

Setbacks to garages and carports

- Amending relevant Principles of Development Controls (PDC) and adding an additional PDC to provide for additional on site car parking spaces.

Ceiling heights

- Amending policy to provide for greater flexibility in ceiling heights

Affordable housing

- Additional wording has been included in the desired character statement to encourage the provision of affordable housing.
- Amending and including additional policy to reflect the desire for affordable housing provision in the area.

Traffic management

- Include policy to limit direct vehicular access to Woodville Road, Actil Avenue and St Clair Avenue

Amendment Instructions Table

Name of Local Government Area: City of Charles Sturt

Name of Development Plan: Charles Sturt Council

Name of DPA: Woodville Station

*The following amendment instructions (at the time of drafting) relate to the **Charles Sturt Council Development Plan consolidated on 16 May 2013**. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.*

Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
General Section					
Amendments required (Yes/No): Yes					
Orderly and Sustainable Development					
1	Replace	Principle of Development Control Number 8	With: '8 Development should be undertaken in accordance with Concept Plan Maps ChSt/1 to 24. '	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
District Centre Zone					
1	Replace	Principle of Development Control Number 1	The contents of Attachment A	N	N
2	Insert	Principle of Development Control Number 7	The words 'Except in Precinct 21,' at the start of the PDC.	N	N
3	Replace	Woodville Policy Area 5	The contents of Attachment B	N	N
4	Replace	Text under the headings 'Procedural Matters' 'Non-complying Development' applying to 'Woodville Policy Area 5 -Precinct 21 Railway Station	The contents of Attachment C	N	N

Mapping					
5	Replace	<i>Location Map ChSt/9</i>	The contents of Attachment D	N	N
6	Replace	<i>Precinct Map ChSt/9</i>	The contents of Attachment E	N	N
6	Replace	<i>Concept Plan MapChSt/5 - Woodville Policy Area 5</i>	The contents of Attachment F	N	N
7	Insert	New <i>Concept Plan Map ChSt/24</i>	The contents of Attachment G (<i>Concept Plan Map ChSt/24</i>)	N	N
8	Insert	New <i>Overlay Map ChSt/9 - Affordable Housing</i>	The contents of Attachment H	N	N
9	Insert	New <i>Overlay Map ChSt/9- Noise and Air Emissions</i>	The contents of Attachment I	N	N
Map Reference Tables					
5	Replace	<i>Map Rreference Tables Section</i>	The contents of Attachment J	N	N

ATTACHMENT A

District Centre Zone

Replacement Principle of Development Control 1

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- affordable housing in **Precinct 21 Railway Station**
- aged care accommodation
- bank
- child care centre
- civic centre
- consulting room
- discount department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- health facility
- hospital
- hotel
- indoor games centre
- library
- mixed use development in **Precinct 21 Railway Station**
- motor repair station
- office
- place of worship
- playing field
- pre-school
- residential flat building in **Precinct 21 Railway Station**
- restaurant
- row dwelling in **Precinct 21 Railway Station**
- shop
- supermarket
- swimming pool
- tourist accommodation in **Precinct 21 Railway Station.**

ATTACHMENT B
District Centre Zone
Woodville Policy Area 5

Woodville Policy Area 5

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

OBJECTIVES

- 1 The concentration of activities of a hospital and related medical and consulting room nature with appropriate residential development around the Queen Elizabeth Hospital.
- 2 A large mix of activities including medium and high density housing supported by a mix of compatible land uses to make use of the public transport facilities serving the centre.
- 3 The concentration of activities of office, retail, restaurant and residential activities between Port Road and the rail station around the Civic Centre and in the Core Area within **Precinct 21 Railway Station** as shown on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#).
- 4 Development of St Clair Reserve as a major indoor and outdoor district level facility.
- 5 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.
- 6 A strong urban design focus for the Woodville Centre, particularly at the intersection of Woodville and Port Roads, and the adjacent public spaces and within [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#).
- 7 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be developed with a distinct 'village high street' character and should function within each Precinct to accommodate a diverse range of activities and facilities. The Woodville Centre should only serve sections of its adjoining residential areas with retail services.

The policy area's significance as a District Centre lies in its accommodating the Queen Elizabeth Hospital, Civic Centre and Town Hall, major transport interchanges and the St Clair Recreation centre and open space. The policy area is located around the remnants of the historic Woodville village and has strong urban design elements and an intimate 'high street' atmosphere not found in more conventional suburban centres.

The conservation and enhancement of the historic townscape and buildings along Woodville Road and the reinforcement of the village high street character is important. The improved appearance of buildings with Port Road frontages is desirable. Except within **Precinct 21 Railway Station** where a landscaped open space frontage is appropriate, pedestrian oriented frontages will be reinforced to Woodville Road through development, including the siting of buildings at the street alignment and the provision of verandas, pergolas and other shelter for pedestrians.

Development consistent with controlled expansion of existing facilities and the staged development of new facilities to increase the range of services in the policy area is desired.

The policy area will utilise and reinforce these major distinguishing characteristics to provide an alternative pedestrian oriented, high quality environment containing a wide range of activities and facilities.

Precinct 18 Woodville Road Medical

This precinct contains The Queen Elizabeth Hospital, ancillary health facilities, consulting rooms, aged care accommodation and community facilities. Development related to the hospital is appropriate. It is envisaged that the heritage and streetscape significance of the historic church complex at the junction of Woodville Road and Church Street will be retained, and complemented by new development to the south.

It is desirable to minimise the visual and operational impact of the hospital and associated carparking and traffic impact on adjacent residential areas. This can be achieved through the careful siting and design of new development in the hospital grounds.

It is envisaged that development will be scaled down in intensity towards the boundaries of the precinct. To improve amenity in the precinct it is desired that buildings are of a high standard of design with car parking areas consolidated and landscaped at the rear of properties facing Woodville Road. A plaza setting will be created by siting buildings back from the road with landscaped set back areas. The amenity of Woodville Road will be improved through high quality building designs with articulated facades.

A mixture of residential, office, community and hospital uses is envisaged in the western section of the precinct of a lower scale and intensity to be compatible with a residential environment.

Precinct 19 Woodville Road Gardens

This precinct is a formal landscaped open space complementing the Port Road frontage, historic buildings and major townscape elements. The public space will provide a sense of arrival from all directions.

Precinct 20 Civic

This precinct is the core of the policy area containing a range of retail, business, office, community and civic activities. The precinct has the major townscape element of the Port Road / Woodville Road intersection and St Margaret's Church at one end and the Civic Centre, Town Hall and rail station at the other. The two are linked by a lower scale established strip shopping development and activities straddling Woodville Road.

The traditional pattern of development is a valued feature and should be maintained. It is desired that new buildings be of a contemporary architectural character which is sympathetic and reflective of existing traditional building scale, form and style.

The major townscape element of the Port Road / Woodville Road intersection will be reinforced by development of appropriately large scale to complement St Margaret's Church and the wide expanse of Port Road. It will be important to reinforce the hard edged continuous and varied Woodville Road frontage and enhance the pedestrian environment with verandas, pergolas and awnings to provide pedestrian protection and to achieve an appropriate scale.

The Woodville Road frontage has a historic and intimate 'high street' ambience and a more pedestrian dominant environment is desired. The use of widened footpaths for outdoor eating and after hours restaurants and leisure activities are encouraged. Medium to high density residential development and shop top housing is appropriate.

The Port Road frontage contains a mix of office and service uses and has a lower visual amenity. Its current disparate commercial and service character should be improved by good quality new development, preferably two storey in height with minimal set back and with all parking at the rear. It is envisaged that the rail station will be linked by a safe pedestrian network to other parts of the policy area and surrounding residential areas. In order to achieve this pedestrian access and safety across Woodville Road will need to be improved by new crossing facilities.

Precinct 21 Railway Station

The Railway Station precinct will feature an attractive, high-quality mix of medium to high density housing integrated with a range of cafes, shops and offices and quality public open spaces focused around a bustling and revitalised Woodville Railway Station. An attractive, well-landscaped plaza may be established near the Woodville Railway Station and fronting Woodville Road to provide a focus for community activities such as open air markets, outdoor dining and events.

Within the precinct, the land to the north east of the proposed new collector road (St Clair Avenue), surrounding the St Clair Recreation Centre and the land to the north of Brocas Avenue will be further developed as a major district recreational area with a range of educational, institutional and community facilities. Additional development of the open space for both passive and active recreation is desirable.

Residential development will be restricted to the Core Area and Transition Area as shown on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#) and will include a variety of adaptable housing types that cater for a range of household types, ages and life cycle stages, including residential flat buildings and row dwellings, aged and student accommodation and serviced apartments. Residential development will aim to achieve a minimum net density of 70 dwellings per hectare in the Core Area and provide a minimum of 15 per cent of residential dwellings for affordable housing. Detached and semi-detached dwellings are not appropriate in the precinct.

Development will be connected to Woodville Road and the “St Clair” residential development to the north via a new collector road (St Clair Avenue). Other roads within the zone will be local in function and nature.

The circulation of cars will be restricted to ensure that pedestrians and cyclists are able to move safely and freely. Off-road paths will be provided which are safe, accessible, well signed and connect to shops, community facilities, the railway station, surrounding residential development, the high school and St Clair Recreation Centre. In particular, a shared-use recreational trail will be established alongside the railway line which, ultimately, will connect the precinct with the Central Business District to the east and Port Adelaide to the west.

Parking will typically be in either basement or decked structures, with at grade parking limited to lower density housing forms such as row dwellings, parking associated with the St Clair Recreation Centre and educational area to the north of Brocas Avenue, visitor parking in small car parks or on-street parking. Parking rates for residential development will be less than traditional suburban areas in order to take full advantage of the excellent location of the precinct to services, facilities and public transport.

Open space and landscaping forms an integral part of the precinct. New open space areas will soften the built form and create quality public spaces. These will include 22 per cent of the land to the south west of the St Clair Avenue extension being developed as open space along the Woodville Road frontage and an additional area of land in this locality to be developed as a playing field. Other open space areas will include a shared-use recreational trail along the former Glenys Nunn Drive and an internal pocket park to provide further recreational opportunities for residents. The St Clair Reserve open space will be further developed for both passive and active recreation.

The intent is that the majority of existing Significant and Regulated Trees will be retained as landscape features within areas of open space. In particular, the existing Red Gums alongside the railway line will be retained within the shared-use recreational trail.

To minimise the impacts on development in adjacent zones, the land to the south west of the new collector road (St Clair Avenue) within the precinct will be developed as a more intensive core separated from nearby lower density residential zones by a less intensely developed area as illustrated in [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#).

The form, scale and mix of development will be at its greatest intensity in the Core Area where buildings of up to five storeys in height are envisaged. Within the Core Area, land uses located at street level may include a mix of residential, shop, office and tourist accommodation. Office uses may be appropriate on upper floors especially where they provide a buffer between more active

ground floor and residential activity. The mix of uses will cater for the day to day needs of local residents and workers and will be at its greatest intensity closest to the Woodville Railway Station. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are desirable.

Land developed predominantly for residential purposes, but which may include other low impact uses such as offices, will act as a buffer between the higher intensity area of the precinct and Actil Avenue, as indicated by the Transition Area shown on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#). The Transition Area will be developed with building heights of up to five storeys with three storey row dwellings fronting Actil Avenue.

Development in the Core and Transition Areas will be within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design. Buildings at the interface of the precinct will create an appropriate transition of development scale and massing.

General Building Design

The design of buildings throughout the precinct will feature contemporary designs which also complement the existing character of Woodville. To achieve this, large expanses of glass above ground level will be avoided through the use of a mixture of solid wall surfaces and recessed balcony and window voids, reflective of existing built forms. Building materials will reflect the existing materials within the locality such as brick, timber and corrugated iron.

A diversity of materials, roofs and fenestration will be utilised to create visual interest.

Building design will maximise access to solar energy and minimise overshadowing and overlooking within the constraints of a multi storey development area, through appropriate building envelopes, transition of building heights, design and siting of windows and balconies, and use of landscaping. Building design will provide options for energy generation, water conservation and food production or rooftop gardens.

Core Area/Mixed Use Building Design

The design of larger and mixed use buildings will feature:

- buildings that frame the street spaces by being aligned close to the street
- buildings that create a strong sense of verticality
- buildings that incorporate verandas or awnings to provide pedestrian shelter and balconies, either projecting or recessed, to create light and shade
- buildings that have active frontages where the primary entrance is via the street rather than internal arcades
- buildings that have strong variation in elevations
- buildings with interesting roof shapes and lines.

Within the precinct, front fences will be minimised to ensure visual permeability and avoid large blank walls to encourage passive surveillance, active streetscapes and a visually interesting public realm.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2 Development should be carried out in accordance with the concepts shown on [Concept Plan MapChSt/5 - Woodville Policy Area 5](#).

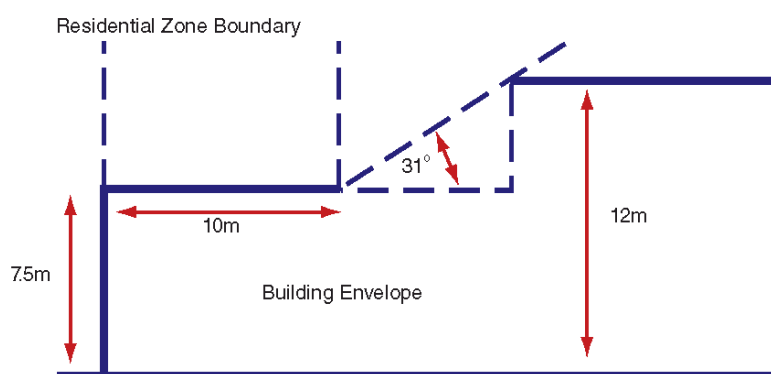
- 3 Vehicle access points should be coordinated onto Woodville Road and Port Road and shared between adjoining development.
- 4 Large open lot, undercroft or decked vehicle parking areas should be screened from public view by use of well designed building materials, walls, landscaping or other means which enhance the external appearance of the land and buildings.

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precincts.

Precinct 18 Woodville Road Medical

- 1 Development should not be undertaken unless it is consistent with the desired character for the precinct.
- 2 The following forms of development are envisaged in the precinct:
 - aged care accommodation
 - community facilities
 - consulting room
 - hospital
 - office
 - residential.
- 3 Access and egress to car park facilities west of Woodville Road should be only via Woodville Road.
- 4 Development, including a car parking structure, west of Woodville Road, should not exceed 7.5 metres in height within 10 metres of the nearest residential zone boundary. Where building development is more than 10 metres from the nearest residential zone boundary, it should not exceed 12 metres in height and should be contained within a plane angled 31 degrees above the horizontal, measured from any point 7.5 metres above a line located 10 metres from the nearest residential zone boundary, as shown on figure below:



- 5 Building development involving a car parking structure west of Woodville Road should not consist of more than a ground floor and two further levels of parking.
- 6 Building development east of Woodville Road should not exceed 18 metres in height.
- 7 Development east of Woodville Road should be set back 8 metres behind a landscaped plaza to Woodville Road.
- 8 Additional vehicular access to development off Woodville Road and Port Road is undesirable and to minimise these number of access points, land division should consolidate allotments.

Precinct 19 Woodville Road Gardens

- 9 Development should not be undertaken unless it is consistent with the desired character for the precinct.
- 10 The following forms of development are envisaged in the precinct:
 public open space.

Precinct 20 Civic

- 11 Development should not be undertaken unless it is consistent with the desired character for the precinct.
- 12 The following forms of development are envisaged in the precinct:
- civic
 - community facilities
 - office
 - retail.
- 13 Building development should be a maximum of 12 metres in height.
- 14 Buildings on the corner of Port Road and Woodville Road should be of a substantial size and bulk and complement the historic St Margaret's Church. Buildings should have only small setbacks from these corners and be two storeys in height or provide a high parapet wall to the Port Road frontage with an overall height of not less than 5.5 metres.
- 15 Additional vehicular access to development off Woodville Road and Port Road is undesirable and to minimise these number of access points, land division should consolidate allotments.

Precinct 21 Railway Station

- 16 Development should not be undertaken unless it is consistent with the desired character for the precinct.

Land Use

- 17 The following types of development, or a combination thereof, are envisaged in the precinct as identified on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#):

Core Area	Transition Area	Other Areas
affordable housing	affordable housing	community centre
aged persons accommodation	aged persons accommodation	educational establishment
community centre	office	institutional facilities
consulting room	public open space	pre-school
mixed use development	residential flat building	primary school
office	retirement village	public open space
parking facility	row dwelling	recreational facility
place of worship	shop or group of shops, excluding a bulky goods outlet or a retail showroom	

Core Area	Transition Area	Other Areas
public open space	supported accommodation	
residential flat building	tourist accommodation	
retirement village		
row dwelling		
shop or group of shops, excluding a bulky goods outlet		
supported accommodation		
tourist accommodation		

- 18 Development listed as non complying is generally inappropriate.
- 19 With the exception of the St Clair Recreation Centre and Woodville High School where a district focus is appropriate, non-residential land uses should:
- (a) have a local or neighbourhood focus to their scale of activity and intended market catchment.
 - (b) encourage walking to local shopping, community services and other activities
 - (c) not detrimentally impact on the amenity of nearby residents.
- 20 The Core Area, Transition Area and other identified features should be developed in accordance with [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#).
- 21 The Core Area should be developed to include a range of land uses that are high pedestrian generators, directly promote public transport use and provide opportunities for multi-purpose trips.
- 22 Development should primarily take the form of:
- (a) in the Core Area - residential flat buildings, row dwellings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor
 - (b) in the Transition Area - residential flat buildings and row dwellings, with small scale shops and offices.
- 23 Retail and office land uses should be concentrated near the Woodville Railway Station as well as in buildings that provide a visible frontage to Woodville Road.
- 24 The Transition Area should be developed to provide a transition between an intense core of development and neighbouring lower intensity residential development.

- 25 Shops or groups of shops and offices should have the following maximum gross leasable areas:

Designated area	Office (square metres total floor area)	Shop or groups of shops (square metres gross leasable)
Core Area	1000	1000
Transition Area	100	80

Affordable Housing

- 26 Development should include a minimum of 15 per cent of residential dwellings for affordable housing.

Form and Character

- 27 Development should graduate from medium-rise in the Core Area to low-rise in the Transition Area, especially where the development site abuts the zone boundary.
- 28 Residential development should aim to achieve a minimum net residential density of 70 dwellings per hectare in the Core Area and 60 dwellings per hectare in the Transition Area.
- 29 In the Transition Area, development should provide a built form that provides the transition between the Core Area and neighbouring lower intensity residential development.

Design and Appearance

- 30 Garage top apartments that share the allotment and services of the main dwelling should:
- be no more than 2 storeys in height above the garage (a total of 3 storeys)
 - front a street that provides rear access for vehicles
 - complement the existing dwelling or mixed use building.
- 31 Development should be located and designed to:
- maintain the cultural significance and architectural integrity of the Brocas State Heritage place (situated on 111 Woodville Road, Woodville)
 - protect the historical and visual character of the Brocas State Heritage Place and its setting.
- 32 In the Core Area, the ground and first floor of buildings of 4 or more storeys should be built:
- to dimensions to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building
 - so that the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.
- 33 Except in Core Areas, development of 3 or more storeys in height should ensure that:
- north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

- (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 34 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#).
- 35 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.
- 36 Buildings should feature contemporary designs that are reflective of the existing character of Woodville by:
 - (a) including walls above ground level that achieve a high 'solid to void' ratio
 - (b) using building materials such as brick, timber and corrugated iron.
- 37 Street facades should have a strong sense of verticality and visual interest with buildings sited close to the street and incorporating both (a) and (b):
 - (a) balconies and verandas or awnings to provide pedestrian shelter
 - (b) a diversity of materials, roof styles and fenestration.
- 38 The public realm should be designed and constructed to a high quality and amenity, create more appealing public spaces that include public art, feature lighting, the creative use of high quality recycled materials, street furniture and landscaping (including understorey plantings).
- 39 Side streets and rear lane access ways should be designed to:
 - (a) provide space between buildings that reduces building mass and creates a more interesting public realm
 - (b) achieve active frontages at a lower intensity than the primary street frontage.

Building Envelope

Building Height

- 40 Except where airport building height restrictions prevail or PDC 41 or 42 apply, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	No minimum	5 storeys and up to 20.5 metres
Transition Area	No minimum	5 storeys and up to 20.5 metres

- 41 Building development north of the new collector road as indicated on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#) should be a maximum of 12 metres in height.
- 42 Building development fronting Actil Avenue should be a maximum of 3 storeys in height.

Setbacks from the Primary Road Frontage

43 Buildings (excluding garages, verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Designated area	Minimum setback from the primary road frontage (metres)
Core Area	No minimum
Transition Area	3

44 Where associated with row dwellings, garages should be set back 5.5 metres from the primary road frontage.

Setbacks from Side Boundaries

45 Within the Core and Transition Areas shown on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#), buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Designated area	Minimum setback from side boundaries (metres)
Within the Core Area	No minimum
Within the Transition Area	No minimum

Other Setbacks

46 Within the Core and Transition Areas shown on [Concept Plan Map ChSt/24 - Precinct 21 Railway Station](#), buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage	0.9
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more. OR 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.

Setback parameter	Value (metres)
Minimum setback from the rear allotment boundary	5 metres except where: <ul style="list-style-type: none"> (a) development abuts the wall of an existing or simultaneously constructed building on the adjoining land (b) a building envelope plan exists for the adjoining land that proposes a wall on the rear boundary be constructed to the same or lesser length and height as provided for by that plan.

Off Street Vehicle Parking

- 47 Vehicle parking should be provided at the following rates:
- (a) for residential development, 0.75 car parking spaces per dwelling
 - (b) for a shop or group of shops, 3 car parking spaces per 100 square metres of gross leasable floor area
 - (c) for tourist accommodation, 1 car parking space for every 4 bedrooms up to 100 bedrooms and 1 car parking space for every 5 bedrooms over 100 bedrooms
 - (d) all other non-residential uses, 3 car parking spaces per 100 square metres of gross leasable floor area at ground floor level and 1.5 car parking spaces per 100 square metres of gross leasable floor area above ground floor level.
- 48 A lesser car parking rate may be applied where justified based on local circumstances, for example where:
- (a) the proposed development is adjacent to a designated pedestrian and/or cycling path
 - (b) the proposed development is in convenient walking distance to readily accessible and frequent public transport
 - (c) convenient on-street car parking is readily available (other than where on-street parking may be removed as a result of road works/widening)
 - (d) the proposed development is on or adjacent to the site of a heritage place which hinders the provision of on-site parking
 - (e) there is the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation
 - (f) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
 - (g) for studio apartments, student accommodation, affordable housing, retirement villages or aged persons' accommodation.
- 49 Except for in association with row dwellings, car parking at basement level, undercroft parking or multi level parking (or a combination of) should be provided rather than 'at grade' parking.

Land Division

- 50 Land division should be undertaken in accordance with *Concept Plan Map ChSt/24 - Precinct 21 Railway Station* and should result in new allotments of a size and configuration that ensures the desired character and principles of development control for the precinct can be achieved, including a large area of open space provided along the Woodville Road frontage.
- 51 Land division should result in an allotment pattern that includes a well planned and connected network of walking and cycling routes.
- 52 Land division should result in a limited number of new vehicular access points to Actil Avenue and St Clair Avenue and no new access points in addition to St Clair Avenue to Woodville Road.
- 53 Streets that provide rear access for vehicles are encouraged.
- 54 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 55 Within the Core and Transition Areas as shown on *Concept Plan Map ChSt/24 - Precinct 21 Railway Station*, wherever practicable, land division and site amalgamation should:
 - (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
 - (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments
 - (c) create allotments that enable the provision of a minimum number of 15 per cent of residential dwellings for affordable housing.
- 56 Road reserves should be designed to provide on-street parking spaces that vary in size to accommodate the parking of cars and commercial vehicles.

ATTACHMENT C

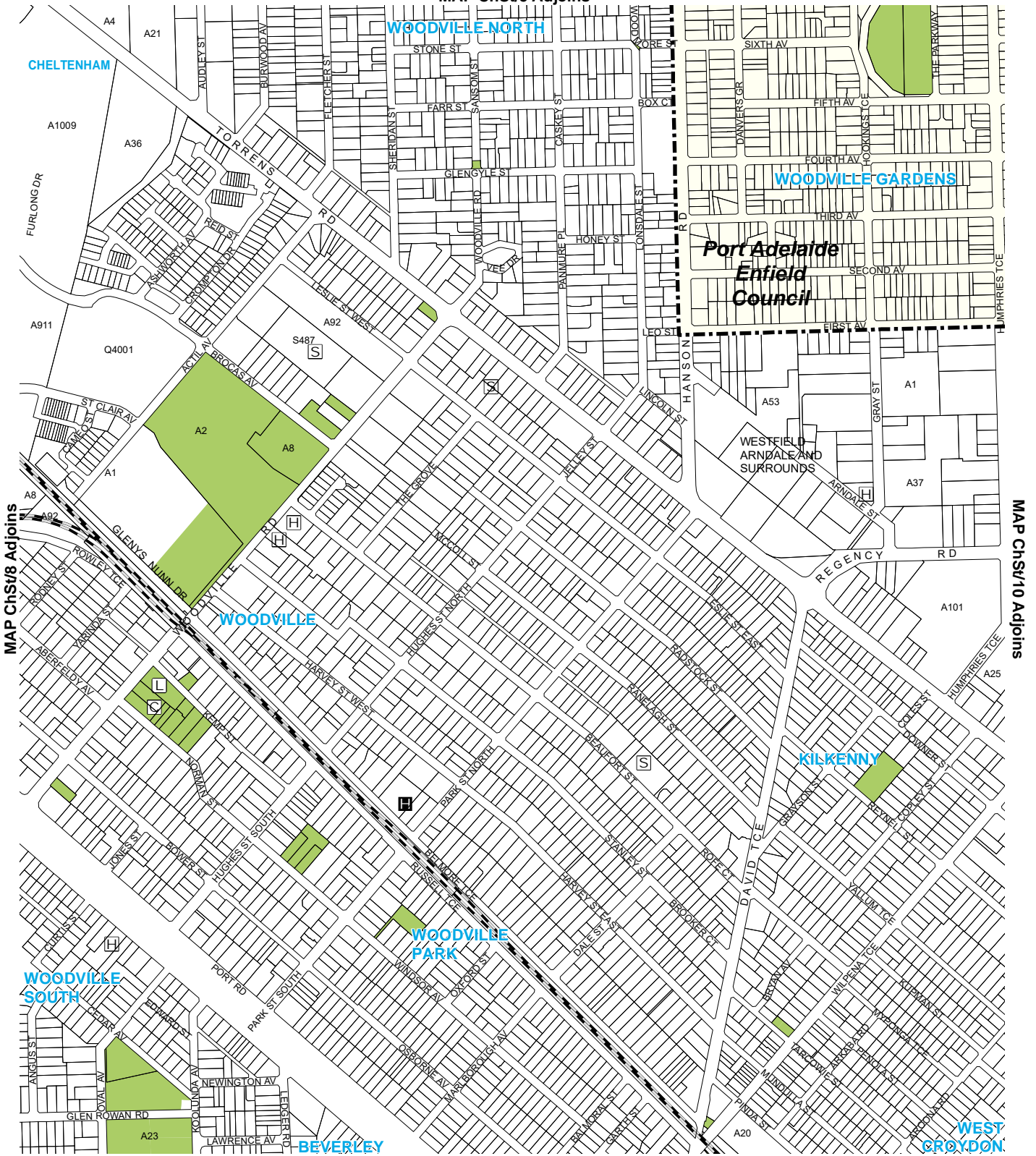
Woodville Policy Area 5

Within Precinct 21 Railway Station









Form of Development	Exceptions
Advertisement and/or advertising hoarding that: <ul style="list-style-type: none"> (a) is roof mounted and projects above the roof line (b) protrudes above the top of the parapet (c) is animated or flashing (d) is freestanding on Woodville Road. 	
Fuel depot	
Industry	
Motor repair station	
Service trade premises	
Shop or group of shops	Except south west of the new St Clair Avenue extension as shown on <i>Concept Plan Map ChSt/24 - Precinct 21 Railway Station</i> in accordance with the following: <ul style="list-style-type: none"> (a) within the Transition Area: <ul style="list-style-type: none"> (i) the total floor area for an office is 100 square metres or less (ii) the gross leasable floor area for a shop is 80 square metres or less (b) within the Core Area: <ul style="list-style-type: none"> (i) the total floor area for an office is 1000 square metres or less (ii) the gross leasable floor area for a shop is 1000 square metres or less.
Warehouse	
Waste reception, storage, treatment or disposal.	Except where it involves the remediation of land.

ATTACHMENT D

MAP ChSt/5 Adjoins



MAP ChSt/14 Adjoins

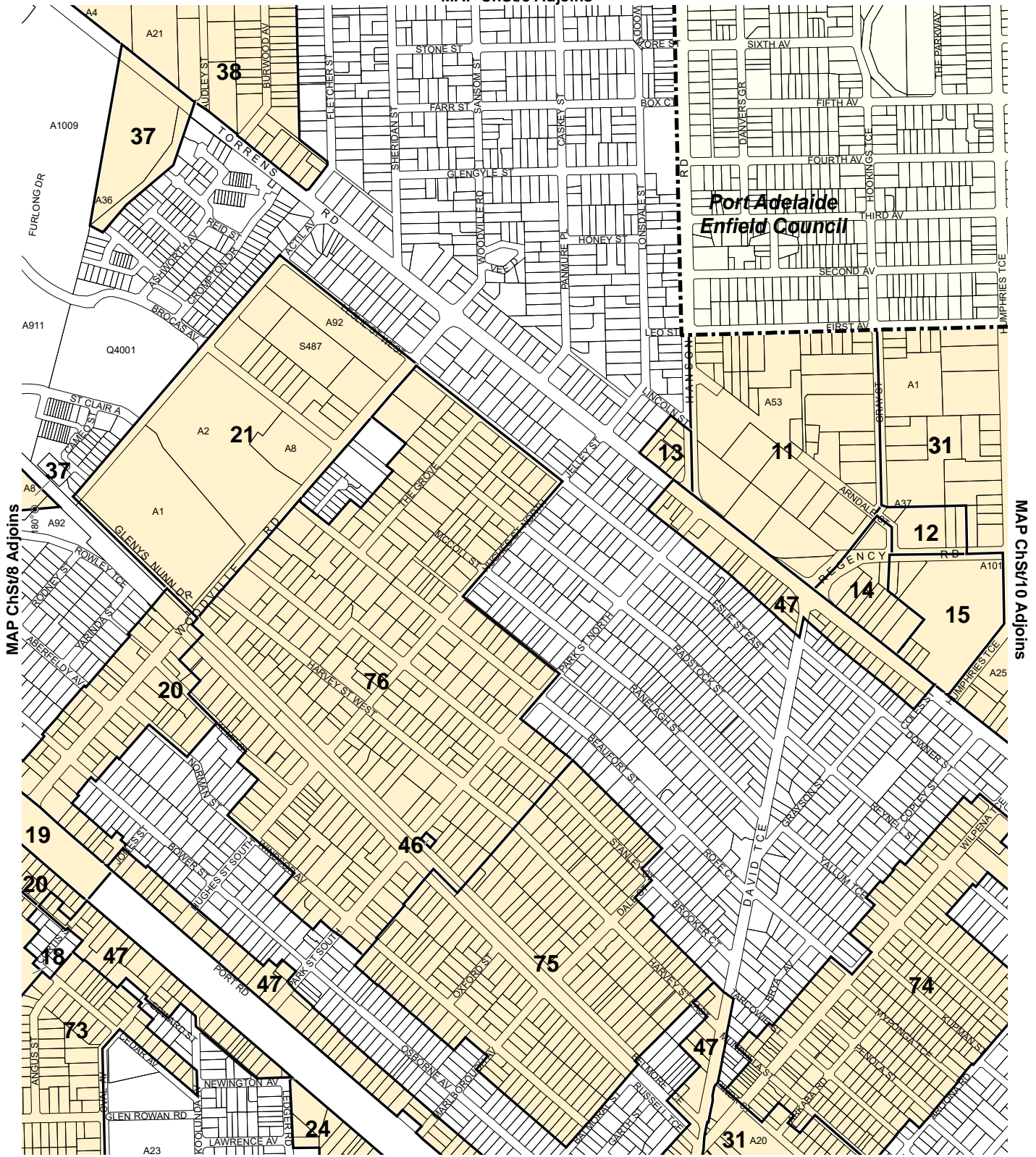
-  School
-  Public Library
-  Council Office
-  Other Health Services
-  Hospital
-  Railways
-  Local Reserves
-  Development Plan Boundary



Location Map ChSt/9

ATTACHMENT E

MAP ChSt/5 Adjoins



Lamberts Conformal Conic Projection, GDA94

Precinct

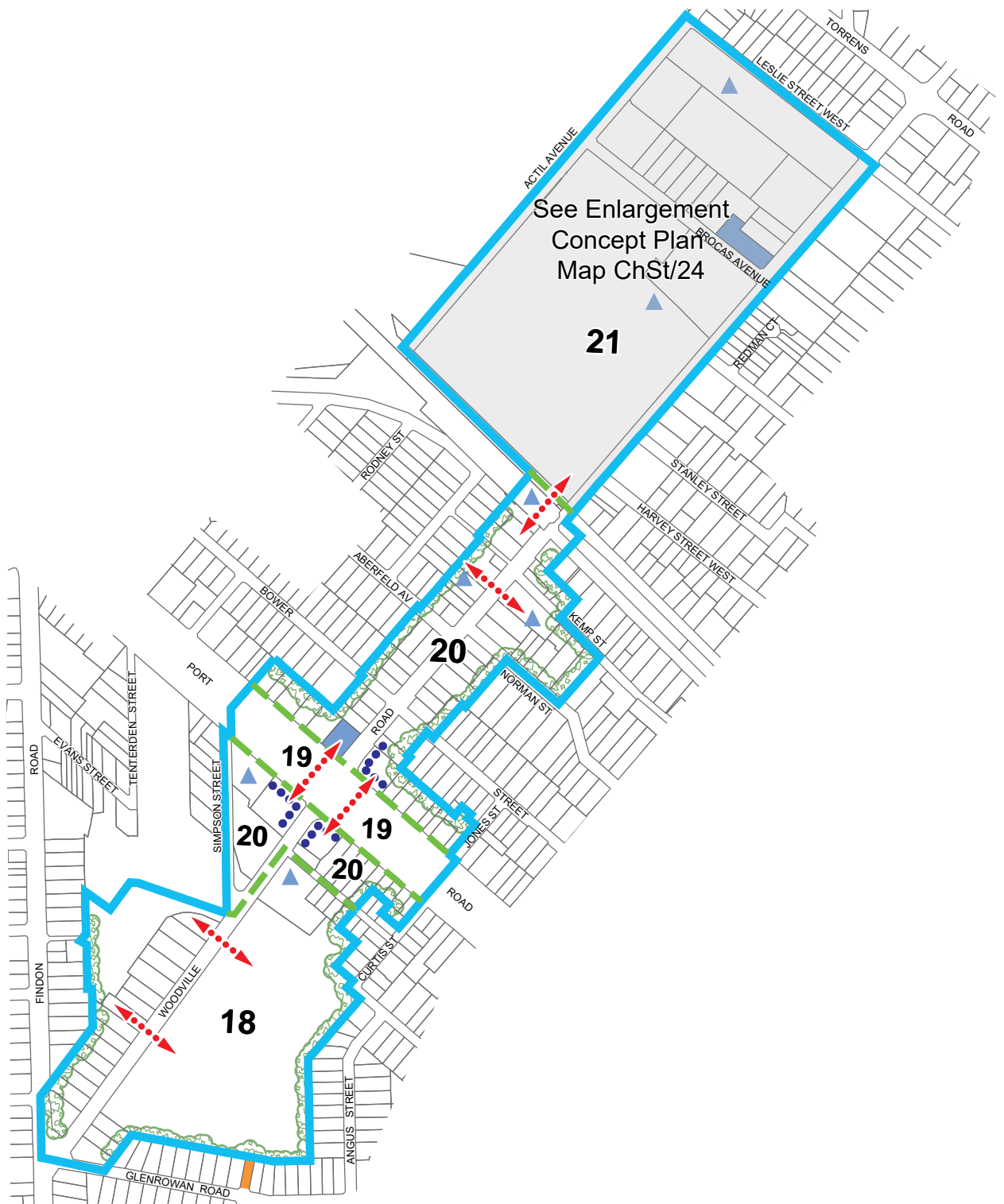
- 11 Retail Core Kilkenny
- 12 Regency Road
- 13 Hanson Road
- 14 Commercial Fringe Kilkenny
- 15 Residential
- 18 Woodville Road Medical
- 19 Woodville Road Gardens
- 20 Civic
- 21 Railway Station
- 24 Beverley/Findon
- 31 Kilkenny
- 37 Woodville
- 38 Woodville North
- 46 Stations
- 47 Mixed Use
- 73 Woodville South Character
- 74 Kilkenny Character
- 75 Woodville Park
- 76 Woodville Character

- Precinct Boundary
- Development Plan Boundary



Precinct Map ChSt/9

ATTACHMENT F



- 18** Precinct 18 Woodville Road Medical
- 19** Precinct 19 Woodville Road Gardens
- 20** Precinct 20 Civic
- 21** Precinct 21 Railway Station



Intensive Landscape Buffer



Pedestrian Links



Possible Future Traffic Restriction Measures



State Heritage Place



Local Heritage Place



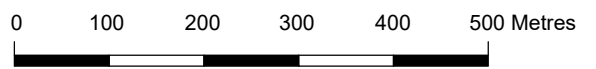
Major Townscape Focus



Policy Area Boundary



Precinct Boundary



WOODVILLE

Concept Plan Map ChSt/5

WOODVILLE POLICY AREA 5

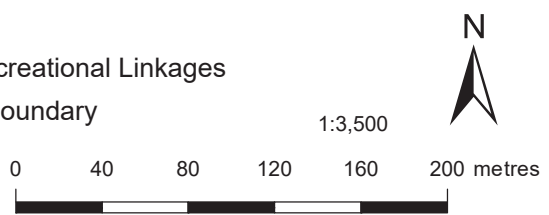
CHARLES STURT COUNCIL

ATTACHMENT G



- Educational/Woodville High School
- Core Area
- Transition Area
- St Clair Recreation Centre
- Open Space
- State Heritage Place
- Railway Station
- Railways
- XX Closed Road
- ←--→ Indicative Road Alignment

- Roads
- Shared-use Recreational Linkages
- Concept Plan Boundary



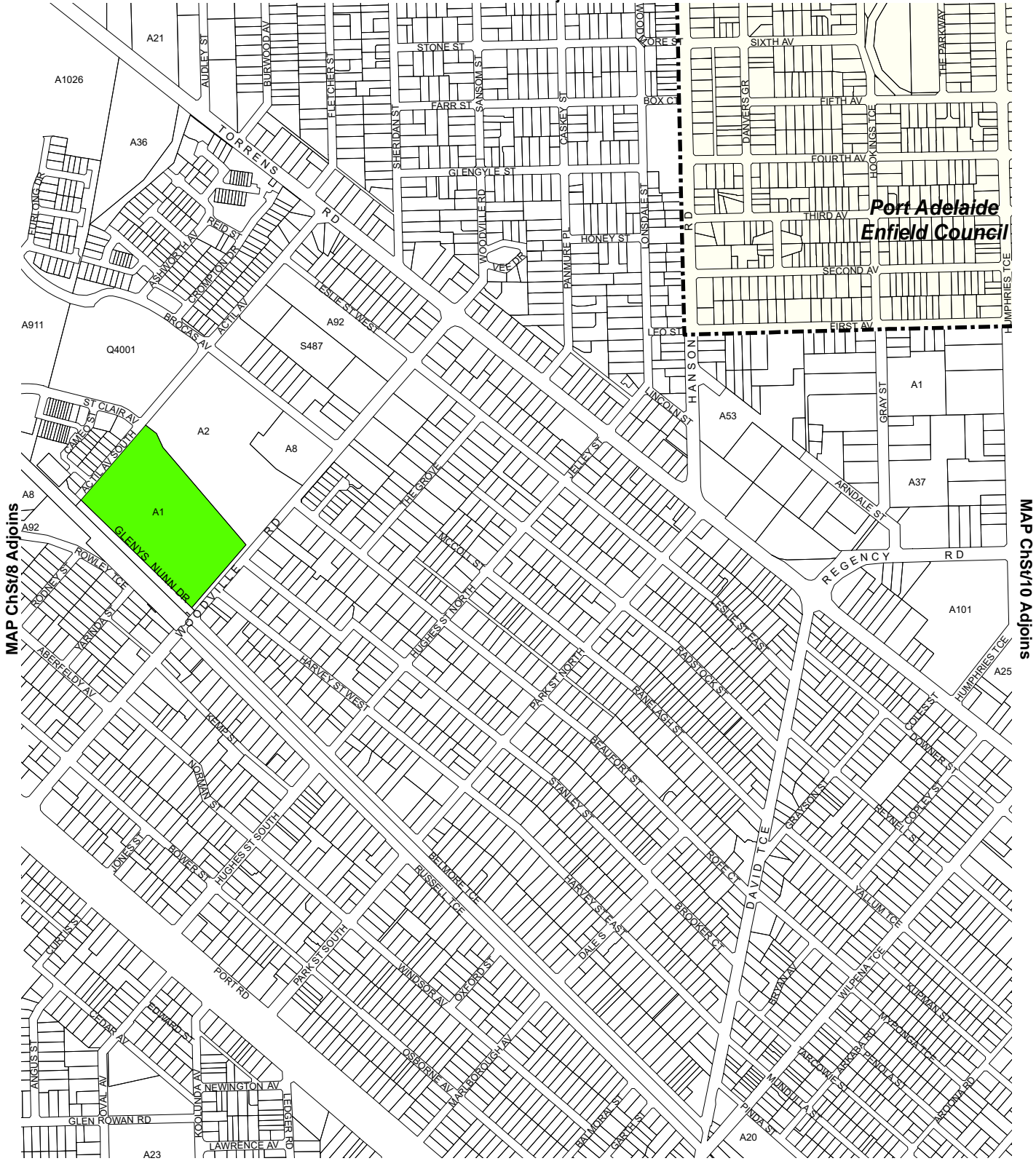
Concept Plan Map ChSt/24

PRECINCT 21 RAILWAY STATION

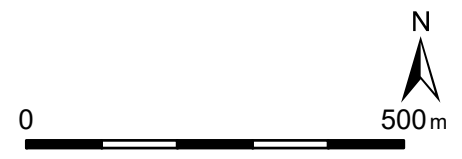
ATTACHMENT H

MAP ChSt/5 Adjoins

Port Adelaide
Enfield Council



MAP ChSt/14 Adjoins



Overlay Map ChSt/9

AFFORDABLE HOUSING

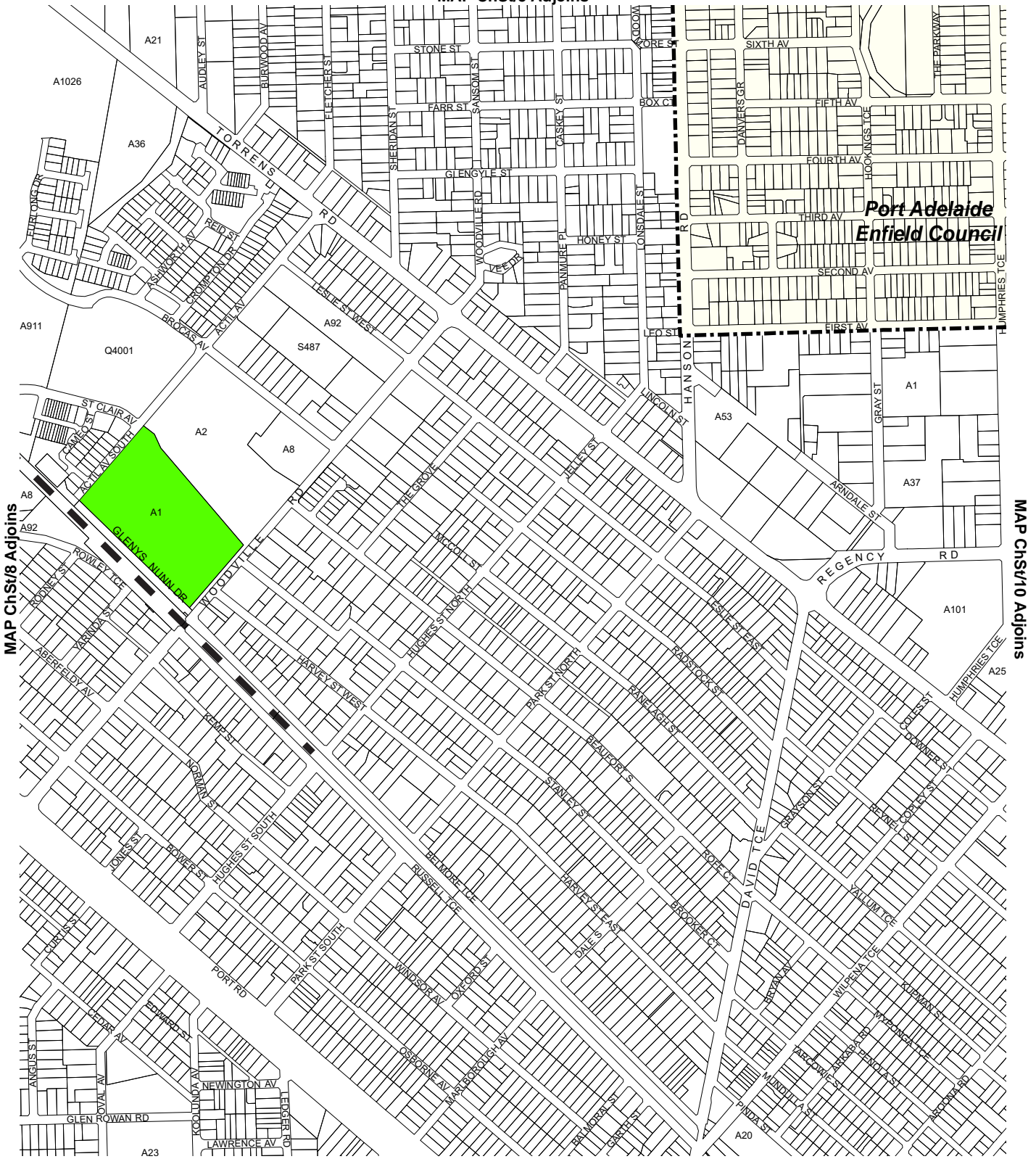
CHARLES STURT COUNCIL

- Affordable Housing Designated Area
- Development Plan Boundary

ATTACHMENT I

MAP ChSt/5 Adjoins

Port Adelaide
Enfield Council



MAP ChSt/14 Adjoins



- Train Line
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map ChSt/9

NOISE AND AIR EMISSIONS

ATTACHMENT J

Map Reference Tables

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Index Map Reference

[Council Index Map](#)

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District Centre Zone	ChSt/6, ChSt/8, ChSt/9, ChSt/15, ChSt/18, ChSt/20, ChSt/21
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Industry Zone	ChSt/3, ChSt/4, ChSt/5, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/19, ChSt/20, ChSt/21, ChSt/24
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Metropolitan Open Space System Zone	ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/22, ChSt/24
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Stadium Zone	ChSt/6, ChSt/7, ChSt/14
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Historic Conservation Area Maps

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Policy Area Maps

Policy Area Name	Policy Map Numbers
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Hindmarsh Policy Area 2	ChSt/15, ChSt/20, ChSt/21
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West Lakes Policy Area 4	ChSt/6
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Woodville West Policy Area 23	ChSt/8
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Precinct 2 Retail Core Fulham Gardens	ChSt/18
Precinct 3 Commercial Fringe Fulham Gardens	ChSt/18
Precinct 4 Recreation Fulham Gardens	ChSt/18
Precinct 5 Historic Hub	ChSt/15, ChSt/21
Precinct 6 Port Road Office	ChSt/15, ChSt/20, ChSt/21
Precinct 7 Manton Street	ChSt/15, ChSt/21
Precinct 8 Gateway	ChSt/21
Precinct 9 Recreation Hindmarsh	ChSt/21
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Precinct 11 Retail Core Kilkenny	ChSt/9
Precinct 12 Regency Road	ChSt/9
Precinct 13 Hanson Road	ChSt/9
Precinct 14 Commercial Fringe Kilkenny	ChSt/9
Precinct 15 Residential	ChSt/9
Precinct 16 Retail Core West Lakes	ChSt/6
Precinct 17 Lakefront	ChSt/6
Precinct 18 Woodville Road Medical	ChSt/8, ChSt/9
Precinct 19 Woodville Road Gardens	ChSt/8, ChSt/9
Precinct 20 Civic	ChSt/8, ChSt/9
Precinct 21 Railway Station	ChSt/9
Precinct 22 Albert Park	ChSt/8
Precinct 23 Athol Park	ChSt/5
Precinct 24 Beverley/Findon	ChSt/9, ChSt/14

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Precinct 28 Hendon	ChSt/7, ChSt/8
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Precinct 33 Royal Park	ChSt/3, ChSt/7
Precinct 34 Seaton	ChSt/7, ChSt/12, ChSt/13
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Precinct 40 Woodville West	ChSt/8
Precinct 42 Eighth Street	ChSt/16
Precinct 43 Chapel Street	ChSt/21
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Precinct 45 Old Port Road	ChSt/3
Precinct 46 Stations	ChSt/9, ChSt/15
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Precinct 72 Welland Character	ChSt/15
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Overlay Maps

Issue	Overlay Map Numbers
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Transport	ChSt/1, ChSt/2, ChSt/3, ChSt/4, ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/21, ChSt/23
Heritage	ChSt/2, ChSt/3, ChSt/4, ChSt/5, ChSt/6, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/16, ChSt/17, ChSt/18, ChSt/20, ChSt/21, ChSt/21, ChSt/23
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Strategic Transport Routes	ChSt/21

Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
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Kilkenny Policy Area 3	ChSt/3
West Lakes Policy Area 4	ChSt/4
Woodville Policy Area 5	ChSt/5
Urban Village Policy Area 9	ChSt/6
Findon Policy Area 10	ChSt/7
Findon Road Policy Area 11	ChSt/8
Henley Square Policy Area 12	ChSt/9
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Building Restriction Areas	ChSt/17
Cheltenham Park and Woodville Medium Density	ChSt/18
Former Underdale Campus Site	ChSt/19
Precinct 81 Stadium Beverley	ChSt/20
Former West Lakes Council Depot Land	ChSt/21
Woodville West	ChSt/22
Bowden Urban Village Urban Core Zone	ChSt/23
Precinct 21 Railway Station	ChSt/24



**Government
of South Australia**

Department of Planning,
Transport and Infrastructure

**Charles Sturt Council Development
Plan**

Woodville Station

**Approval Development Plan
Amendment**

By the Minister

**EXECUTIVE SUMMARY AND
ANALYSIS RELEASED FOR
CONSULTATION FROM
22 November 2012 TO
14 February 2013.**

EXECUTIVE SUMMARY

INTRODUCTION

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

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

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

A DPA consists of:

Executive Summary (this section)

Analysis, which may include:

- Background information
- Investigations
- Recommended policy changes
- Statement of statutory compliance
- References/Bibliography
- Appendices
- The Amendment.

NEED FOR THE AMENDMENT

The 30-Year Plan for Greater Adelaide (The Plan) identifies Woodville as one of 14 Transit Oriented Developments (TODs) proposed for the metropolitan area. The Plan intends that the TOD will be centred around the existing Woodville Railway Station and will be the catalyst for a significant improvement to the urban environment along Woodville Road stretching from Port Road to Torrens Road.

In response to the directions contained in The Plan, the City of Charles Sturt and Renewal SA (formerly the Land Management Corporation) commissioned a consultancy team led by Jensen Planning & Design to prepare a comprehensive planning study for the area. The resulting document, the Woodville Village Masterplan, identifies seven key precincts between Port Road and Torrens Road to be developed in a coordinated manner to revitalise the entire area to *“create a vibrant heart for the local community”*.

The Woodville Village Masterplan encompassed a significant engagement process with the community and stakeholders. This involved regular community newsletters, meetings with specific interest groups, visioning workshops, a six-day urban design workshop, an open day and a four-week exhibition period.

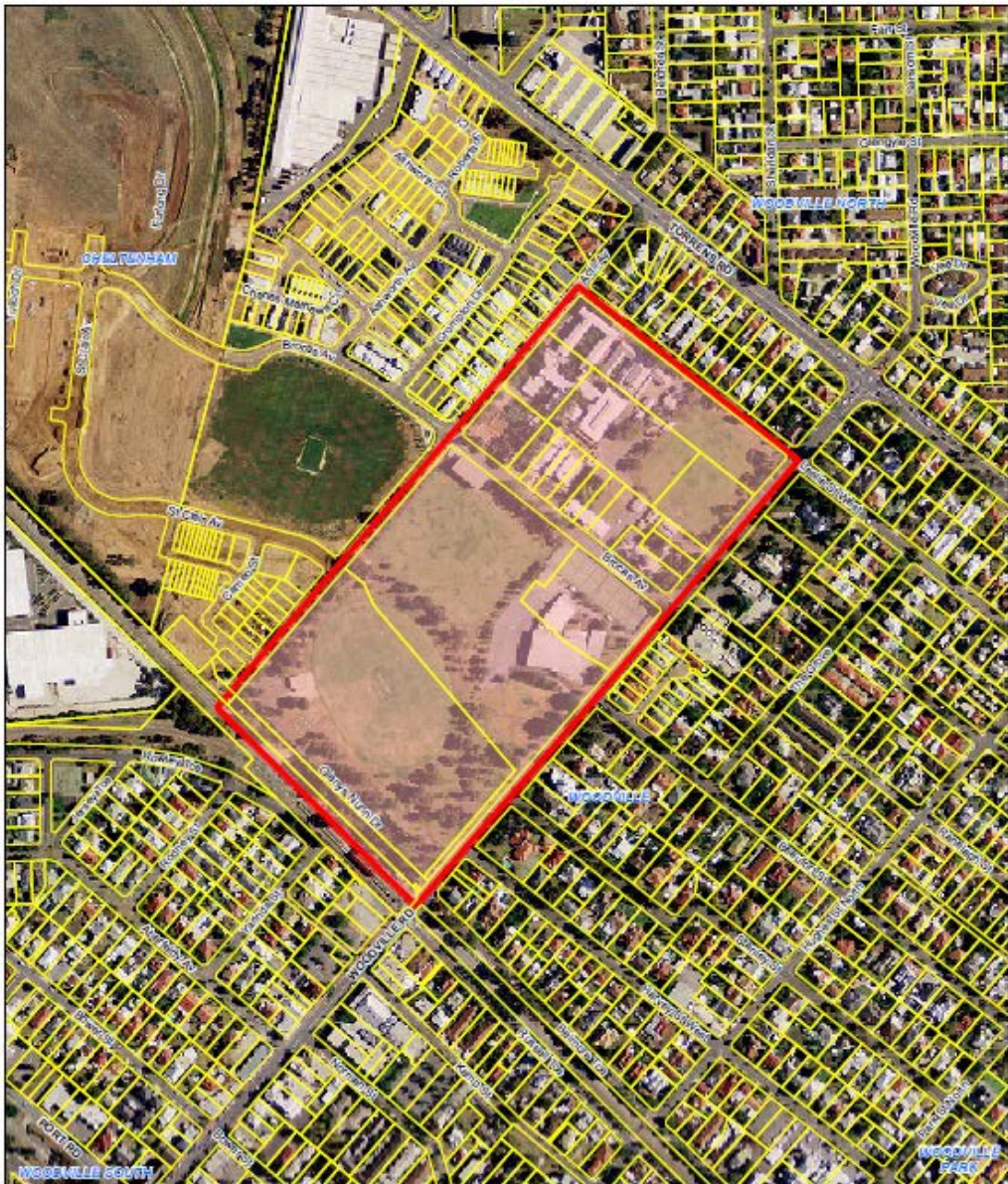
Following this community consultation, the City of Charles Sturt endorsed the Woodville Village Masterplan at its meeting held on 13 September 2010.

This DPA is proposing to amend the policies within the Charles Sturt Council Development Plan in order to allow for the establishment of a TOD centred around the

Woodville Railway Station in accordance with The Plan and having regard to the Woodville Village Masterplan. More specifically, the DPA will introduce policies that support a mix of medium to high-rise housing options as well as other complementary land-uses, within a landscaped setting on the land currently owned by Renewal SA.

AREA AFFECTED

The area affected by the DPA is comprised of the current St Clair oval, open space and Recreation Centre, 'Brocas House' State Heritage place and the Woodville High School Complex. The land is bounded by Woodville Road to the south east, Leslie Street West to the north east, Actil Avenue to the north west and the Outer Harbour Rail Reserve to the south west, shown on Figure 1.



Woodville Station DPA

- Area affected
- Cadastral

Cadastral supplied by DPTI and is current to 30 June 2011.
 Aerial image supplied by DEWNR (flown 2011).

Produced by DPTI - Planning Division
 © Government of South Australia July 2012



0 100 200 300 metres



Figure 1: Area affected by the Woodville Station DPA

PROPOSED POLICY CHANGE(S)

The focus of this DPA is to introduce new policies to the Charles Sturt Council Development Plan that provide for the development of a 'Transit Oriented Development' located around the Woodville Railway Station. This will be achieved by amending Policy Area 5 within the District Centre Zone, through the replacement of the existing Precinct 21 Recreation/Education with a new Precinct 21 Railway Station. The DPA also proposes other changes to policy for the broader District Centre Zone and Woodville Policy Area 5 in order to achieve the desired development outcomes for the area affected.

LEGAL REQUIREMENTS

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

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

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

CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks. The organisations and agencies that will be consulted include:

- Department of the Premier and Cabinet
 - Government Architect
- Department for Education and Child Development
- Department for Communities and Social Inclusion
- Department for Health and Ageing
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department for Planning, Transport and Infrastructure
 - Transport Services
 - Office for Recreation and Sport
- Department of Environment, Water and Natural Resources
 - Environment Protection Authority
 - Adelaide and Mount Lofty Ranges NRM Board
- ElectraNet
- SA Power Network (formerly ETSA)
- Renewal SA
- SA Water
- South Australian Metropolitan Fire Service

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

THE FINAL STAGE

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

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

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

ANALYSIS

1. BACKGROUND

The 30-Year Plan for Greater Adelaide (The Plan) identifies Woodville as one of 14 Transit Oriented Developments (TODs) proposed for the metropolitan area. The Plan intends that the TOD will be centred around the existing Woodville Railway Station and will be the catalyst for a significant improvement to the urban environment along Woodville Road stretching from Port Road to Torrens Road.

Together with the future potential electrification of the rail line, this initiative triggered the collaboration of the State Government and Council to work towards rejuvenating the Woodville Road Precinct. Integral to this rejuvenation process was the St Clair land exchange between the Council and Renewal SA (formerly the Land Management Corporation). The land exchange involved Renewal SA acquiring a 4.7 hectare portion of the former Sheridan site to be developed as a reserve. The Renewal SA then 'swapped' this new reserve for the 4.7 hectare portion of the Council owned St Clair Reserve with the intention of developing the site for a TOD.

The Council and Renewal SA also commissioned a consultancy team led by Jensen Planning & Design to prepare a comprehensive planning study for the area. The resulting document, the Woodville Village Masterplan, identifies seven key precincts between Port Road and Torrens Road which will be developed in a coordinated manner to revitalise the entire area to "*create a vibrant heart for the local community*".

The Woodville Village Masterplan included a significant engagement process with the community and stakeholders. This involved regular newsletters, meetings with specific interest groups, visioning workshops, a six-day urban design workshop, an open day and a four-week exhibition period.

The City of Charles Sturt endorsed the Woodville Village Masterplan at its meeting held on 13 September 2010.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

Released in 2011, South Australia's Strategic Plan outlines a medium to long-term course for the whole of South Australia. It has two important, complementary roles. First, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Second, it is a means for tracking state-wide progress, with the targets acting as points of reference that can be assessed periodically.

Amending Development Plan policy so that it guides the redevelopment of the subject land at Woodville will assist in achieving a number of the Strategic Plan's objectives and targets. The proposed changes will provide for an increased range of housing forms and densities together with a complementary range of non-residential land uses, and the identification of key areas of open space. Therefore, the DPA will provide a development environment which will assist in the delivery of the following visions, goals and targets:

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 (baseline: 2011)

Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.

Target 2: Cycling

Double the number of people cycling in South Australia by 2020 (baseline: 2011)

Vision: Everyone has a place to call home

Goal: Everyone can afford to rent or buy a home.

Target 7: Affordable housing

South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households (baseline: 2010)

Vision: A strong, sustainable economy that builds on our strengths

Goal: South Australia has a resilient, innovative economy.

Target 35: Economic growth

Exceed the national economic growth rate over the period to 2020 (baseline: 2002-03)

Vision: We have a skilled and sustainable workforce

Goal: South Australia has a sustainable population.

Target 45: Total population

Increase South Australia's population to 2 million by 2027 (baseline: 2003)

Vision: South Australia plans and delivers the right infrastructure

Goal: South Australia's transport network enables efficient movement by industry and the community.

Target 56: Strategic infrastructure

Ensure the provision of key economic and social infrastructure accommodates population growth (baseline: 2010-11)

Vision: South Australians think globally, act locally and are international leaders in addressing climate change

Goal: We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.

Target 63: Use of public transport

Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (baseline: 2002-03)

Vision: We look after our natural environment

Goal: We want Adelaide to grow up more than out.

Target 68: Urban development

By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas (baseline: 2010)

The DPA seeks to provide a planning framework for the subject land that will progress these visions, goals and targets by:

- introducing policies in the Charles Sturt Development Plan that will facilitate the establishment of higher density housing providing affordable and diverse housing opportunities to accommodate the future population growth of the state;
- introducing policies that will facilitate the establishment of small scale non-residential uses to service the needs of the local population;
- promoting efficient use of existing infrastructure and services, including the adjacent passenger rail service;
- increasing the density of development (and range of potential land uses) in a location which is well serviced by public transport (Adelaide to Outer Harbour/Grange Passenger Rail Line) which may reduce the reliance on private vehicles within the metropolitan area;
- providing a policy framework to facilitate the creation of an urban environment which encourages opportunities for walking and cycling; and
- introducing policies that seek energy efficient dwelling designs which encourage use of passive solar design principles, increased thermal comfort through natural ventilation.

In summary, the DPA will respond to South Australia's Strategic Plan by providing planning policies that stimulate the economy to allow for an increase in population, promote the use of public transport and provide additional opportunities for affordable housing.

2.2 Consistency with the Planning Strategy

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

2.2.1 The 30-Year Plan for Greater Adelaide

The 30-Year Plan for Greater Adelaide (the Plan) is a volume of the Planning Strategy for South Australia and applies to the area affected by this DPA. The Plan has been prepared by the Government to guide the community, local government, business and industry.

The main aim of the Plan is to outline how the South Australian Government proposes to balance population and economic growth with the need to preserve the environment and protect the heritage, history and character of Greater Adelaide. The Plan seeks to create inclusive, vibrant and liveable communities, while protecting the regional hinterlands and primary production lands and sustaining natural resources. The Plan is one of the key tools to assist the State Government, local government and the entire community in building resilience to the risks and impacts of climate change. It seeks to provide a set of practical and achievable policies and targets to manage the forecast changes that will confront Greater Adelaide during the next 30 years.

The Plan identifies Woodville as one of 14 Transit Oriented Developments (TOD) proposed for the metropolitan area. The Plan intends that the TOD will be centred around the existing Woodville Railway Station and will be the catalyst for a significant improvement to the urban environment along Woodville Road stretching from Port Road to Torrens Road.

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

Principle 1: A compact and carbon-efficient city

Principle 2: Housing diversity and choice.

Principle 3: Accessibility

Principle 4: A transit-focused and connected city.

Principle 5: World-class design and vibrancy

Principle 6: Social inclusion and fairness

Principle 7: Heritage and character protection and enhancement

Principle 8: Healthy, safe and connected communities

Principle 9: Affordable living

Principle 12: Environmental protection, restoration and enhancement

The DPA will support the principles listed above by:

- Providing additional housing opportunities at increased densities which can be adequately serviced by infrastructure within the footprint of the existing metropolitan area;
- Providing additional opportunities for housing to be located close to existing and well established roads, jobs and services;
- Providing opportunities to establish a transit-focused development based around the Woodville Railway Station while also providing safe bicycle and pedestrian networks;
- Ensuring that future development is guided by the principles of good urban design;
- Ensuring that the new residential areas will be walkable suburbs that incorporate Crime Prevention Through Environmental Design principles and contain high-quality, accessible and useable open space and sporting facilities; and
- Ensuring that a minimum of 15per cent of future housing on the subject land will be affordable.

Overall spatial distribution

Policy 1: 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.

Policy 2: Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.

Policy 7: Ensure that the bulk of new 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.

Target B: By the end of the Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.

Target D: Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25-35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.

Transit corridors

- Policy 8:** Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors.
- Policy 9:** Designate five fixed-line transit corridors (see Maps D2 and D3) as State Significant Areas. The Department of Planning and Local Government will prepare Structure Plans for these corridors in partnership with other state government agencies and local government.
- Policy 13:** Provide specific guidelines about the types of services and densities in key locations in the transit corridors, for example, surrounding railway stations. This is to take advantage of the value of assets such as railway stations, where it will be important to create mixed-use residential and retail developments. Structure planning around railway stations may require a mixture of high-and medium density, low-and medium rise apartments and ground-floor shopfront activities that could combine retail, restaurants, cafes, and local commercial or service activities.
- Policy 14:** Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.
- Policy 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 will 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.
- Policy 16:** Define transit corridors by unique design and character guidelines, giving each corridor a separate identity to avoid a monoculture of building styles across Greater Adelaide.
- Policy 17:** Ensure transit corridors contain a network of cycle ways, walkways and greenways to provide cooling and to create liveable and attractive locations for a diverse population.
- Target E:** Designate five fixed-line transit corridors: the Noarlunga train line, Outer Harbour train line, Gawler train line, Glenelg tram line and Adelaide O-Bahn busway (see Map D3).
- Target F:** Complete Structure Plans and initiate key rezoning through Ministerial Development Plan Amendments (DPAs) for the major transit corridors within five years of the implementation of the Plan. Rezoning will occur in stages with priority given to major precincts such as transit-oriented developments.
- Target I:** Locate more than 50 per cent of Greater Adelaide's net dwellings growth (about 137,000 dwellings - including 60,000 in transit-oriented developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide's new jobs in transit corridors.
- Target J:** Provide a new contribution of active and passive open space in transit corridors.

Transit-oriented developments

- Policy 18:** Provide for 14 new transit-oriented developments to be located across the region and encourage planning for transit-oriented style developments in appropriate locations.

- Policy 19:** Locate transit-oriented developments next to mass transit stations and interchanges (rail, bus or tram) and connect to existing activity centres where possible.
- Policy 20:** Identify transit-oriented developments in Structure Plans. Transit-oriented developments will be subject to precinct planning because of their scale and mixed-use nature. Precinct requirements will dictate the type and character of development, as well as its layout and design. This will enable Development Applications for whole precincts simultaneously (Precinct Development Applications).
- Policy 21:** Subject transit-oriented developments to very high design requirements as part of the precinct planning process.
- Policy 22:** Design transit-oriented developments to be walkable and cycling friendly, and provide safe connections to surrounding communities.
- Policy 23:** Declare transit-oriented developments as State Significant Areas.
- Policy 24:** Require high quality open space in all transit-oriented developments.
- Target K:** Deliver 14 transit-oriented developments (see Map D5) and designate them as State Significant Areas.
- Target M:** Plan for about 60,000 dwellings in 14 transit-oriented developments and more than 20 sites that incorporate transit-oriented development principles and design characteristics.
- Target N:** Prepare Precinct Requirements for transit-oriented developments initially for the following priority developments: Bowden Village, Cheltenham/Woodville, Keswick/Wayville, Marion/Oaklands, Noarlunga, Port Adelaide and Tonsley/Bedford Park.

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

- Providing additional land zoned to accommodate population growth within the existing built-up areas;
- Providing opportunities for increased densities in a designated transit corridor based on a Structure Plan; and
- Providing an opportunity to establish a TOD in the identified location around the Woodville Railway Station.

Affordable housing

- Policy 1:** Reinforce the state government policy that at least 15 per cent of new dwellings should meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in significant new developments and growth areas, including:
- State Significant Areas;
 - Areas subject to Structure Plans and precinct planning, in particular new transit-oriented developments and transit corridors;
 - Rezoning that substantially increases dwelling potential (including new Greenfield growth areas);
 - Residential developments with Major Development status; and
 - Residential developments on surplus government land.

The DPA will support this policy by providing planning policy requiring 15 per cent affordable housing be provided from the government owned land.

Health and wellbeing

Policy 1: Design pedestrian-and-cycle friendly areas in growth areas and existing neighbourhoods to promote active communities.

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

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

The DPA will support this policy and these targets by requiring the integration of walking and cycling opportunities between the new development and the surrounding areas and by ensuring that dwellings will be located close to facilities, services and areas of open space.

The Plan sets population, dwelling and employment targets for each of the regions within the Greater Metropolitan area. For the Western region (see Figure 2), the Plan identifies:

- Population growth of 62,100 people as a direct result of infill within identified corridors;
- An additional 33,060 dwellings within the identified corridors to house the population increase;
- Contribution of 6,400 affordable dwellings within the additional 42,560 dwellings expected within the entire region (not just the corridors). This equates to 15%, as desired within the State Strategic Plan;
- Creation of an additional 40,500 jobs within the region; and
- 4650 hectares of infill up-zonings (residential and employment lands).

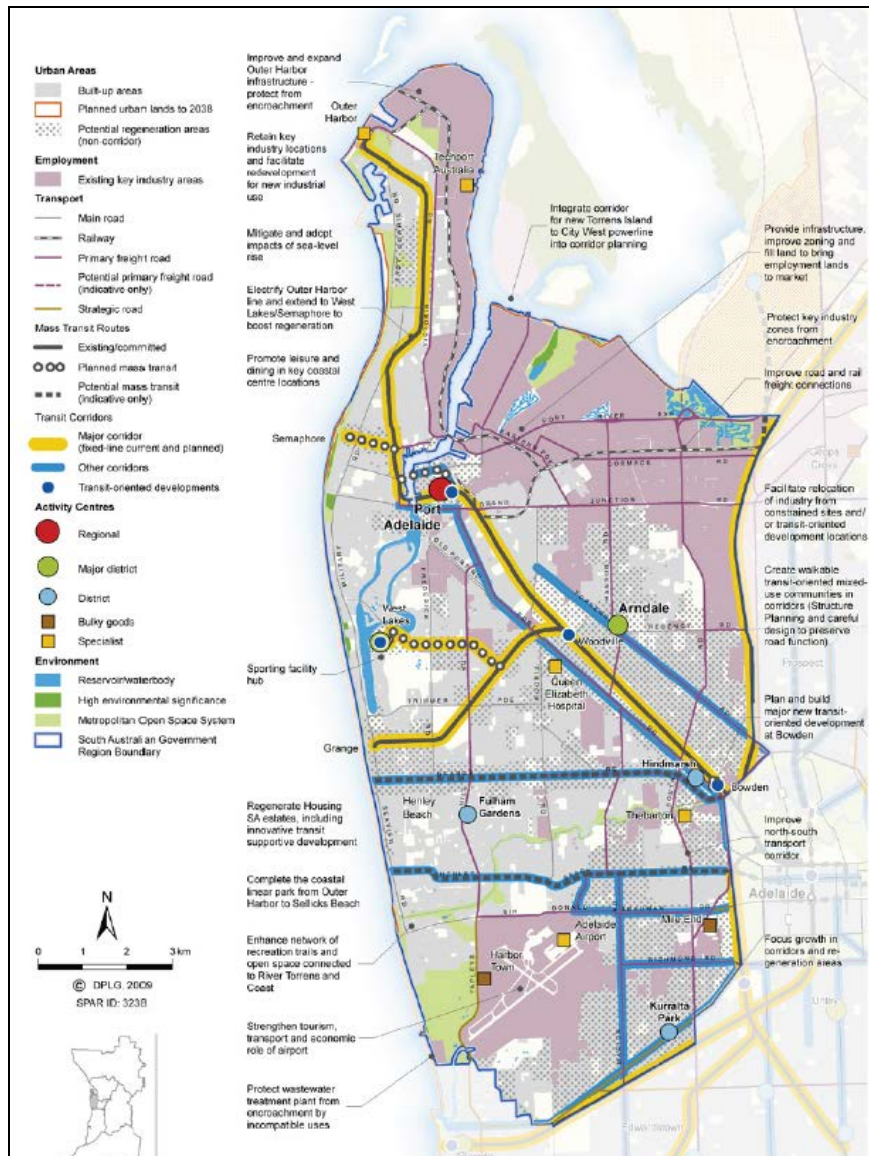


Figure 2: Western Adelaide Strategic Directions (Source: 30 Year Plan for Greater Adelaide, 2010)

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

2.3 Consistency with other key policy documents

2.3.1 State Infrastructure Plan

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

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

Although Woodville Station is not specifically mentioned in the Infrastructure Plan, it does include a number of strategic priorities that may influence the redevelopment potential of the area affected. The Infrastructure Plan sets out both broad and specific priorities concerning all aspects of the State's infrastructure - physical and social. 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
<p>Infrastructure (Priorities)</p> <p>Increase use of public transport.</p> <p>Better manage our water resources, including stormwater.</p> <p>Be energy efficient and reduce greenhouse gas emissions.</p>	<p>This DPA will facilitate the development of higher density residential development within easy access to train and bus transport. Public transport patronage is expected to increase as a result.</p> <p>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.</p>
<p>Transport</p> <p>A shift to rail transport for passenger and freight movements will be encouraged where it offers environmental and economic benefits, Adelaide's urban passenger transport system will continue to be a cost-effective, environmentally friendly and modern metropolitan network.</p>	<p>The DPA will facilitate the use of public transport, including rail transport, with the area affected being served by the Woodville rail station.</p>

INFRASTRUCTURE PRIORITIES	RESPONSE
<p>Land</p> <p>To ensure the residential land supply is sufficient to meet the needs of the market, greater consideration of demographic changes will be required in residential land supply planning. Planning for residential developments will be more closely integrated with infrastructure planning.</p> <p>State and local government will jointly identify options for more strategic use of public land to deliver community services more efficiently. Work to improve the efficiency of the planning system will continue to receive high priority to provide a competitive business climate for investment in the state. These improvements will ensure the timely release and development of industrial and residential land throughout the state by the development industry.</p>	<p>The south western part of the area affected has been identified as a transit-oriented development site in <i>The 30-Year Plan for Greater Adelaide</i>. This DPA will assist in the release of this land to the market and will guide the form of development that can be undertaken on it.</p> <p>The DPA will also provide opportunity an increase in the number of people living in a location with good access to transport services and areas of employment.</p>
<p>Community Services and Housing</p> <p>South Australia will be a leader in affordable housing innovation and a partner in providing and developing affordable housing in our community.</p> <p>There will be increased attention to ecological sustainable development (ESD) principles in residential and urban design.</p> <p>Location, access to transport and services, community support and employment are crucial aspects of a healthy community.</p> <p>Higher-density residential development near activity centres and transport nodes will be encouraged with support for more intensive infill redevelopment in appropriate urban areas through planning for land use and infrastructure augmentation. The greater uptake of ESD technologies in new residential developments will be encouraged.</p>	<p>This DPA requires the provision of 15 per cent affordable housing in residential developments.</p> <p>The DPA proposes requirements for best practice in sustainable built form and urban environments.</p> <p>The affected area enjoys easy access to a range of public transport options. The DPA will provide for higher density residential development and increased employment opportunity by promoting a mixed use form of development.</p>

INFRASTRUCTURE PRIORITIES	RESPONSE
<p>Water</p> <p>Improved water-use efficiencies will have been achieved among all water users. Metropolitan Adelaide stormwater systems will have been upgraded through our water proofing Adelaide initiative with greater beneficial re-use of stormwater and wastewater.</p>	<p>Development of the land will be subject to the policy requirements in the Development Plan dealing with water conservation and management, including principles relating to Water Sensitive Urban Design (WSUD).</p> <p>It is also anticipated that development on the area affected will be linked to the water conservation measures proposed as part of the “St Clair” residential development to the north.</p>
<p>Transport (Priorities)</p> <p>Coordinate the development of urban planning and transport systems to maximise the economic, social and environmental benefits.</p>	<p>The location and development of the area affected by the DPA will enjoy full advantage of existing public transport options.</p>
<p>Integration of Services</p> <p>Improve community access and amenity by better linking housing to transport infrastructure and services.</p>	<p>Opportunity to improve links to housing and public transport will be enabled through the DPA, with a proposed increase in residential density and land use mix..</p>
<p>Housing</p> <p>There is increasing recognition of the need to make future housing and urban design more responsive to changing community preferences and demographic trends including disability access and environmental sustainability design principles. The government is committed to encouraging greater energy and water efficiency, recycling initiatives and other ecologically sustainable development (ESD) technologies. By encouraging the greater uptake of ESD principles in residential developments by the private sector, the government will be helping to achieve the sustainability targets of South Australia’s Strategic Plan (SASP).</p>	<p>The DPA requires the provision of a range of housing types and sizes to cater for the various needs of the wider community, including the provision of affordable housing. The DPA also supports a sustainable built form and surrounding environment.</p>
<p>Housing (Priorities)</p> <p>Incorporate affordability objectives within the planning system so that the development approval process supports an appropriate supply of affordable and high needs housing.</p>	<p>The DPA requires the provision of 15per cent affordable housing. As a designated transit-oriented development, housing will be of higher density and will be supported with appropriate infrastructure. The DPA also</p>

INFRASTRUCTURE PRIORITIES	RESPONSE
<p>Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation.</p> <p>Promote energy efficiency and environmental sustainability in new residential developments.</p>	<p>requires a sustainable built form and surrounding environment.</p>

2.3.2 Housing Strategy for South Australia - Green Paper

Released in 2011, the Green Paper flags the preparation of a Housing Strategy which will set out a vision for housing in South Australia for the next 30 years. The Green Paper proposes a set of key directions and proposals for providing housing and service into the future.

The Green Paper recommends the creation of sustainable neighbourhoods and communities that;

- Are vibrant and resilient to change;
- Have good access to employment, infrastructure, services, recreation and social interaction;
- Are well-designed and promote community safety
- Respect cultural heritage and contribute to community culture;
- Use the environment responsibly; and
- Provide residents with the opportunities and choice to participate in community life and development.

This DPA will introduce a policy framework which will assist in the attainment of the objectives of the proposed Housing Strategy, particularly:

- Include policies to encourage the development of a sustainable neighbourhood and community based around the Woodville Station;
- Promote the development of accessible neighbourhoods through the use of shared and connected pathways;
- Facilitate infill opportunities by providing a policy framework which will allow the establishment of a transit oriented development; and
- Include a policy requirement for 15 per cent of residential development to be affordable.

2.3.3 Housing and Employment Land Supply Program

The *Housing and Employment Land Supply Program Report* (HELSP Report) released on 12 October 2010 seeks to ensure that Greater Adelaide has an adequate supply of well-located developable land spread across the region. Specifically, it assists with the establishment of a 15-year supply of land zoned at any given time for residential or commercial and industrial purposes in accordance with the objectives of The Plan.

The HELSP Report highlights that the Western region is an important focus to accommodate a significant proportion of Greater Adelaide's future growth of new dwellings, people and employment opportunities. *The 30-Year Plan for Greater Adelaide's* target is for the Western region to accommodate 83,000 additional people and 42,560 additional dwellings by 2036 (see Table 3).

Table 3: Western Region Dwelling Target over 15 Years

Time period	Dwelling targets
Short term (0–5 yrs)	6500
Medium term (6–10 yrs)	7000
Long term (11–15 yrs)	7000
Total first 15 years	20,500
Annual average, first 15 years	1366
The Plan target (30 years)	42,560

During the past five years, about 70 per cent of the new allotments in the Western region have been created from minor infill projects (less than 10 dwellings). These developments have produced, on average, about 540 additional allotments a year from 2004-05 to 2008-09. While allotment production increased significantly to 1,500 in 2008-09, it is estimated that the western region will produce 500 additional allotments a year from minor infill developments during the next five years. Given that, on average, 1,366 dwellings will need to be constructed each year in order to meet the 30 year target set by the Plan, policy initiatives will be required to 'top up' this projected shortfall. One option is to introduce policies which facilitate the development of major infill opportunities.

This DPA presents an opportunity to provide dwellings via a major infill site in the short to medium term. This will assist in achieving the 30 year target identified in the Plan.

2.3.4 City of Charles Sturt Development Plan Review

The City of Charles Sturt is currently preparing a Strategic Directions Report in accordance with Section 30 of the *Development Act*, to review the Development Plan. The review will involve public and Government agency consultation and is scheduled for completion in late 2012.

The Council's current Development Plan Review, which was completed in 2008, was the first comprehensive review of the Council's Development Plan since 1998. In order to provide a basis for recommended changes to the Development Plan, the Review listed a number of challenges for planning policy. These included the following challenges of relevance to this DPA:

- Managing the impacts of a potential increase of up to 20 per cent in the number of dwellings in the City;
- Maintaining the area's traditional wide range of housing types and affordability;
- Designing for climate change to hotter and drier weather and reducing reliance on intensive energy usage for cooling and heating;
- Designing housing suitable or adaptable for older people and smaller households;
- Responding to reduced tree cover and levels of greenness as a result of shrinking lot sizes;
- Managing the impact of regeneration on the character of suburbs;
- Ensuring shopping areas and local shops are accessible to the aging and less mobile community;
- The future of the Outer Harbour/Grange train lines and their better use;
- Opportunities for more regeneration along the rail corridors, particularly Cheltenham Park and SA Housing Trust estates;

- Mixed use and apartment developments to boost the viability of major centres
- More sustainable, healthier lifestyle neighbourhoods more amenable and safer for walking and cycling;
- Addressing a likely increased demand for quality open space in response to urban consolidation / infill; and
- The likely establishment of Transport Orientated Developments, together with improved public transport, and the future of major transport corridors on land use patterns and accessibility.

The DPA will provide a planning policy framework that seeks a mixed use, higher density development offering alternative forms of accommodation within a physically connected development, that is reflective in style and use of materials to the surrounding traditional development.

2.3.4 The City of Charles Sturt Community Plan - Shaping the Western Suburbs 2027

The City of Charles Sturt Community Plan - Shaping the Western Suburbs 2027 documents the community's aspirations and provides the lead document in the Council's Strategic Planning Framework. In particular, the directions contained in the Community Plan are reflected in Council's Corporate Strategic Plan which outlines actions, responsibilities and timeframes that will contribute to achieving the 20 year plan.

The Community Plan contains a number of desired outcomes, objectives and strategies of relevance to this DPA. They include:

Outcome 1

A safe and healthy City that supports vibrant community life

Objective 1.4

Contribute to an improved sense of safety

Strategies

1.4.3 All new private and public developments are designed for safety

Outcome 2

An economically prosperous, attractive and functional City

Objective 2.2

Support and encourage a diverse mix of complementary land uses

Strategies

2.2.1 Provide for appropriately located, mixed density housing that caters for our diverse population (T1.22, T6.7)

2.2.2 Encourage the provision of well designed, accessible, vibrant, local and regional shopping facilities

Objective 2.3

Provide and facilitate a safe, connected and well maintained transport network

Strategies

2.3.1 Develop and maintain a safe network of connected cycle and pedestrian routes

2.3.2 Manage local road networks for the safe movement of people, goods and services (T2.9, T2.10)

2.3.3 Advocate for a connected, reliable, safe and well maintained public transport system including options for light rail (T3.6)

Objective 2.4

Create attractive, well maintained streetscapes

Strategies

2.4.2 Create and maintain attractive landscaped streetscapes which incorporate principles of water sensitive urban design

Objective 2.5

Establish and maintain a linked system of open space

Strategies

2.5.1 Create an accessible network of developed open space that responds to the recreation and sporting needs of the community

2.5.2 Develop environmentally sustainable landscapes within public open space

2.5.3 Ensure that new developments have access to useable private and public open space

Outcome 3

A City which values, protects and enhances the natural environment

Objective 3.2

Encourage our community to better manage and reduce their impact on the environment

Strategies

3.2.1 Encourage energy efficiency and greenhouse gas emission reductions across the community (T3.5)

3.2.2 Encourage water consumption reduction amongst the community (T3.9)

Objective 3.3

Promote ecologically sustainable urban development within the City

Strategies

3.3.1 Ensure development controls reflect the principles of ecologically sustainable development (T3.14)

3.3.2 Encourage water sensitive urban design in all new developments (T3.9)

3.3.3 Investigate and implement sustainable stormwater management practices that reduce discharge into the Gulf (T3.9, T3.4)

The DPA responds to the directions contained in the Community Plan by:

- Encouraging a mix of land-uses, including local shopping facilities, to provide a sense of vibrancy and to cater for a diverse population;
- Ensuring new development is designed for public safety;

- Ensuring that development includes a safe network of connected cycle and pedestrian routes;
- Contributing to the attainment of a connected reliable, safe and well-maintained rail system by increasing residential density around the Woodville Station;
- Encouraging the provision of a linked system of open space featuring environmentally sustainable landscapes;
- Encouraging energy efficient building design and water sensitive urban design to promote ecologically sustainable urban development; and
- Facilitating higher density residential development near public transport to reduce reliance on private cars which could lead to a reduction in greenhouse emissions.

2.3.5 The City of Charles Sturt - Towards One Planet Living: Greening the Western Suburbs 2008-2013

One Planet Living: Greening the Western Suburbs seeks to generate discussion between the Council, its community and other stakeholders about the environmental future of Charles Sturt. It is a five year plan that presents strategies and actions under four themes: climate change, water, biodiversity and waste.

The following strategies and actions are of particular relevance to this DPA:

2 Our Changing Climate

Strategy 2.2: Adapt to a changing climate

-Incorporate climate change considerations within Council planning and development assessment processes in partnership with other agencies.

Strategy 2.3: Improve building performance

-Deliver a new 'Green Buildings Program' to include the following initiatives:

Advocate for and identify opportunities to showcase sustainable development, including energy efficient building design, at key sites including as part of the redevelopment of the former Cheltenham racecourse, Clipsal site and other.

Strategy 2.5: Reduce transport related greenhouse emissions

-Focus new higher density residential and commercial developments around existing public transport nodes (transit-oriented developments) and link these areas with surrounding walking and cycling networks.

-Provide cycling paths through the city as this becomes possible.

3 Our Water

Strategy 3.2: Reduce dependence on traditional mains water and groundwater supplies and move progressively to more sustainable practices and sources of water

-Ensure the Cheltenham Redevelopment is designed to maximise capture and storage of stormwater, and make that water available for a range of suitable uses, including irrigation

-Promote the increased re-use of grey water in suburban areas, while educating residents about the potential risks to soils and health or inappropriate or careless grey water use

Strategy 3.3: Water Sensitive Urban Design in new and existing developments

Adopt a flexible approach to the selection of WSUD treatments and solutions to deliver on the above targets, incorporating the use of rainwater tanks, on and off-site stormwater detention and MAR schemes and other mechanisms as appropriate to suit the

characteristics of each site and the nature of each development, and acknowledging that on-site detention of stormwater may not be appropriate in all instances

The DPA will respond to these strategies and actions by:

- Providing an opportunity to establish higher density residential development near the Woodville Railway Station which is likely to reduce reliance on private vehicles and, in turn, reduce greenhouse emissions.
- Encouraging energy efficient building design to reduce reliance on fossil fuels which contribute to greenhouse emissions.
- Encouraging higher density residential development around an existing public transport node and linking this with surrounding walking and cycling networks.
- Encouraging greater usage of bicycles through the provision of connected cycle paths.
- Providing opportunities to conserve and manage water by linking in with the water conservation measures proposed as part of the 'St Clair' residential development to the north.

2.3.6 Healthy by Design: a Planners' Guide to Environments for Active Living. National Heart Foundation of Australia (Victorian Division) 2004

Healthy by Design is a resource of the Heart Foundation (Victorian Division) Supportive Environments for Physical Activity (SEPA) project. It includes design considerations, evidence, tools and case studies to support those professionals who have responsibility for the design, development and maintenance of the public realm. It provides practical guidance to assist in designing walkable, and ultimately more liveable, communities.

The guidelines seek to achieve:

- well planned networks of walking and cycling routes
- streets with direct, safe and convenient access
- local destinations within walking distance from homes
- accessible open spaces for recreation and leisure
- conveniently located public transport stops
- local neighbourhoods fostering community spirit.

The DPA will ensure that the Charles Sturt Council Development Plan includes provisions which support the guidelines promoted by the Healthy by Design document. In particular, the DPA will encourage development which includes (and is connected to) a well planned network of walking and cycling routes. Internal streets will be required to provide direct, safe and convenient access and recreational opportunities associated with open spaces will be accessible.

2.4 Consistency with other Development Plan Amendments

This DPA has taken into account the following concurrent Ministerial and Council DPAs' in the following manner:

2.4.2 Charles Sturt Heritage DPA

The DPA seeks to review the listing of heritage places in the Development Plan, together with some minor policy amendments such as public notification categories for development of heritage places. The Woodville Station (down platform shelter, up platform shelter, weatherboard ticket office and single-storey brick building) and St Clair Recreation Centre, are currently identified by

the Development Plan as Local Heritage Places, while 'Brocas House' is listed as a State Heritage Place.

The existing policies within the Development Plan relating to Heritage Places represent the current State Planning Policy library, and are not expected to be amended as part of the proposed Heritage DPA. Furthermore, the Woodville Station DPA does not seek to alter the listing, nor the function or built form of these Heritage Places.

2.4.3 Woodville Village and Environs DPA

The City of Charles Sturt recently commenced the preparation of the Woodville Village and Environs DPA. The purpose of this DPA is to review the policies of the District Centre Zone (Woodville Policy Area 5) and its immediate surrounds to guide the development of a revised Woodville District Centre in the context of the Woodville Village Masterplan. While the current zoning is appropriate, opportunities for minor boundary amendments have been identified that will better support the outcomes of the Masterplan as well as minimise impacts of the District Centre Zone activities on the neighbouring Residential Zone. The DPA will also investigate opportunities to make local amendments to the zone policies, further encouraging increased density and mixed use outcomes.

While the Woodville Village and Environs DPA proposes a wide range of investigations, the following are of particular relevance to the Woodville Station DPA:

- *Review the Desired Character statement for the District Centre Zone - Woodville Policy Area 5 and adjoining areas in the context of the vision and desired directions of the Woodville Village Masterplan.*
- *Review Concept Plan Map ChSt/5 as it applies to Woodville Policy Area 5 in the context of the Woodville Village Masterplan and develop a revised concept/structure plan to guide the future development and revitalisation of the Woodville Village precinct - the plan will consider:*
 - *Traffic, cyclist and pedestrian movement*
 - *Desired locations for car parking*
 - *Built form for key sites, including the three corner sites on the Port Road intersection*
 - *Translation of other key urban design policies, guidelines and directions in graphic form.*
- *Review off-street vehicle parking requirements in Table ChSt/2 as they apply to Woodville Policy Area 5, giving consideration to shared parking opportunities and potential to establish a car parking fund pursuant to Section 50A of the Development Act 1993.*
- *Investigate interface issues associated with noise, odour and other amenity issues associated with mixed uses, and proximity to the railway line and major arterial roads.*

Given that the Woodville Village and Environs DPA and the Woodville Station DPA are both seeking to implement some of the key recommendations of the Woodville Village Masterplan, it is expected that the policy outcomes sought will be consistent between the two documents.

2.4.4 Bowden Urban Village and Environs DPA (Ministerial)

The Bowden Urban Village and Environs DPA which was authorised in June, 2012 introduced a cohesive land use framework to guide development for a transit-oriented development that

provides higher-density residential, commercial and retail development in proximity to major public transport and to the Adelaide CBD.

The DPA amended the Charles Sturt Development Plans as follows:

- Introduced a new Urban Core Zone to support mixed-use and higher-density residential development centred around major public transport and including a Main Street Policy Area to act as a community hub and activity node for residents and businesses.
- Introduced a new *Medium to High Rise Development (3 or more storeys)* suite of policy in the General Section of the Development Plan to address design issues associated with taller buildings.
- Introduced three new Overlays and associated policy in the General Section of the Development Plan namely: *Affordable Housing; Noise and Air Emissions; and Strategic Transport Routes* that apply to development in the new Urban Core Zone.
- Amended / replaced existing policy modules in the General Section of the Development Plan considered relevant to the future development of the area affected by this DPA including:
 - Centres and Retail Development
 - Design and Appearance
 - Heritage Places
 - Interface Between Land Uses
 - Natural Resources
 - Outdoor Advertising
 - Residential Development
 - Transportation and Access

The Bowden Urban Village and Environs DPA updated policy in many parts of the General section of the Development Plan to the current version of the SAPPL that would have been required to be updated as part of the Woodville Station DPA. Many of these policy updates will be applicable to the Area Affected by the Woodville Station DPA as both DPAs are proposing a similar form of urban development on strategic locations near public transport nodes.

2.5 South Australia's Planning Policy Library

The State Government is improving South Australia's planning and development assessment system by encouraging and assisting in the conversion of Development Plans using the South Australian Planning Policy Library (SAPPL).

The Charles Sturt Council Development Plan was converted to the SAPPL format in August 2009 following gazettal of its *Better Development Plan and General Development Plan Amendment*. The Bowden Urban Village and Environs DPA updated a number of key relevant policy modules within the Charles Sturt Development Plan to the current version (Version 6) of the SAPPL (see Section 2.4.4).

Given this recent update of the Charles Sturt Development, it is not necessary for this DPA to undertake a similar exercise. However it will be necessary to expand the Overlays to include the appropriate extent of the area affected by the Woodville Station DPA.

2.6 Adjoining Council Development Plans

The area proposed to be rezoned by this DPA is contained wholly within the Charles Sturt Council Development Plan. Charles Sturt is bordered by the Port Adelaide Enfield, Prospect, West Torrens and Adelaide Councils. However, the subject land is located a significant distance from the Council boundaries. For this reason, it is unlikely that the DPA and the potential future development of the subject land will noticeably affect the adjoining Council areas.

In terms of policy consistency, it is noted that the Charles Sturt Council is the only Development Plan which has been converted to the SA Planning Policy Library (SAPPL) format. However, it is understood that the West Torrens, Port Adelaide Enfield and Prospect Council Development Plans are currently being converted to the SAPPL format. This will ensure that there is greater policy consistency across the Western region.

3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN

3.1 Water Proofing the West

Water Proofing the West - Stage One, is the first component of a broader region wide system which will harvest, treat and store stormwater in specific locations and then distribute the recycled stormwater to demand areas throughout parts of the City of Charles Sturt.

The project involves developing infrastructure to harvest, treat and store up to 2,400ML/annum (equivalent to 2,400 Olympic size swimming pools) of stormwater for later distribution across portions of the Council area, reducing current and future mains water demands. The project will be supporting long term sustainability for the groundwater resources in the region.

The project has five key elements with the following components:

1. Old Port Road; with wetlands and Aquifer Storage and Recovery (or ASR) which comprises a multi-objective stormwater scheme with water reuse, water quality improvement, environmental enhancements all while reducing flood risk.
2. Cooke Reserve and Riverside Golf Course; with wetlands and ASR components.
3. Cheltenham wetlands; which will provide treated stormwater for ASR's and irrigation to the site's open space and urban development via a lilac pipe (for recycled water) supply system.
4. A Linking & Distribution Mains; Linking the Cheltenham, Old Port Road and Cooke Reserve/Riverside projects and a Distribution Mains to supply the recycled stormwater to parts of the council area.
5. A River Torrens diversion system; to divert river water to supply additional water for harvesting to all the wetlands.

<p>It is anticipated that development on the area affected will link in with the Cheltenham wetlands initiative to further enhance ASR and provide irrigated water to areas of open space.</p>
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3.2 St Clair Residential Development Open Space Management Plan

Prepared by Hassell in 2010, the Open Space Management Plan (OSMP) is one of two key framework documents to guide the future development of the St Clair site (adjoining the area affected by this DPA). The OSMP addresses issues associated with:

- Distribution and classification of open space
- Pedestrian and cycle movement
- Open space quality
- Stormwater management (ASR, wetlands)
- Public domain elements
- Landscape
- Maintenance standards
- Development staging

The OSMP provides the following vision:

St Clair will become a vibrant, inner metropolitan neighbourhood, complementing the proud local heritage of the surrounding established community and raising the bar for environmental residential developments.

This parkland village will feature one of the largest areas of community open space within a new residential address anywhere in Australia.

St Clair's unique setting amid playing fields, expansive and connected parklands, traditional parks, gardens, and a riverine biodiversity corridor will provide amenities for comfort and convenience, as well as promote active recreation.

The presence of native flora and fauna will be encouraged. Boardwalks will provide views across water bodies and reed beds, allowing for close community interaction with the natural environment.

Weaving through the parklands will be a continuous belt of walking and cycling trails that lead to a variety of destinations: a shopping precinct with alfresco dining, sportsgrounds with new changing room facilities and barbecues, or local parks for quiet contemplation. These new facilities will allow the existing and new communities to pursue an active and healthy lifestyle.

The DPA responds to the OSMP through the introduction of policies which encourage the provision of high-quality, landscaped open space which also provides recreational links through to the St Clair residential development. The DPA also retains policies that seek the development of the land north east of the new collector road (St Clair Avenue) as a district level recreational area.

4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

4.1 Site Contamination

Phase II Environmental Site Assessment (Preliminary Soil Investigation)

A Preliminary Soil Investigations Report was conducted by AEC Environmental Pty Ltd (AEC) in January 2009 at the request of the City of Charles Sturt. The results indicated the presence of several chemicals above ecological and the adopted health guidelines at various locations within the area affected by this DPA (largely within the mounded areas outside of the Renewal SA owned land).

Renewal SA (formerly LMC) commissioned AEC further to conduct a soil leachability assessment for that land to determine whether the documented soil impacts were likely to have affected ground water and to assess the suitability of the site for residential and mixed use purposes.

A risk assessment was conducted for the analytes that exceeded the adopted assessment criteria. The output from the model and associated results indicated that the onsite material does not pose an unacceptable risk to the groundwater beneath the site.

It was also noted in the report that the inclusions within the fill located across the site and mound soils could pose an aesthetic limitation in terms of the proposed redevelopment. The report offers the following solutions:

- Leaving the soil in-situ and capping with clean certified fill
- Using onsite as engineered fill underlying hardstand or bituminised areas within commercial/industrial zoned areas or residential areas given a site management plan is in place; or
- Remove the mound soils off site.

Site Audit Report

With reference to the above reports, a *St Clair Recreation Reserve Site Contamination Audit Report* (LMC 29 March, 2012) was undertaken by ERM on behalf of Renewal SA (then LMC) and concluded in March 2012.

The following Conditions and recommendations were made by the Auditor:

Planning and Development:

The Auditor is of the opinion that no conditions are required relating to planning and development.

Environmental Monitoring

The Auditor is of the opinion that no conditions are required relating to environmental monitoring.

Site Management

The Auditor considers that the following ongoing management measures must be instituted to manage contaminated soil at the site:

1. The site must be covered with a physical barrier, so that the contaminated soil is capped beneath at least 0.5m of certified clean fill, or be covered by an impermeable barrier (for example, concrete building slab, or hard paved landscaping), or be used as engineered fill beneath hardstand areas;
2. Any landscaped area or garden bed must have at least 0.5m thickness of clean fill below the finished surface, which is demonstrated to be suitable for the site and consistent with soil classified as "waste fill" as defined in the EPA publication: "Standard for the Production and use of Waste Derived Fill": and
3. All physical barriers (as described above), if subsequently damaged or removed during development or occupation of the site, must be reinstated as soon as possible and to the same condition or better as they were prior to any disturbance.

Water Restrictions

The Auditor is of the opinion that no conditions are required relating to water restrictions.

These reports confirm that the site is suitable to be developed in a manner consistent with the policy framework proposed by this DPA.

4.2 Woodville Village Masterplan

4.2.1 Overview

As outlined previously, the DPA will implement some of the key recommendations of the Woodville Village Masterplan (the 'Masterplan'). In particular, the DPA will allow the establishment of a residential precinct on the RSA owned land that will feature an attractive, high-quality mix of medium and higher density housing within a landscaped setting. Within the precinct, off-road paths will be established to provide connections to shops, community facilities, the railway station, high school, St Clair Reserve and the shared path 'Greenway' located adjacent the railway line.

4.2.2 Masterplanning Process and Stakeholder Engagement

The Masterplan process began with detailed investigations of the characteristics and issues within the study area, including transport assessment, market analysis, opportunities relating to art and culture, infrastructure assessment, significant tree assessment, stormwater management and open space management.

A comprehensive community engagement process was undertaken in three stages, commencing with the creation of a vision for the area. Community newsletters, meetings with specific interest groups and visioning workshops were held to help shape the community's vision for the precinct.

The second stage included a comprehensive six day urban design workshop with stakeholders and members of the public to work through design options for the different precincts within the project area. These design options were further worked through in meetings with specific interest groups, Council and the LMC.

Following the preparation of a draft Masterplan concept, a public open day was held to discuss the elements proposed for the different precincts with members of the design team. Opportunities to submit written feedback were then provided over a four week period. This marked the final stage of the consultation process.

Taking the community's comments and suggestions on board, the Masterplan was finalised and endorsed by the City of Charles Sturt on 13 September 2010.

4.2.3 Urban Design Framework

An urban design framework was developed from the shared vision established from the initial engagement with the community and key stakeholders. The vision is as follows:

Woodville Village is an exciting destination for both locals and the broader community. It is an area framed by a mixture of mostly medium to higher density housing, offices, shops, health and education facilities, and expansive green open parkland. At its heart is a bustling train station, community plazas, civic facilities, cafes and shops. It celebrates its proud heritage and embraces its diversity with food, colour, art, greenery and activity on the street, in the community markets, in the open spaces and recreation areas.

From this vision, the following set of guiding principles were developed to direct and inform the master planning process and precinct concepts:

Land Uses

- *Carefully locate key uses to help activate parts of the village*
- *Promote mixed use with 'active' uses at ground level*
- *Encourage a diverse mix of interesting retail and 'fresh food' to create a distinctive shopping and entertainment precinct*
- *Agglomerate similar uses that link and are a further attractor to a main destination*

- *Create an environment that encourages residential development above ground in core areas and at ground level at the residential interface*

A Place for People

- *A vibrant, unique place that everyone from local areas and further afield can access, enjoy and benefit from*
- *Streetscapes that enable people to move around easily and safely, that give people a sense of 'place', are shady and sheltered and that link easily from one place of activity to another*
- *Public space activated by uses around its edges*
- *Provision of seating and attractive street furniture*
- *Simple ground surface materials to unify the space*
- *Fountains, sculpture and works of art are encouraged (but should not clutter the space)*
- *Planted with appropriate, shade-giving, street enclosing trees*
- *Retail and other activities (eg. markets) that provide for evening and weekend activity*

Building Appearance and Character

- *Design sympathetically with existing surrounding buildings*
- *Modern design but complementary to Woodville's character (walls to have high 'solid to void' ratio, careful selection of building materials)*
- *Development is scaled to match the desired character of the area*
- *Street facades to have a strong sense of verticality*
- *Diversity of materials, roofs and fenestration*
- *Balconies and verandahs or awnings incorporated for pedestrian shelter*
- *Buildings are aligned close to the street*
- *Commercial/retail buildings have active frontages*
- *Primary entrance of all retail is via the street (not internal arcades)*
- *Large footprint buildings framed by fine-grain retail or mixed use buildings*

Enrich the Existing

- *A distinctive development that integrates into the existing natural and built urban form*
- *Development designed to utilise and value the study area's unique and intrinsic physical and cultural resources (people, their culture and history, climate, ecology, vernacular character, transport linkages)*

Make Connections

- *A physically and visually integrated environment that creates connections between people and places*

Manage Investment

- *Economically viable, appropriately delivered and public areas well maintained*
- *Long term commitment from community and Council*
- *Increase land values*

Crime Prevention Through Environmental design (CPTED)

- *Locate public areas adjacent to active streets for added security, particularly at night*
- *Canopy shade trees consistently spaced at 10 - 15m intervals to enable security by allowing visibility through all areas.*
- *'Mixed use' and residential buildings overlooking public spaces*
- *Street frontages for all park spaces*
- *'Eyes on the street and park' from town houses and apartments to provide casual surveillance*
- *Provide lighting for key pedestrian/cyclist pathways through parks*
- *Park spaces and other public spaces to be activated by uses around the edges*

These guiding principles have provided valuable direction for the Desired Character Statement within the proposed new Precinct 21 in order to adequately tailor and deliver development

envisaged for the subject land. The DPA also proposes new principles of development control that are reflective of some of these design elements.

4.2.4 Art and Cultural Framework

An important aspect of the Masterplan is the desire to create a sense of place attributable to the Woodville Village. Critical to achieving this sense of place is the creation of a safe, enjoyable and comfortable public realm, integrating public art into new development and infrastructure and the creation of events and activities that help create an identity and point of difference from other locations.

While the art and event components of the overall Masterplan do not constitute development, the implementation of these goals requires the creation of quality and accessible public spaces for events and artwork to be placed. This is particularly important for the area adjacent the Woodville Station which is intended to form a focal point for the revitalised precinct.

The policy framework introduced by the DPA including the Desired Character Statement, encourages the development of community spaces, and a high quality public realm particularly fronting Woodville Road and adjacent the Woodville Station.

4.2.5 Precinct Masterplans

The Woodville Village Masterplan was divided into specific precincts, based on their function and characteristics:

QEH / Port Road Gateway
Retail and Civic Heart
Woodville Station (detailed below)
Renewal SA (formerly LMC) Land (detailed below)
Recreation, Sport and Education (detailed below)
Torrens Road Gateway

Those of relevance to this DPA are summarised as follows:

4.2.6 Woodville Station Precinct

The Masterplan identifies Woodville Station as a key landmark within the overall Woodville Village Precinct, providing modern public transport services attracting increased frequency and efficiency to key destinations, such as the Central Business District, particularly as a result of the future electrification of the rail line.

The Masterplan recommends the creation of plazas on both sides of the station, fronting Woodville Road to take advantage of the likely associated increase in patronage and activity (see Figure 7).

The DPA responds to this by providing the opportunity for a community plaza to be developed adjacent the railway line on the Woodville Road frontage both through identifying this area as open space on the proposed Concept Plan and including it in the description in the Desired Character Statement.



Figure 7: Illustrated concept for Woodville Station looking towards the subject land

4.2.7 Renewal SA (formerly LMC) Land Precinct

The concept for the Renewal SA land was determined by a number of influences related to the strategic role of the land, existing characteristics of the land, and agreements resulting from the revocation of the community land classification. These included:

- *no net loss of open space*
- *maximise visual exposure to St Clair Reserve and Woodville Road*
- *medium rise, high density residential development in accordance with 30 Year Plan for Greater Adelaide's intentions (including minimum affordable housing targets)*
- *create public activity area adjacent the train station to provide interest, amenity and after hours activity*
- *create flexible space along Woodville Road that can accommodate community and other special events*
- *minimise overshadowing effects of new buildings on established residential development*
- *create spaces that place pedestrians ahead of cars*
- *incorporate landscaping for amenity and potential food production*
- *recognise former oval location and create visual link to St Clair reserve as well as retain as many significant trees as possible*
- *create interesting buildings as well as spaces between buildings for significant internal landscaping and visitor parking*

The Masterplan makes the following recommendations in relation to the Renewal SA Land Precinct:

Land Use mix

The Masterplan recommended that the subject land should generally accommodate medium to high density residential development within a landscaped and open space setting. In addition, some retail and commercial land uses creating activity will be encouraged at ground level in buildings close to the station and fronting Woodville Road. The retail and commercial uses should not form the retail or commercial core of the Woodville Village.

Open Space

The Masterplan recommended that open space and landscaping should form an important urban design element in the precinct to soften the envisaged built form and create quality public spaces for residents. It proposed that this should include a minimum 22 per cent of public open space primarily located along the Woodville Road frontage and providing vistas to the St Clair Reserve and Recreation Centre. The Masterplan also suggested that other areas of open space may be provided along the proposed 'greenway' adjacent the rail line as well as internal pocket parks to provide suitable recreational opportunities for residents. Including an opportunity for a small central park built around the centre of the former oval (taking in the existing cricket pitch).

Significant & Regulated Trees

The Masterplan proposes the retention of the majority of Significant and Regulated Trees. The retention of these important trees will contribute to the establishment of a parkland setting for development on the subject land.

Residential development

The Masterplan envisages a variety of housing types, including townhouses, terraces and apartments. Given the desire to increase densities in this strategic location, it does not recommend detached and semi-detached dwellings.

The Masterplan places emphasis on the provision of a diverse range of dwellings, including one and two bedroom apartments, two and three bedroom apartments, townhouses and terraces. It is intended that this diversity will be provided both within buildings and across the subject land, together with the minimum 15 per cent affordable housing component. Mews style homes over garaging and work from home options are also envisaged to maximise flexibility and diversity.

Design

The Masterplan envisages variety in built form with buildings typically ranging between three to five storeys across the majority of the precinct. It recommends that, buildings be limited to three storeys adjacent the residential areas on Actil Avenue, while the tallest buildings in the precinct of six to eight storeys should be concentrated directly adjacent the rail line and near open space.

The Masterplan notes that, with the possibility of larger building forms, a greater emphasis needs to be placed on high quality designs, including:

- strong variation in elevations
- interesting roof shapes and lines
- balconies integrated into the design of the building, either projecting or recessed to create light and shade
- sympathetic and interesting materials and colour selections to create visual interest, with references to the established heritage and character of surrounding areas.

This means that architectural treatments of repetitive continuous void facades, bold feature elements and large glazed facades would not be appropriate. Rather, a balance of solid wall surfaces to shady balcony and window voids, reflective of existing built forms should be sought.

The Masterplan also places emphasis on sustainable building design through the use of passive solar design, attention to overshadowing impacts and providing options for energy generation, water conservation and food production or rooftop gardens.

Connectivity (vehicle, pedestrian & cycle)

Development on the subject land is expected to be connected to Woodville Road and the “St Clair” residential development to the north via a new connector road (‘St Clair Avenue’) running west of the St Clair Reserve. The Masterplan recommends that internal roads should generally be local in function, provide access to the retail activities and be designed with an emphasis on safe pedestrian movement and activity, where pedestrians and cyclists have easy access and vehicle speeds are significantly reduced.

Given the medium to high density of proposed residential development on the subject land, the Masterplan suggests that parking should typically be in either basement or decked formats, with ‘at grade’ parking limited to visitor parking in small car parks or on street parking. Importantly, the Masterplan flags a reduced parking ratio for residential development in order to take full advantage of the excellent location of the subject land to services, facilities and frequent and efficient public transport.



Figure 11: Artistic impression of potential URA land layout and built form

4.2.8 Recreation, Sport and Education Precinct

This Precinct includes the remainder of the St Clair reserve, the St Clair Recreation Centre, Brocas House and the Woodville High School. The Masterplan suggests that this precinct will be a focus for sport and education in the Woodville Community, providing an expanded range of facilities for all ages and interest groups. The treed character and views into the park should be maintained along Woodville Road, with access into the wider open space / recreation network opened up via the new St Clair Avenue and major pedestrian / cycle path system.

4.2.9 Summary of the Policy Implications for the Woodville Station DPA

In summary, the DPA will introduce a policy framework that responds to the Masterplan recommendations in the following manner:

Land Use mix:

- *Mixed-use development (restaurants, cafes, local businesses & dwellings) near Woodville Road.*
- *Medium to high density residential development (including 15 per cent affordable housing and work from home options)*
- *Recreation, sport and education uses continuing for the remainder of the St Clair reserve, the St Clair Recreation, Brocas House and Woodville High School (the land north of the proposed new collector road).*

Open space:

- *A wide, park frontage to Woodville Rd.*
- *A 'greenway' along south-western boundary of the site.*
- *Large areas of public open space, mostly along the Woodville Road frontage.*
- *Landscaping that acknowledges elements of St Clair Reserve.*
- *Opportunity for a plaza for community activities linked to the railway station.*

Significant & Regulated Trees

- *The proposed Desired Character Statement refers to the retention of most 'significant' (and 'regulated') trees, particularly the existing Red Gums along the railway line.*

Residential development:

- *In response to the Masterplan, the DPA introduces policy that supports the development of a range of dwelling types including row and residential flat buildings and restricts the development of detached and semi detached dwellings.*

Design:

The DPA introduces policy that requires:

- *Buildings sited within a landscaped setting.*
- *Buildings be built to a minimum of three and maximum of eight storeys in height in the Core Area and buildings of a minimum of two and maximum of five storeys in height in the Transition Area opposite the residential development on Actil Ave.*
- *Sustainable design features (energy generation, lower car-parking provision, water conservation, waste minimisation, rooftop gardens, food production).*
- *The incorporation of smaller lot sizes (including 'mews' homes over garages).*
- *Strong variation in elevations, balconies (recessed and projecting) and verandas, interesting roof shapes, window shading, sympathetic and interesting colour selection, use of light and shade, use of a variety of building materials.*

Connectivity:

- *Providing a new 'St Clair' Avenue connecting Woodville Road with the St Clair residential area to the north-west.*
- *A Desired Character Statement envisaging a development connected with paths and open space internally and to outside areas.*
- *Objectives and Principles of Development Control seeking development that has a 'walkable urban form,' with pedestrian and cyclist friendly streetscapes.*

4.3 Movement, Traffic and Connections

4.3.1 Road Network

A traffic study was undertaken during the preparation of the Masterplan to determine its impact on the operation of Woodville Road. The study utilised data from DPTI's Metropolitan Adelaide Strategic Transport Evaluation Model (MASTEM) of the Greater Adelaide Region and used SIDRA analysis and micro-simulation modelling (AIMSUN) to analyse the traffic impact of the development proposals. Traffic forecasts for Woodville Road show a slight increase in traffic volumes to 2021 followed by a drop to levels lower than current volumes by 2031. This reflects the improvements achieved in the broader road network as a result of planned upgrades to the north-south corridor, and forecast increases in the use of sustainable transport modes.

To facilitate connections through to the "St Clair" residential development to the north (required under the agreements for the "St Clair" residential project) and to provide access for the subject land, a road, 'St Clair Avenue', is proposed heading north-west from Woodville Road. The Masterplan process examined four options for the location of the intersection of St Clair Avenue and the preferred location was found to be south of Stanley Street.

The preference for the location of the intersection identified within the Masterplan was based on the following aspects:

- it would be located close to the proposed plaza and commercial area just north-east of Woodville Railway Station, offering commercial benefits as well as helping activate the plaza and station precinct
- it would be located 115 metres from the rail crossing (110 metres from the proposed Greenway crossing) allowing sufficient space within Woodville Road for north-bound traffic to queue without crossing the railway line
- it allows for a wide reserve frontage to the remainder of the St Clair reserve, which was favoured by the local community
- the location has minimal impact on turning movements from established residential areas to the south-east of Woodville Road
- results in an even spacing of pedestrian crossings along Woodville Road (taking into account the future Greenway crossing and the signalised pedestrian crossing outside the school to the north)

While this location was identified as the preferred location for an intersection of the new road with Woodville Road, the City of Charles Sturt are undertaking further investigations into an alternative option located on Council owned land further north and closer to the St Clair Recreation Centre. The traffic impacts of this option are currently being modelled. It is expected that while a road junction in this location may require different traffic management responses, it will not alter the ability of the land to be developed for the proposed residential and mixed use purposes. It is also important to note that a road alignment and intersection on Council owned land will require the resolution of an additional process under the *Local Government Act* to revoke the 'community land' status of the land.

4.3.1.1 Traffic signals

The decision regarding the physical layout of the new junction with Woodville Road and whether or not traffic signals are warranted will be more certain at the development assessment stage when the allotment yield and land use configuration are known.

The traffic modelling work undertaken to date is based on a maximum allotment yield for the Renewal SA owned land and indicates that the proposed road network can accommodate the residential and mixed use development proposed by the DPA. While the proposed concept plan identifies a new connector road, the exact location of the intersection of St Clair Avenue and Woodville Road and the nature of the junction is subject to further detailed traffic analysis at the development assessment stage.

4.3.2 Public transport network

The site is well serviced by the Adelaide to Port Adelaide rail network. Future investment in the network including the potential electrification of the rail line will result in a more frequent and efficient train service to and from the City and Port Adelaide at this location. It is also expected that every train will stop at the Woodville station following electrification.

The area is also well serviced by buses with access to a Circle Line bus on Woodville Road that provides a ring route around Adelaide's middle suburbs as well as bus services to and from the city along Torrens Road that also connect to Port Adelaide and the Arndale Shopping Centre and services along Port Road connecting to West Lakes and the CBD.

4.3.3 Pedestrian and Cycle Network

Pedestrians and cyclists are currently poorly accommodated along Woodville Road with narrow footpath widths in some locations, and a lack of bicycle lanes. Connections to the surrounding areas are mostly informal, with access to Actil Avenue available through the existing parklands. The rail line acts as a significant barrier with a crossing for cyclists and pedestrians only at Woodville Road.

Through implementing some of the recommendations of the Masterplan, the DPA will provide a policy framework that will encourage improvements to pedestrian and bicycle movements and connectivity throughout the location, potentially connecting to the networks through the "St Clair" residential development and linking to Cheltenham Parade.

The 30-Year Plan for Greater Adelaide also highlights a network of greenways proposed throughout the metropolitan area. Greenways will comprise landscaped corridors with shared paths for pedestrians and cyclists. Within this location, a greenway is planned to run along the northern side of the Adelaide to Outer Harbour / Grange rail corridor along the existing Glenys Nunn Drive, linking with the perimeter of the subject land. A dedicated pedestrian/bicycle actuated crossing is proposed adjacent the rail corridor across Woodville Road to assist in these movements.

The DPA supports these recommendations through the Desired Character statement which envisages an area developed with interconnecting paths and roads designed with pedestrians and cyclists in mind, as well as through Objectives and Principles of Development Control that seek a well connected development. The proposed new Concept Plan highlights the proposed Greenway and shared use paths through the development area.

4.4 Utilities and Services

The following analysis of infrastructure and service capacities was prepared as part of the Masterplan in consultation with relevant service agencies following a review of the infrastructure within the broader Woodville Village precinct.

4.4.1 Potable Water

There is a large water main running the entire length of Woodville Road, as well as a main trunk main along Actil Avenue, both of which are able to serve development on the area affected. The current infrastructure can accommodate the anticipated growth in demand as a result of the policy framework proposed for the area affected, and in the broader Woodville Precinct. It is also noted that new buildings will make use of water saving measures and water reuse, reducing demand and reducing demand on the mains water supply.

4.4.2 Sewer

A large diameter sewer main (greater than 925mm diameter) is located in Actil Avenue and drains northward along the rail corridor. This pipe has the capacity to cater for both the “St Clair” residential development to the north west of the area affected by this DPA and any development of the area affected by this DPA in accordance with the proposed policy framework.

4.4.3 Power and Gas

The area affected, together with the broader Woodville Precinct, is located in close proximity to the Kilkenny substation which will provide the power required for new development. This, together with the Electranet Power connector, which is expected to increase capacity for greater Adelaide, indicates that electricity infrastructure will be sufficient to accommodate development of the area affected in accordance with the proposed policy framework. It is also noted that future development will have a greater focus on energy efficient design which will help to reduce demand for power.

There are a number of high pressure gas trunk mains within the area that are accessible to the area affected. This includes a number of pressure reduction valves to enable gas to be used in service mains. It is expected that the capacity of the gas mains will be able to cater for the increase in demand produced by development of the area affected based on the proposed policy framework and within the Woodville Village area more generally.

4.4.3 Stormwater Management

The subject land falls within a catchment located between the rail line and Torrens Road (the remainder of the Woodville Village precinct lies within an eastern catchment leading to Port Road).

The area affected by the DPA is adjacent the “St Clair” residential development to the north west. This development will establish a substantial stormwater management system that includes stormwater detention basins, wetlands and aquifer storage and recharge (ASR). The stormwater infrastructure forming part of the St Clair residential site has sufficient capacity to accommodate the expected increase in flows as a result of the development of the area affected. Notwithstanding this, the DPA includes planning policy which encourages stormwater harvesting and re-use measures to reduce the amount of run-off leaving the subject land. Possible options could include green roofs and water sensitive urban design techniques within car parks and roadways.

In terms of flooding, it is understood that the area affected is not located within the 1 in 100 year ARI flood plain. However, it is noted that portions of Woodville Road to the south are subject to minor flooding as a result of capacity constraints associated with the Port Road main drain. Such flooding is not expected to affect the land subject to this DPA.

4.5 Open Space

The area immediately to the north west of the site is well provided by open space in that a significant proportion of the new residential area has been allocated for open space. Notwithstanding this, a large area of open space is intended to be provided along the Woodville Road frontage of the Renewal SA owned portion of the area affected by this DPA. This is in keeping with a commitment between Renewal SA and the City of Charles Sturt to provide 22 per cent of it’s site as open space.

In the event that the eventual St Clair Avenue alignment requires land from the St Clair Reserve space, an equivalent amount of open space will be provided on the Renewal SA owned portion of the area affected by this DPA.

Other smaller parks together with the proposed ‘Greenway’ may also be provided within the area affected.

The new concept plan (Concept Plan Map ChSt/24) proposed as part of the DPA indicates the main area of open space will be located along the Woodville Road frontage of the area affected and north east of the proposed extension to St Clair Avenue (the St Clair Reserve). The proposed ‘Greenway’ will provide a link from this open space to the open space provided as part of the St Clair residential area to the north west of the site.

4.6 Significant and Regulated Trees

There are 24 ‘Significant’ and ‘Regulated’ trees¹ located on or in the immediate vicinity of the Renewal SA owned land (see Figure 12) affected by the DPA². The majority of these

¹ Since the conclusion of the Masterplan, new ‘Regulated Tree’ legislation has been gazetted. This means that some of the trees previously identified as ‘Significant Trees’ no longer meet the criteria for “Significant Trees”. Some may now be ‘Regulated Trees’ and some have no status that results in a planning approval being required for their removal or pruning. This change in legislation and subsequent status of the trees within the area affected does not affect the DPA as the DPA does not propose any changes to ‘Significant’ or ‘Regulated’ Tree policy in the Development Plan, but rather envisages the retention of the majority of such trees, particularly the River Red Gums adjacent the rail corridor.

² No inventory or assessment has been undertaken for the trees in the balance of the area affected as there are no policy changes proposed that may affect any Significant or Regulated trees in this area.

trees are located near the boundaries of the Renewal SA owned land alongside the railway line and Actil Avenue. In particular, there is a stand of River Red Gums (*Eucalyptus camaldulensis*) near the railway which provides an important contribution to the character of the locality. Other trees include Pines, Figs and Pepper trees.

An assessment by a qualified arborist has been undertaken on the health, structure and expected safe useful life of all significant trees on the land. The majority of the trees are in good health and have good structure, with four being of poor health and structure and recommended for removal (2 Swamp mallots, a Cypress Pine and a River Red Gum).

The proposed policy in the DPA specifically highlights the stand of River Red Gums for retention within a proposed 'Greenway' for cyclists and pedestrians within the Desired Character Statement. While it was also noted in the Masterplan to retain the existing fig tree despite its declining health, it is thought that the tree has deteriorated at such a rate that it will not be identified for retention in the DPA.

There are no other changes proposed to policy relating to the remaining 'Significant' or 'Regulated' Trees as part of the DPA. Existing development plan policy relating to 'Significant' and 'Regulated' Trees will apply to any future development proposals for the affected area.



Scale 1:2117

Created by ctaras



Comments:

Disclaimer:
While care and effort has been taken in the presentation of this data the City of Charles Sturt accepts no liability for any reliance placed on the validity and accuracy of data in this publication.



Figure 12: Significant & Regulated Trees on the Area Affected

4.6 Heritage

There are a number of State and Local Heritage Places as well as contributory items located within the Woodville Village precinct. Of particular relevance to this DPA are the State Heritage listed Brocas Museum (Brocas House) and the Local Heritage listed St Clair Youth Complex (St Clair Recreation Centre), Woodville Railway Station and Woodville High School (see Figure 13).



Figure 13: Heritage Places in the Locality

4.6.1 Woodville Railway Station

Given its close proximity to the subject land, the heritage values of the Woodville Railway Station are of particular relevance to this DPA. Currently, the Charles Sturt Development Plan identifies the following built form elements of the Woodville Railway Station as part of its Local Heritage listing:

Woodville Railway Station; Down platform shelter, Up platform shelter with weatherboard ticket office, single storey brick building.

This listing was reviewed in 2010, in a Heritage Value Assessment prepared by McDougal and Vines. The Heritage Value Assessment concluded that “...it is not essential to retain the existing structures of the Woodville Railway Station in order to retain its heritage value. The value of the place resides in its function as a railway station and its location on the Adelaide to Port Adelaide line”.

The development of the land subject to this DPA in accordance with the proposed policy regime is unlikely to have a detrimental impact on the heritage value of the Woodville Station as the proposed policies provide a framework for the site to be developed in a manner that reinforces the importance of the location as a railway station, which according to the most recent heritage assessment, is the important element of the listing.

4.6.2 The Brocas Museum, St Clair Youth Complex, Woodville High School

The Brocas Museum is listed as a State Heritage Place and the St Clair Youth Complex and Woodville High School building (part) are listed as Local Heritage Places in the Charles Sturt Council Development Plan as follows:

Woodville High School: Original school building and iron gate and pillars, all other structures and buildings excluded

St Clair Youth Complex: Original structure excluding later additions

The Brocas Museum: Former dwelling 'The Brocas'

While these places are all within the area affected by this DPA, there are no changes to planning policy proposed to apply to these places that will detrimentally affect their heritage value.

4.7 Retail Analysis

The investigations undertaken as part of the Masterplan indicate that, currently, Woodville Road acts as a local or small neighbourhood centre with the dominant land uses being Council's Civic Centre and the Queen Elizabeth Hospital (QEH). This is despite the current zoning which designates the area as a District Centre.

However, the Masterplan anticipates that demand for retail offerings in the Woodville Village Precinct will significantly increase as a result of the St Clair development and the proposed TOD on the land subject to this DPA. In addition, the future electrification of the railway line, the large investment into the QEH and the construction of a new station at Woodville will help to activate the precinct.

Earlier studies have been undertaken by Colliers International Consulting Services (SA) and Alistair Tutte Pty Ltd investigating the demand and supply for retail uses, in particular taking into account the new St Clair housing development, the Woodville Village Study Area and existing retail centres within the catchment. As a result of these earlier investigations, it has been concluded that a town centre comprising up to 5,000m² of retail floor space plus non retail space is to be established within the St Clair project adjacent to Cheltenham Parade and the railway line (linked to a proposed new station).

The Masterplan concluded that a smaller supermarket of approximately 1,000m² should be located on Woodville Road close to Woodville Station, in order to "anchor" additional speciality retail shopping and commercial development and support the additional residential population to be located close by. Such a smaller supermarket will not adversely impact any future centre at St Clair near Cheltenham Parade, or on the retail trade of the much larger Arndale District Shopping Centre. It is also expected that the existing small supermarket on Port Road will be able to continue to trade successfully given the large increase in additional population envisaged close to Woodville Station.

It was also concluded that the general retail 'experience' on Woodville Road should primarily focus on more distinctive retail shops and restaurants / cafes, rather than the more traditional and larger shops that are generally found in large retail centres.

The DPA proposes a policy framework that envisages shops or groups of shops up to 1000 square metres in floor area within the 'Core Area' and shops or groups of shops of up to 250 square metres in floor area within the 'Transition Area' as identified on the proposed concept plan. This will provide for local shopping and restaurant type land uses in keeping with the recommendations of the Masterplan.

5. SUMMARY OF RECOMMENDED POLICY CHANGES

The area affected is bound by Precinct 21 of Policy Area 5 of the District Centre Zone in the Charles Sturt Council Development Plan.

Broadly, the existing District Centre Zone provides for a range of land uses (including retail facilities, offices, consulting rooms, community uses and medium to high density residential development in conjunction with these uses). However, the existing policies and desired character for Precinct 21 within Policy Area 5 of the District Centre Zone, envisage that the area affected be developed as 'a major district recreational' precinct with a range of educational, institutional and community facilities contemplated. These policies remain suitable for the development of the land north east of the new collector road (the extension of 'St Clair Avenue') as indicated on proposed new [Concept Plan Map ChSt/24](#).

In relation to the land identified as a TOD in The Plan for Greater Adelaide (the Renewal SA owned portion of the area affected), the existing policies are not suited to achieving the desired development outcomes for the area, nor will they result in the land being developed in accordance with the recommendations of the Masterplan for the development of the Woodville Village.

Therefore there are a number of policy changes proposed. The majority of changes are recommended for Precinct 21 with minor changes proposed for the broader Policy Area 5 and District Centre Zone. The following is a summary of the proposed policy changes. For the full details please refer to the Appendices.

DISTRICT CENTRE ZONE

Only minor amendments are proposed to the District Centre Zone wide provisions. These include:

- additional land uses envisaged in Principle of Development Control number 1; and
- exclusion of Precinct 21 for restrictions on dwellings being located behind or above non-residential uses on the same allotment (existing PDC 7).

WOODVILLE POLICY AREA 5

The DPA proposes to replace Woodville Policy Area 5 within the District Centre Zone with a revised Woodville Policy Area 5. The actual changes to the policy area wide provisions are limited to:

- additional words in Objective 2 to include high density housing supported by a mix of compatible land uses;
- additional words in Objective 3 to expand the potential for office, retail, restaurant and residential activities to apply within Precinct 21;
- a new Objective 5:

'Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.'

- additional words in Objective 6 to apply the requirement for a strong urban design focus to development within Precinct 21; and
- amending the Desired Character Statement (DCS) to exclude development within Precinct 21 from the requirement to site buildings at the (Woodville Road) frontage.

These provisions are consistent with the recommendations of the Masterplan.

PRECINCT 21 RAILWAY STATION

The majority of changes proposed by the DPA are contained in the proposed new Precinct 21.

The new Precinct 21 is based on the policies contained within the SAPPL Suburban Activity Node Zone, which was prepared specifically for areas where there is a desire for a change in form around a fixed transit stop (such as a railway station) or other focal point.

A new comprehensive Desired Character Statement (DCS) is proposed for the new Precinct 21. The new DCS retains the relevant content relating to the open space and educational areas of the Precinct, and provides a new comprehensive 'picture' of the future development of the remainder of the Precinct. The DCS includes a description of desired:

- land use mix
- form, scale and mix of land uses
- spread of intensity of land uses
- pedestrian and cycling linkages
- road and traffic management
- open space
- built form design requirements
- environmental design considerations

New Concept Plan

To assist in the interpretation of policy and to broadly illustrate this desired character for the Precinct, a new concept plan ([Concept Plan Map ChSt/24](#)) is proposed. The Concept Plan provides broad guidance in relation to the potential location of the main vehicle access points, open space and recreational links to surrounding areas. It also identifies 'Core' and 'Transition' areas within the Precinct to guide the intensity of built form. The majority of the proposed policy changes apply to the land to the south west of the new collector road (St Clair Avenue), as indicated by the proposed new Concept Plan.

It is intended that development of the 'Core' area will predominantly be residential with retail and office uses playing a supporting role. In reflecting the recommendations of the Masterplan, retail and office land uses will be concentrated near the Woodville Railway Station as well as in buildings that provide a visible frontage to Woodville Road. In the 'Transition' area, non-residential development should be of a smaller scale.

For the balance of Precinct 21 (land north-east of the proposed new connector road), the land uses will remain as they are currently with recreation, open space and educational land uses being envisaged.

This proposed distribution of land use is further reinforced by the proposed new Principles of Development Control.

Principles of Development Control

The new Precinct 21 retains the existing Principles of Development Control (PDC) with the following amendments:

- the inclusion of additional land uses envisaged in the Core and Transition Areas together with the addition of 'pre-school' and 'primary school' in the envisaged land uses for the remaining area of the Precinct.
- existing PDC 23 amended to read (amendments in italics):

'Building development north of the new collector road as indicated on Concept Plan Map ChSt/24 should be a maximum of 12 metres in height.

The new Precinct 21 contains a number of new PDCs to provide further guidance for the development of the land in accordance with the desired character. These include PDCs relating to:

Land Use

- a list of envisaged land uses
- land use intensity & scale including offices and shops or groups of shops of up to 1000m² in the Core area and up to 250m² in the Transition area.
- intended local catchment focus for non-residential land uses (with the exception of the existing sporting, educational and recreational areas where a district focus is appropriate)

Form & Character

- a graduation in scale and intensity of built form
- desirable residential densities

Design & Appearance

- contemporary designed development that also reflects the existing Woodville character through the use of building materials
- environmental design requirements
- requirements for the design of the public realm
- appealing street facades through building siting and design requirements

Building envelope requirements (includes boundary setback and building height requirements)

Proposed policies reflective of the Masterplan recommendations include:

- buildings of up to eight storeys in height located within the Core area,
- buildings of two to five storeys in height in the Transition area
- buildings restricted to three storeys in height where they front Actil Avenue in order to provide a transition to the lower density development in the adjoining zone.

Development Incentives

- incentives in the form of additional building storeys or reduced car parking requirements are offered for undertaking development of certain design or with particular inclusions (refer PDC 46 in Attachment B of the Appendices).

Off Street Vehicle Parking

- policy providing reduced off street parking rate requirements specific to the development of land is provided based on its proximity to a significant public transport node.

Land Division

- land division policies provide guidance for street design and alignment as well as allotment sizes reflective of the desired character for the area.

The full details of the proposed new Principles of Development Control for Woodville Policy Area 5 are located in Attachment B of the Appendices.

MAPPING

The DPA:

- amends [Location Map ChSt/9](#) to remove the 'local reserve' status from the land south of the new connector road
- amends [Concept Plan Map ChSt/5- Woodville Policy Area 5](#) to refer to the new more detailed concept plan for Precinct 21
- Introduces a new [Concept Plan Map ChSt/24](#)
- Introduces a new [Overlay Map ChSt/9- Affordable Housing](#) in order to apply the existing affordable housing provisions to the residential component of Precinct 21
- Introduces a new [Overlay Map ChSt/9- Noise and Air Emissions](#) in order to apply the existing noise and air emissions policies to the land south-west of the new collector road in Precinct 21 (as illustrated by the new Concept Plan)

Refer to the Appendices for the new Maps.

6. STATEMENT OF STATUTORY COMPLIANCE

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

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

6.1 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.

6.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Charles Sturt Development Plan.

6.3 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 (as described in Section 2.6 of this document).

6.4 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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