



Development Act 1993

CITY OF CHARLES STURT

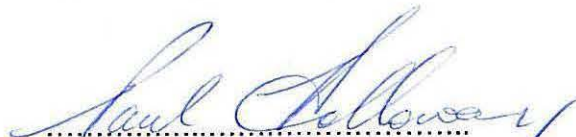
**CHELTENHAM PARK
RACECOURSE**

Development Plan Amendment

By the Minister

For Approval

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


.....
Signature

Date of Gazette

14 AUG 2008

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THE AMENDMENT

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 the Minister for Urban Development and Planning (under prescribed circumstances) to amend a Development Plan.

An amendment to a Development Plan is referred to as a “Development Plan Amendment” or a “DPA”. A DPA consists of:

- an Executive Summary (this section)
- Analysis
- Conclusions and Recommended Policy Changes
- References/Bibliography
- Appendices
- The Amendment

This DPA has been prepared by the Minister for Urban Development and Planning in accordance with sections 24(1)(g) and 26 of the Development Act. Section 24(1)(g) allows the Minister to prepare an amendment where he/ she considers that an amendment to the Development Plan is appropriate due to a matter which is considered to be of significant social, economic or environmental importance.

NEED FOR AMENDMENT

In 2005 the City of Charles Sturt, in conjunction with the State Government, initiated investigations and consultation into the Planning Directions for the Cheltenham Woodville Precinct. The Precinct was bound by Cheltenham Parade to the west, Torrens Road to the north, Woodville Road to the east and the railway line to the south, encompassing the Cheltenham Racecourse, Viscount Plastics, the former Sheridan (Actil) site, Woodville High School and the St Clair Recreation Centre and adjacent reserves. The Precinct is within close proximity of Woodville Railway Station, Woodville District Centre and Arndale Shopping Centre. The preparation of the future planning directions project was triggered by requests from Stockland's to redevelop the Sheridan (Actil) site and from the South Australian Jockey Club (SAJC) to consider further development of their land.

The findings of the project¹ identified the potential of the Cheltenham Woodville Precinct to increase density and diversity around an activity centre, public transport node and public open space, as well as offer additional housing choice and create a revitalised focus for economic and community activity.

The Ministerial “Sheridan Site Plan Amendment Report (PAR)” was approved on 25 January 2007, rezoning the former Sheridan (Actil) site to provide opportunity to redevelop the land generally to the east of the Affected Area for a medium density residential development.

In 2006 the SAJC approached the State Government expressing the desire to sell the Cheltenham Park Racecourse site that it owns, as the Club considers it surplus to its requirements. Funds from the sale of the Racecourse site are envisaged to assist the SAJC deliver improved services to its members and the South Australian community in a sustainable manner.

As a result of this request the Land Management Corporation (LMC) on behalf of the State Government undertook a consultation process that engaged the local community, key stakeholders and the broader public about the future use of the Cheltenham Park Racecourse site.

Following extensive community consultation and public debate, the State Government announced that it was prepared to consider alternative land uses for the site provided several conditions were met by the SAJC and rezoning process, including:

- a significant proportion of the site being available as public open space – 35% of the site is to be retained for this purpose
- at least 15% of any residential development comprises affordable housing

¹ Long Term Planning for the Cheltenham Woodville Precinct: Consultation Report – Stage 2, QED Pty Ltd, January 2006

- appropriate stormwater management and sustainability requirements are incorporated within the open space, including wetlands and aquifer storage and recovery system.

Facilitating the redevelopment of the Affected Area requires the Development Plan to be amended to enable the creation of public parklands and development of residential and other small scale complementary uses. Currently the Cheltenham Park Racecourse site is designated as a Special Uses Zone, reflecting its historical use as a racecourse. The current zone provisions severely limit development options for the site and provide little guidance to the community, Council or prospective developers on the planning and development aspirations for the site. The site is also subject to an Open Space Proclamation.

This DPA provides a summary of the proposed changes to the Charles Sturt (City) Development Plan, a report on the findings of the investigations and details of the amendments to the Development Plan.

AFFECTED AREA

The Affected Area is illustrated in Figure 1. It is bounded by Torrens Road to the north, the former Sheridan (Actil) site and Viscount Plastics site to the east, the southern boundary of the railway line to the south, and Cheltenham Parade to the west. With the exception of the railway reserve, the Affected Area covers some 49 hectares comprising the Cheltenham Park Racecourse that is wholly owned by the SAJC.

SUMMARY OF PROPOSED POLICY CHANGES

The main changes proposed to the Charles Sturt (City) Development Plan by this DPA include:

- rezoning the Cheltenham Park Racecourse from Special Uses Zone and incorporating it within the existing Residential Zone
- amending the non-complying development list of the Residential Zone to allow consideration of a limited amount of retail floorspace when associated with a transport orientated and mixed use development scheme
- creating a new Cheltenham Park Policy Area 69 within the Residential Zone, incorporating a Desired Character Statement, Objectives and Principles of Development Control that will specifically apply to the Affected Area that:
 - provide for the incorporation of suitably located and sized areas of public open space (comprising some 17.2 hectares of the Affected Area) that will serve a variety of functions including passive and active recreation, pedestrian and cyclist linkages to surrounding facilities, biodiversity and habitat, buffers to adjoining activities
 - supports the inclusion of wetlands and stormwater management initiatives within the open space network, including an aquifer storage and recovery system
 - facilitates the creation of 'transit oriented development' integrated with a passenger railway station, incorporating suitable mixed use activities, increased housing densities and improved access to public transport
 - provide for existing and likely future demand for a range of housing types in the western suburbs, including compact and affordable residential allotments and housing products
 - establishes appropriate policies to address the interface between the Affected Area and surrounding land uses and activities including high volume roads, industrial land uses and the railway
 - extending the area covered by existing Concept Plan Figure R/4 to include Policy Area 69 to provide additional guidance in relation to:
 - (a) the provision and location of public open space

- (b) provision of appropriate vehicular access locations, major road links within the site and potential links with adjoining land to the east
 - (c) the provision of appropriate pedestrian and cycle links within and beyond the site
 - (d) the preferred location and form of stormwater management initiatives
- consequential changes to the existing Council wide Structure Plan, Zone and Policy Area maps are also proposed to take into account the amendments described above.

Concept Plan Figure R/4 currently only applies to the Sheridan site. In extending the coverage of the Concept Plan to include the area affected by this DPA, the elements that apply to the Sheridan site remain unaltered.

The above approach is consistent with the existing Charles Sturt (City) Development Plan, which currently incorporates seven (7) distinct Policy Areas within the Residential Zone.

A comprehensive set of policies applying to residential development are contained within the Development Plan, which were updated as part of the General PAR that was authorised in October 2003. This DPA does not involve any changes to the existing Council Wide or Residential Zone provisions other than to introduce some exceptions that support more specific guidelines proposed within the new Policy Area.

LEGAL REQUIREMENTS

This DPA has been prepared by a person holding prescribed qualifications pursuant to Section 101 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.

CONSULTATION

Preliminary consultation with relevant stakeholders, Government agencies, the City of Charles Sturt and the wider community has been undertaken during the LMC consultation process undertaken between July - October 2006.

This document is now released for concurrent Council and public consultation for a period of two calendar months providing the opportunity for any interested person or organisation to make comment on it. A public hearing will also be conducted by the Development Policy Advisory Committee (DPAC) where any interested party will be able to speak in relation to the DPA.

Key organisations and agencies to be consulted include:

- City of Charles Sturt
- Department of Trade and Economic Development
- Department of the Premier and Cabinet
- Department of Primary Industries and Resources
- Department of Health
- Department for Further Education, Employment, Science and Technology
- Department of Education and Children's Services
- Department for Families and Communities
- Housing SA/Affordable Housing Innovations Unit
- Department for Environment and Heritage
- Department for Aboriginal Affairs and Reconciliation
- Department for Transport, Energy and Infrastructure
- Department of Water, Land and Biodiversity Conservation
- Environment Protection Authority
- Land Management Corporation

- Office for Recreation and Sport
- SA Police
- SA Metropolitan Fire Service
- ETSA Utilities
- SA Water
- Origin Energy
- Adelaide and Mount Lofty Ranges Natural Resource Management Board
- TransAdelaide
- SA Community Housing Authority

All written and verbal agency, Council and public submissions made during the consultation phase will be recorded, considered and summarised by the Development Policy Advisory Committee (DPAC), 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. (See also 'Have your say' information box at the front of this DPA.)

THE FINAL STAGE

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

The Minister 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

In 2005 the City of Charles Sturt, in conjunction with the State Government, initiated investigations and consultation into the Planning Directions for the Cheltenham Woodville Precinct. The Precinct was bound by Cheltenham Parade to the west, Torrens Road to the north, Woodville Road to the east and the railway line to the south, encompassing the Cheltenham Park Racecourse, Viscount Plastics, the former Sheridan (Actil) site, Woodville High School and the St Clair Recreation Centre and adjacent reserves. The Precinct is within close proximity of Woodville Railway Station, Woodville District Centre and Arndale Shopping Centre. The preparation of the future planning directions project was triggered by requests from Stockland's to redevelop the Sheridan (Actil) site and from the SAJC to consider further development of their land.

The findings of the project² identified that the redevelopment of the Cheltenham Woodville Precinct provides an opportunity to increase density and diversity around an activity centre, public transport node and public open space as well as offer additional housing choice and create a revitalised focus for economic and community activity.

In 2006 the South Australian Jockey Club (SAJC) approached the State Government expressing its desire to sell the Cheltenham Park Racecourse site that it owns as the Club considered it surplus to its requirements.

As a result of this request the State Government requested the Land Management Corporation (LMC) to coordinate a consultation process to engage the local community, key stakeholders and the broader public about the future of the Cheltenham Park Racecourse site.

Following extensive community consultation and public debate, the State Government announced in October 2006 that it was prepared to consider alternative land uses for the site provided several conditions were met by the SAJC and rezoning process. Those relevant to this DPA include:

- a significant proportion of the site being made available as public open space – an initial 40.6% (20 hectares) of the site was to be dedicated to public open space. When this decision was made the State Government also announced an investment of \$5M towards creating the open space provided the City of Charles Sturt matched this investment. Given the Charles Sturt Council was unable to provide their required contribution of \$5M (in addition to the \$5M being contributed directly by Government), subsequent negotiations have seen the open space requirements reduced to 35% of the racecourse site;
- at least 15% of any residential development would have to comprise affordable housing, including 5% high needs housing;
- appropriate stormwater management and sustainability requirements are incorporated within the open space area, including wetlands and aquifer storage and recovery.

During 2006 the Minister prepared a Plan Amendment Report (PAR – now referred to as DPAs) to rezone a portion of the land within the Cheltenham Woodville Precinct known as the Sheridan (Actil) Site to residential use. That draft PAR proposed to rezone the land from Industry to Residential, with the creation of a new Policy Area - Woodville Medium Density Policy Area 68. The PAR was approved on the 25 January 2007.

Facilitating the redevelopment of the Affected Area requires the Development Plan to be amended to enable the creation of public parklands and development of residential and other small scale complementary uses, and provide appropriate connections to the Sheridan site. Currently the Cheltenham Park Racecourse site is designated as a Special Uses Zone, reflecting its historical use as a racecourse. The current zone provisions severely limit development options for the site and provide little guidance to the community, Council or prospective developers on the planning and development aspirations for the site.

² Long Term Planning for the Cheltenham Woodville Precinct: Consultation Report – Stage 2, QED Pty Ltd, January 2006

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 The Planning Strategy

The Planning Strategy for Metropolitan Adelaide (2006) presents State Government policy directions for the physical development of the state over the next 10 to 15 years. The strategies considered to be of relevance to the subject land and this DPA have been identified and reproduced below. A short commentary on how the DPA aligns with the Planning Strategy is also provided.

Metropolitan Adelaide Spatial Framework

The Strategy introduces the Metropolitan Adelaide Spatial Framework (MSF), a conceptual framework that has been designed to reflect the existing urban structure and identify the common land use patterns that will accommodate a range of population projections and the possible resultant housing, employment and service needs.

The framework seeks to maximise the use of existing infrastructure and facilities and promotes growth in selected locations, particularly those that are well serviced by movement corridors (including public transport) and other services and facilities. In particular, the framework identifies the potential for an increased focus on transit oriented development (TOD) within Activity Centres and targeted neighbourhoods and corridors/bands.

Of particular relevance to this DPA is the fact that the framework identifies a band either side of the Adelaide – Outer Harbor railway (encompassing the subject land) as a location where we should “*encourage transit focused economic and employment activity and housing growth to maximise existing infrastructure and facilities*”. It also identifies the Woodville Road District Centre as a location where there is the potential to “*improve the transit focus and mix of uses within district activity centres and encourage increased housing densities in the surrounding area*”.

This DPA seeks to achieve both of these outcomes through the intensification of residential development adjacent to the Adelaide – Outer Harbor railway line and within relatively close proximity to the Woodville Railway Station and Woodville Road District Centre.

Metropolitan Wide Policies

The Strategy also contains a raft of detailed metropolitan wide policies under various subject headings. DPAs are required to align Development Plan policy with these higher order policies. Those of relevance to this DPA are listed and briefly discussed below.

Water Resources

1. *Ensure the most efficient use of water based on the principles of avoidance, reduction, re-use, recycle and appropriate disposal, to reduce Adelaide’s dependence on water sourced from the Mount Lofty Ranges catchment and the River Murray.*
2. *Promote water sensitive urban design (WSUD) in Development Plans, the Building Code of Australia and development proposals to achieve multiple catchment water management objectives such as reducing runoff and flooding; protecting waterways and their biotic communities; conserving and harvesting water; and enhancing the amenity of urban environments.*
3. *Integrate the management, protection and use of water resources, into broader land use planning and management.*
4. *Ensure coordination of multi-objective management of stormwater by considering it both as a resource and potential hazard.*

Land Use and Transport Integration

1. *Integrate transport and land use planning decisions to facilitate a safe, sustainable, efficient and effective transport network.*
2. *Facilitate transit-oriented development around selected high-service public transport routes.*
3. *Maximise accessibility to and use of the public transport system through greater integration with land use to reduce the need for private motorised travel.*
4. *Encourage people to walk and cycle to destinations by providing suitable infrastructure and developing safe, attractive and convenient walking and cycling environments.*
9. *Ensure integrated transport and land use supports quality of life outcomes.*

Energy Efficiency

1. *Reduce energy requirements for transportation and buildings.*
3. *Increase efficiency of use of available energy infrastructure.*

Culture, Heritage and the Arts

1. *Strengthen and reinforce processes and adopt policies and procedures that protect and conserve places and areas of heritage and cultural value.*

Health and Community Services

1. *Create living environments with services and facilities to support healthy lifestyles and active communities.*

Activity Centres

4. *Actively encourage people to walk, cycle and use public transport to access activity centres.*

Residential Neighbourhoods and Housing

1. *Ensure land is used appropriately within the Urban Boundary to meet projected housing demands and satisfy varied housing preferences and incomes.*
2. *Accommodate a range of facilities in neighbourhoods to increase the diversity of activities within walking distance of housing.*
3. *Target growth to maximise use of existing infrastructure and ensure the provision of suitable infrastructure to support the function of neighbourhoods.*
4. *Provide a range of medium-to-high-density housing forms in targeted locations to maximise the use of existing infrastructure, services and facilities, including public transport, schools and open space.*
5. *Develop transit-focused neighbourhoods which provide opportunities for people to walk to public transport and other services and facilities.*
6. *Improve the accessibility of neighbourhoods by creating safe, convenient and pleasant environments for walking, cycling and public transport use.*
8. *Reinforce and protect a sense of place and neighbourhood character, while encouraging the evolution of preferred built form and landscaped characters.*
9. *Provide a network of parks and recreation areas within neighbourhoods which offer a variety of safe, useable, appropriate and attractive public open spaces.*
10. *Design and develop neighbourhoods in an ecologically sustainable manner.*
11. *Improve the integration of ecologically sensitive design principles into housing development.*
12. *Provide a range of housing types to meet the needs of future residents and enable people to remain within their community as their housing needs change.*

13. *Facilitate and support a variety of affordable housing development options.*
 - *Distribute affordable housing throughout the metropolitan area.*
 - *Pursue a target of 15% affordable housing including a 5% component for high need housing in all significant new housing developments.*
14. *Encourage a broad distribution of social housing.*

Urban Regeneration

1. *Prioritise urban regeneration projects based on the relative social, economic and environmental benefits to be gained.*
2. *Maximise opportunities to facilitate urban regeneration and attract private sector participation.*
3. *Adopt an integrated and collaborative approach to urban regeneration.*
4. *Maximise the potential benefits of urban regeneration by integrating social, environmental and economic priorities and outcomes.*

In summary, the Planning Strategy and the policies proposed in this DPA are considered to be substantially aligned with the following policy and/or design imperatives:

- **Transit oriented development** – the DPA seeks to facilitate more intensive forms of residential development adjacent to the Adelaide – Outer Harbor railway line. It also seeks to encourage the establishment of a range of other activities and services adjacent to and integrated with the public rail services.
- **Stormwater management** - a range of contemporary stormwater management practices will be required to be incorporated into any future development of the site, including wetlands, detention basins, Aquifer Storage and Recovery (ASR) and Water Sensitive Urban Design (WSUD).
- **Open Space Provision and Design** – any future development of the site will be required to provide significant (a total of 35% of the site in fact) areas of well located and designed public open space to provide for a range of functions and needs including passive and active recreation, pedestrian and cycle paths, biodiversity and habitat, vegetation protection and revegetation, and stormwater management.
- **Housing diversity and affordability** – the policies will encourage the provision of a range of housing types and densities including 15% affordable / high needs housing.
- **Managing interfaces** – the policies will ensure that the interfaces with industry, traffic corridors and the train line will be effectively designed and managed to minimise adverse impacts on future residents and ensure that existing activities are not unduly constrained.
- **Integration with surrounding areas** – the future design and layout of the site will achieve a high degree of integration with adjoining and nearby areas and facilities through the road and pedestrian/cyclist path network, thereby further supporting and encouraging the use of public transport, existing and proposed public open space, schools, and other District Centre facilities and services.
- **Energy efficiency and greenhouse gas reductions** – the street and allotment layout will be required to consider the need to encourage passive solar housing designs. Movement networks and housing densities will facilitate the use of public transport and minimise the need for private vehicle usage.

2.2 South Australia's Strategic Plan 2007

This DPA recognises and supports South Australia's Strategic Plan and in particular will assist in implementing key strategies, goals and targets. The Strategic Plan sets out six objectives each with its own suite of targets, some of which are relevant to this DPA. The relevant Objectives and targets are discussed below.

Objective 1: Growing Prosperity

The DPA seeks to provide a planning framework for the Affected Area that will progress this objective by:

- Introducing policies in the Development Plan that will facilitate a diverse range of housing types to meet the demands of a changing age structure and household profile, thereby increasing the residential population within the area;
- Increasing the residential population within walking distance of public transport routes and activity centres improving patronage of these services and living standards;
- Providing for a diverse and sustainable community; and
- Efficiency in use of existing infrastructure and services.

Objective 2: Improving Wellbeing

The DPA seeks to provide a planning framework that advances this objective by:

- Facilitating a development that integrates housing with open space and public transport opportunities, reducing reliance on private vehicles and encouraging pedestrian activity and interaction;
- Providing for attractive, diverse and accessible public places;
- Providing housing diversity and affordable housing opportunities; and
- Improving community safety through the design of public spaces and facilitating an increase in pedestrian activity, surveillance and interaction.

Objective 3: Attaining Sustainability

The DPA seeks to provide a planning framework that advances this objective by:

- Facilitating a development close to existing public transport networks and nodes, including rail and bus services, that will encourage greater patronage of public transport;
- Facilitating a development with pedestrian connections that will encourage walking and cycling to nearby activity centres and public transport nodes;
- Managing the impacts of adjacent land use and transport; and
- Ensuring that development within the Affected Area achieves sustainable outcomes in relation to energy efficiency, stormwater management and water conservation techniques.

Objective 5: Building Communities

The DPA seeks to provide a planning framework that advances this objective by:

- Facilitating a development with connections that will enhance access to existing services and employment;
- Facilitating a development that will create a community that builds on local identity and is outward looking, welcoming and visually accessible; and
- Contributing to the broader objectives for the Cheltenham Woodville Precinct that has been developed through an extensive community consultation process so that the community feels a sense of ownership in the Affected Area and its surrounds.
-

Objective 6: Expanding Opportunity

The DPA seeks to provide a planning framework that advances this objective by:

- Introducing development policy that facilitates a development that encourages a diversity of housing types and opportunities, including medium density housing, compact development and affordable dwellings; and
- The provision of housing close to existing activity centres and public transport nodes.

2.3 State Housing Plan

The Housing Plan for South Australia, developed under the broader strategic framework of the State Strategic Plan aims to:

- make affordable housing available to more people;
- provide quality housing for those in greatest need in our community; and
- renew and reinvigorate neighbourhoods.

Specific targets within the Housing Plan of relevance to this DPA include:

- Encourage the provision of affordable housing to the community;
- Halve the number of South Australians experiencing housing stress within 10 years;
- Reduce our ecological footprint to reduce the impact of human settlements and activities within 10 years;
- Increase South Australia's population to two million by 2050.

Key Objectives of the Housing Plan of relevance to this DPA include:

- Link planning and development policies and processes to housing targets;
- Develop initiatives across the planning system, in partnership with the Minister for Urban Development and Planning, to ensure affordable housing forms part of all substantial new housing developments. The Government has targeted a minimum of 10% affordable housing and 5% high need housing in all significant new developments;
- Renew and reinvigorate neighbourhoods;
- Respond to the changing community demographic profile by promoting accessible and adaptable housing design in residential development that accords with disability access principles;
- Promote energy efficiency and environmental sustainability within the housing sector, including a particular focus on improving the energy, water and waste management efficiency of social rental housing.

The DPA aims to introduce development policies that encourage and facilitate medium density housing, including some affordable and adaptable housing opportunities, close to existing activity centres, services and public transport, thus advancing the above objectives.

2.4 Strategic Infrastructure Plan for SA

In April 2005, the State Government released the State Infrastructure Plan for South Australia. The plan sets out both broad and specific priorities concerning all aspects of the State's infrastructure – physical and social. The infrastructure priorities include:

Invest in transport infrastructure

1. *Develop and deepen Outer Harbor and substantially improve infrastructure at the Port of Adelaide.*
2. *Improve the north-south transport corridor.*
3. *Develop and maintain regional freight networks.*
4. *Increase use of public transport.*

Invest in advanced technologies

1. *Develop defence precincts.*
2. *Extend South Australia's ICT capability.*

Invest in skills and innovation

1. *Integrate and overhaul our education and training facilities.*
2. *Build precincts for research and innovation.*

Manage our built assets well

1. *Ensure efficient use of all public built assets.*
2. *Invest in maintenance of our assets.*

Match our health and social services to community needs

1. *Take primary health care into the community.*
2. *Maintain technological excellence in our hospitals.*
3. *Address social disadvantage.*

Ensure our energy, water and land supplies are sustainable

1. *Better manage our water resources, including stormwater.*
2. *Care for the Murray and reduce salinity.*
3. *Supply affordable and reliable energy.*
4. *Be energy efficient and reduce greenhouse gas emissions.*
5. *Care for our land and protect our coastline.*

The priorities more relevant to this DPA are those relating to increased use of public transport, better management of water resources, energy efficiency and the reduction of greenhouse gases. The intensification of residential development around a public transport node, coupled with other TOD measures, will increase the likelihood of greater public transport use (and lower greenhouse gas emissions). Other design measures such as well designed and located pedestrian/bicycle paths, various stormwater management initiatives, and the orientation of the street network and allotments to maximise passive solar design will all make positive contributions to these priorities.

2.5 Council Strategic Policy Directions

Regard has been given to the City of Charles Sturt - Our Strategic Drivers 2002-2007

This document constitutes the City of Charles Sturt's strategic plan, and was most recently updated in December 2005. A number of the objectives and strategies within the plan are relevant and are supported by this DPA. The six (6) strategic drivers are also reflected in the City of Charles Sturt Corporate Business Plan 2005/2006.

More specifically the following objectives and strategies of the Our Strategic Drivers document have been considered in terms of the intent behind the DPA and specific policy formulation:

Strategic Driver 3: Adapt to population growth and demographic change

In the last few years the trend of urban expansion along Adelaide's northern and southern boundaries has slowed. Whereas previously only 40% of new dwelling commencements occurred in Adelaide's inner and middle suburbs, demand in the last 18 months has been running at around 60% of new dwelling commencements. New demographic projections forecast this trend of reurbanising the inner and middle areas of Adelaide will continue over the next decade.

Since the strategic plan was last endorsed by Council, the South Australian government has defined an urban growth boundary, which will limit the extent to which the metropolitan area can expand north and south. As population grows, housing densities will increase in the existing metropolitan area – partly as a consequence of the urban growth boundary, and partly because of the lifestyle choices people are making. The ageing of the baby boomer generation will inevitably underpin further change throughout Charles Sturt.

Council's desire is to ensure Charles Sturt is a sustainable community which offers a variety of housing options. To achieve this end it will facilitate this process of re-urbanisation whilst having due regard to the character and amenity of Charles Sturt's urban environment and ensuring affordable living options remain despite rising land values.

What strategies or projects does Council intend implementing?

- *Planning Policy – Engage key stakeholders, including elected members and the City of Charles Sturt community, in planning the future Development policy agenda for the City;*
- *Planning System – Continue to work with the State Government on proposals to further review and refine Development policy and assessment, and the Charles Sturt Development Plan. Plan amendment reports relating to the following are current priorities:*
 - *Heritage;*
 - *Minor and Bulky Goods Centres;*
 - *Kilkenny District Centre;*
 - *Findon Urban Village;*
 - *West Lakes (building heights and design);*
 - *Domestic Structures;*
 - *Better Development Plan.*
- *Concept Planning – Concept plans are being prepared where this assists in defining “best use” outcomes. This will include the former town precincts of Woodville (which includes the Cheltenham Racecourse and Sheridan sites), Henley Beach and Grange;*
- *Industrial Land – Work with the State Government to determine the future role of industrial areas in regeneration while ensuring employment options and business certainty are maintained;*
- *Open Space – Ensure Council’s open space strategy accommodates trends toward increasing residential densities where necessary.*

The DPA will, as a consequence, contribute to the re-urbanisation of part of the Charles Sturt Council area and improve the availability of housing and increase housing diversity.

The Strategic Driver listed above specifically refers to the preparation of a concept plan for the Woodville Precinct (including the Cheltenham Racecourse site), recognising that the current urban framework of the site and its immediate surrounds will change in the near future.

3. BROAD LAND USE ASSESSMENT

Previous Strategic Land Use Investigations and Consultation

3.1.1 Planning Directions for the Cheltenham Woodville Precinct, 2005

In 2005 the City of Charles Sturt in conjunction with the State Government prepared a long term planning option (including a series of Structure Plans) for the entire Cheltenham Woodville Precinct, which incorporates the Affected Area.

QED has undertaken a comprehensive community consultation process in preparing the “*Planning Directions for the Cheltenham Woodville Precinct*” document. The consultation process involved two stages. Stage One involved the preparation of a Vision and Urban Design Principles for the Precinct. Stage Two of the consultation process sought feedback on these Principles.

The nine Urban Design Principles on which Stage Two consultation was based are:

- Principle 1** – *Establish ‘green’ corridors, usable open space and vistas through the precinct.*
- Principle 2** – *Create sustainable, quality communities with housing choice and places for people.*
- Principle 3** – *Develop walking and cycling networks and improve connections to adjacent communities.*

- Principle 4** – Build density and diversity around inter-connected activity centres, public transport and open space.
- Principle 5** – Improve access and safety and discourage through traffic.
- Principle 6** – Create a community that builds on local identity and is outward looking, welcoming and visually accessible.
- Principle 7** – Respond appropriately to adjacent urban form (land use, character and structure).
- Principle 8** – Reinforce and connect with the existing District Centre and create a revitalised focus for economic and community activity.
- Principle 9** – Manage the impacts of adjacent land and transport.

A leaflet detailing each of these Principles, illustrated by an accompanying series of iconic planning images, was prepared by QED for the purpose of the consultation process. These images in part form the basis of the planning policy and structure of future development for the Affected Area, proposed in this DPA.

QED's report summarising Stage Two community feedback concluded:

“There is high level of interest in the development of the Structure Plan as evidenced by the general response to both Stage One and Stage Two of the consultation process. The Community is generally supportive of the directions of the urban design principles, with aspects to do with open space and green corridors and networks rating particularly highly.

The differences of opinion within the community primarily relate to the amount of land within the Precinct dedicated to open space and the environment in the longer term, and to a lesser extent the appropriateness of allowing additional light industry within the Precinct.

The points raised by the community need to be considered further in the development of a Structure Plan for the Precinct. A key recommendation of the Stage Two Consultation Process is for Council to maintain open communication with key stakeholders and the community.

In summary, the vision and urban design principles provide the framework for the future planning of the Cheltenham Woodville Precinct to guide development and community planning to the benefit of existing and future communities of interest.

There is considerable community interest in the potential for developing new areas of public open space within the precinct with a clear focus on this being sustainable, accessible, safe and active.

In QED's opinion the best way to achieve this is through an integrated, mixed use approach to future development – an approach that recognises that active, safe and accessible open space is best created when it is developed along with adjacent communities.

Additionally, this approach is more likely to be economically sustainable because the partial development of the existing underutilised land creates a funding mechanism for the development and maintenance of the community open space.”

The QED report has been reviewed when preparing this DPA.

3.1.2 Land Management Corporation Process

In August 2006 the Land Management Corporation (LMC) was asked by the South Australian Government to conduct a three month consultation process to gather opinions and ideas from the local community, key stakeholders and the broader public to assist the State Government to determine:

- Whether to agree to the SAJC's request to rezone the land; and

- What conditions, if any, should be imposed on the sale of the land in relation to possible future development if it does agree to the request.

The LMC engaged Natalie Fuller and Associates Pty Ltd to conduct the community consultation process, and Jensen Planning & Design to prepare development options / concepts for the site to assist with the consultation process.

The consultation process involved two stages:

- Stage 1 provided an opportunity for members of the public, including community groups, to receive more information about issues relating to the site and its potential development;
- Stage 2 sought feedback on three broad Concept Plans for the site prepared by the LMC.

Opportunities for community / stakeholder input were provided via Community Information Days, information on the LMC website, printed and radio media and through provision of written submissions and comments via the 1800 line and e-mail. In addition, three meetings were held with representatives of the Cheltenham Park Residents Group.

Although the majority of stakeholders expressed the view that 100% of the site should be developed for useable open space, those in favour of development identified the need for access to useable recreational land (with a preference for larger areas accessible to the existing community rather than smaller areas scattered throughout the new housing areas), opportunities for the recovery and reuse of stormwater, provision of quality and affordable housing, opportunities to develop new community and low-scale commercial facilities to service existing as well as new residents and improved public transport and cycle/pedestrian paths.

The work undertaken by LMC was reviewed when preparing this DPA.

The Affected Area is strategically important as it represents a major land holding within the Cheltenham and Woodville Precinct, which includes a number of key sites.

Allowing the redevelopment of the Affected Area requires the Development Plan to be amended to enable the creation of significant areas of public open space and the development of a high quality residential development that will satisfy the broader strategic directions for the precinct identified by the Cheltenham Woodville Precinct Structure Plan and accompanying Urban Design Principles.

This Statement of Investigations and proposed planning policy framework considers the following:

- The statutory requirements of Section 26 of the Development Act 1993;
- The role, objectives and targets of South Australia's Strategic Plan, Planning Strategy and the policies contained within the Charles Sturt (City) Development Plan;
- The Structure Plans prepared and issues raised during the community and stakeholder consultation process undertaken by the Land Management Corporation during 2006;
- The Structure Plan and Future Planning Directions (including the Urban Design Principles) identified in the community consultation process relating to the Woodville Cheltenham Precinct (undertaken in 2005);
- Population and employment characteristics and projections for the Woodville area and implications for residential demand and supply;
- Analysis of existing neighbourhood character and land uses;
- The appropriateness of the existing use and zone and potential future development/best use of the land;
- Examination of the capability and suitability of the site, including site contamination analysis, physical and social infrastructure availability and requirements, existing vegetation, heritage significance etc;

- Potential for redevelopment of the site to provide public open space and high quality residential development and affordable housing opportunities;
- Relationship of the site to surrounding current and proposed land uses, including issues of connectivity and buffers if required;
- Views of key State Government agencies and the City of Charles Sturt.

The suburb of Woodville is well placed to accommodate a range of residential density development. It has been identified in the Planning Strategy for Metropolitan Adelaide to be a potential location to accommodate future transit-focused economic and employment activity and housing growth to maximise existing infrastructure and facilities.

In addition, the site represents a unique opportunity to provide public open space for the north-western suburbs of Adelaide, with this open space area also providing opportunities for district-wide stormwater management initiatives.

3.2 Existing Improvements and Character

The site is relatively flat with minimal falls generally to the north and north west, and is a large open space with little built form character other than in the vicinity of the existing grandstand complex.

Buildings, structures and car parks associated with the horse racing activities include a licensed facility operated by the SA Jockey Club located within the main grandstand and a number of smaller buildings surrounding the main grandstand, generally concentrated in the northern area of the site.

In addition, there is a children's playground located on the southern corner of Cheltenham Parade and Torrens Road, which is accessible to the community during daylight hours. A TAFE facility for training in horse racing is located in the north-eastern corner of the site, adjacent to Torrens Road. This facility will need to be relocated elsewhere if development of the racecourse proceeds in accordance with this DPA.

As a racecourse there are few established trees, which are limited to the boundaries of the site to retain visibility of the course, and the north-west corner around existing buildings.

The existing character is mixed given the uses surrounding the racecourse site includes both residential and industrial development.

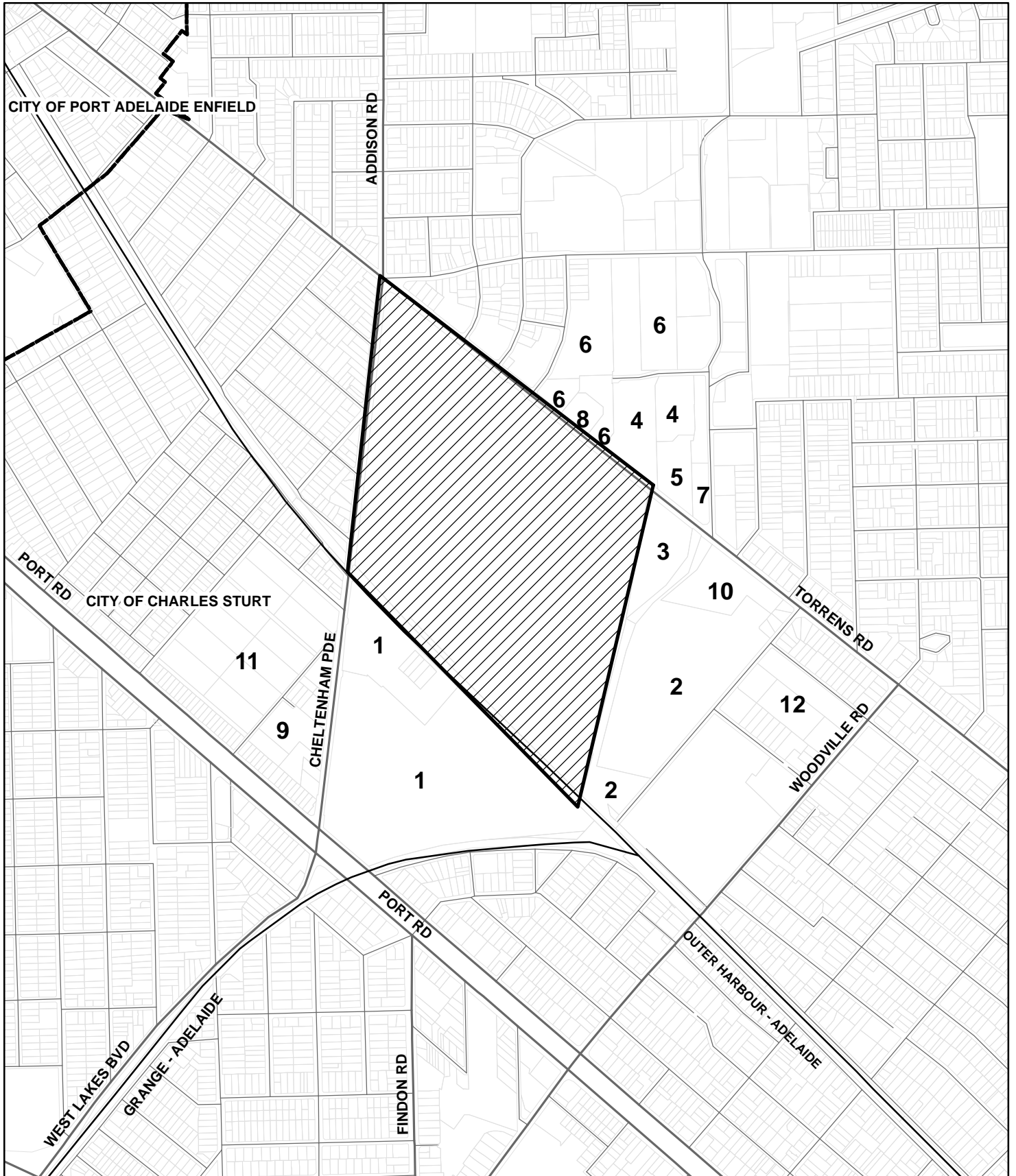
The character is also formed by the transport corridors on three of its edges, namely Torrens Road, Cheltenham Parade and the Adelaide-Port Adelaide Railway Line. The two roads are heavily trafficked, including a high proportion of heavy vehicles (particularly on Cheltenham Parade), while the railway corridor is expected to increase in usage over time as the popularity of public transport grows and the level of service is increased.

3.3 Surrounding Development

The affected area is surrounded by and within close proximity to a variety of residential and non-residential land uses. Some of the major uses are illustrated on Figure 2 and includes:




- Viscount Plastics (adjoining the eastern boundary of the site);
- Former Sheridan (Actil) site (adjoining the eastern boundary of the site, now rezoned for residential purposes);
- St Clair Reserve and Recreation Centre (to the east of the site adjacent to Woodville Road);
- Woodville High School (to the east of the site adjacent to Woodville Road);
- Woodville Railway Station (located approximately 250 metres at its closest point to the south-eastern corner of the site);

**FIGURE 2 - AFFECTED AREA - CHELTENHAM RACECOURSE
MAJOR LAND USES (NON-RESIDENTIAL) 2007**



0 175 350
Meters

Legend

-  Affected Area
-  Local Government boundary
-  Railway / tramway

- 1 MANUFACTURING INDUSTRIES N.E.C. (3909)
- 2 SPINNING, WEAVING AND FINISHING TEXTILES (3211)
- 3 AGRICULTURAL MACHINERY AND EQUIPMENT (3822)
- 4 ELECTRICAL APPLIANCES AND HOUSEWARES (3833)
- 5 REFRIGERATED STORAGE, BOND STORAGE AND WAREHOUSING (2640)
- 6 FABRICATED METAL PRODUCTS, EXCEPT MACHINERY AND EQUIPMENT N.E.C. (3819)
- 7 CHURCHES, SEMINARIES (5610)
- 8 ELECTRICITY SUB-STATION (6170)
- 9 MANUFACTURING OF WOOD AND WOOD AND CORK PRODUCTS, EXCEPT FURNITURE (3310)
- 10 VACANT LAND-URBAN (4100)
- 11 CEMETERIES (6970)
- 12 SECONDARY SCHOOL (5230)

- the railway line, connecting the Adelaide CBD with Grange and Port Adelaide, runs adjacent to the southern boundary of the site;
- the Charles Sturt Industrial Estate immediately to the south of the railway line and the site;
- relatively low density residential development is located to the west and north of the site, with some industrial and commercial development located on the northern side of Torrens Road.

The former Sheridan (Actil) contains a number of large buildings formerly used for the manufacture of textiles. This site was rezoned by the Minister for Urban Development and Planning in January 2007 to accommodate a residential development, with an overall density of up to 20 dwellings per hectare. It was previously zoned as Industry Zone (Core Policy Area 56).

The St Clair Reserve and Recreation Centre are located on Woodville Road east of the site. The area includes approximately 10 hectares of public open space and an indoor recreation centre. This area is zoned District Centre (Woodville), and connects with community, retail and commercial uses along Woodville Road extending south to the intersection with Port Road. The District Centre (Woodville) comprises an older style, 'main street' centre and contains a supermarket, a number of specialty shops, and a range of community facilities, including the City of Charles Sturt Civic Centre and Library.

The Woodville High School is contained within the block bound by Actil Road, Brocas Avenue, Leslie Street and Woodville Road. The school is well landscaped and has an attractive presentation to Actil Avenue. Brocas Avenue contains a mid-block road closure, preventing access through to Woodville Road from Actil Avenue. To the north of the school is a residential area (zoned Residential) which extends across Torrens Road. Dwellings within this area are of generally low scale and density and in relatively good condition.

The Arndale Shopping Centre (known as Centro Arndale) is zoned District Centre (Kilkenny) and is located approximately 1 km east of the subject site along Torrens Road.

More particularly the Racecourse site is surrounded by the following forms of development:

- North - Torrens Road with a mixture of residential and industrial development on the opposite side.
- East - Viscount Plastics and the former Sheridan site proposed for residential zoning.
- South - Railway line with industrial development to its south.
- West - Cheltenham Parade with residential development to its west.

The residential area to the immediate west of Cheltenham Parade is comprised predominantly of single storey detached dwellings dating from the pre World War II era. Residential development fronting the northern side of Torrens Road is characterised by single and double storey community based housing units built in the 1980s.

3.4 Development Plan Policies

3.4.1 Zoning of Affected Area

The Affected Area is within the Special Uses Zone within the Charles Sturt (City) Development Plan (see Figure 3a).

The principal objective for the Special Uses Zone is *"a zone accommodating special public and private activities of an institutional or open character."*

A limited number of uses are listed as complying within the Zone, including:

- Cemetery;
- Golf Course;
- Recreation Area.

The Special Uses Zone also applies to a range of other land uses within the Council area, including sewage treatment plants, the Cheltenham Cemetery, the Port Road road reserve and

the former University of SA campus at Underdale. The zone provisions are generic in nature and provide limited planning and development guidance or direction.

3.4.2 Adjoining Zones and Policy Areas

Figure 3a also shows a number of zones abutting the Affected Area. The zones are generally consistent with the existing land uses identified previously. These zones also include a number of Policy Areas which are shown on Figure 3b.

A brief summary of each Zone and Policy Area follows.

Residential Zone

The zone provides for a variety of dwelling types at low and medium densities. The height of buildings is generally limited to one and two storeys, although this may be exceeded when specified in a relevant Policy Area. The scale of existing residential development in the vicinity of the affected area is consistent with the Residential Zone provisions.

The Zone also contains a reasonably extensive list of non-complying forms of development including all forms of industry (with limited exceptions), offices and other activities likely to be incompatible with the general use of land for residential purposes.

'Club' and 'shop or group of shops with a gross leasable area greater than 100 square metres' are also noted as being as non-complying forms of development in the Zone. Although a 'club' is not specifically defined by the Development Regulations 1993, its meaning can be found in the thesaurus which describes a 'club' as a social establishment/nightclub or in the Australian Concise Oxford Dictionary which defines it as 'premises offering members social amenities'.

The status of 'shop' and 'club' are of particular interest to this DPA given the potential for a mixed use development integrated with rail transport, and the establishment of facilities associated with an area of regional open space. As previously noted, the SAJC currently operates a licensed facility within the affected area.

The Residential Zone includes six (6) Policy Areas, each with their own objectives and principles of development control. The following two policy Areas abut the affected area:

Mid Suburban Policy Area 2

The Desired Future Character for Policy Area 2 encourages a *'mix of dwelling types, such as detached and semi-detached dwellings, interspersed with a range of well designed medium density housing on larger, wider allotments as well as on main road frontages and facing larger public open spaces'*.

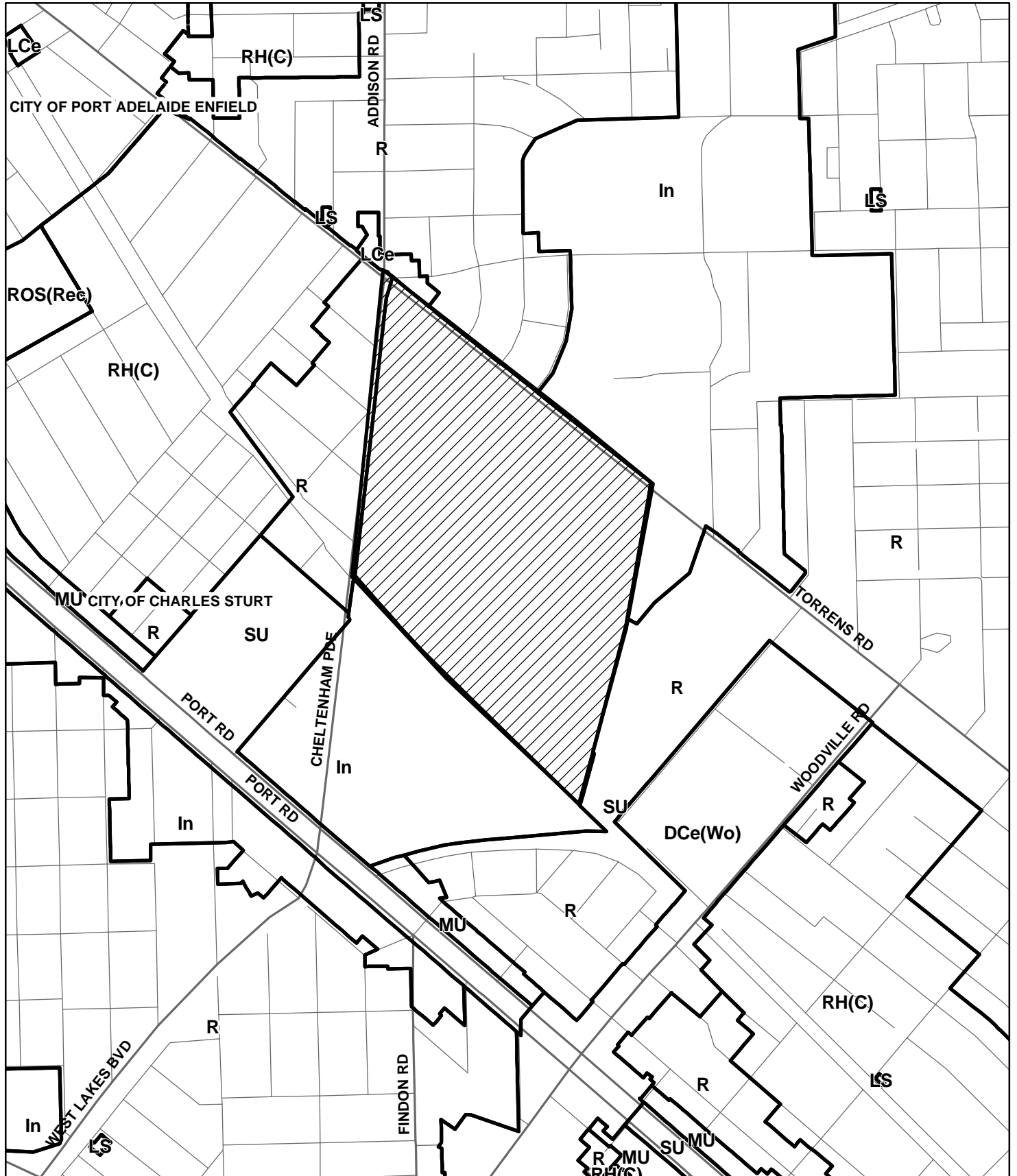
Woodville Medium Density Policy Area 68

Policy Area 68 was created by the Ministerial "Sheridan Site PAR", approved on 25 January 2007. The Policy Area supports a range of dwelling forms at densities ranging from 15 dwellings per hectare up to 35 to 40 dwellings per hectare, with an overall gross density of approximately 20 dwellings per hectare. Objective 5 for the area provides for *"Primarily medium density, compact, affordable and adaptable housing choices"*.



The scale of development is primarily up to two storeys, however, higher buildings are encouraged in certain locations such as adjoining public open space areas and within the southern portion of the site where higher density development is envisaged close to public transport and local facilities.

Importantly, the Policy Area policies and Concept Plan support the integration of development with the potential future development of the Cheltenham Park Racecourse.

**FIGURE 3(a) - AFFECTED AREA - CHELTENHAM RACECOURSE
ZONING 2007**



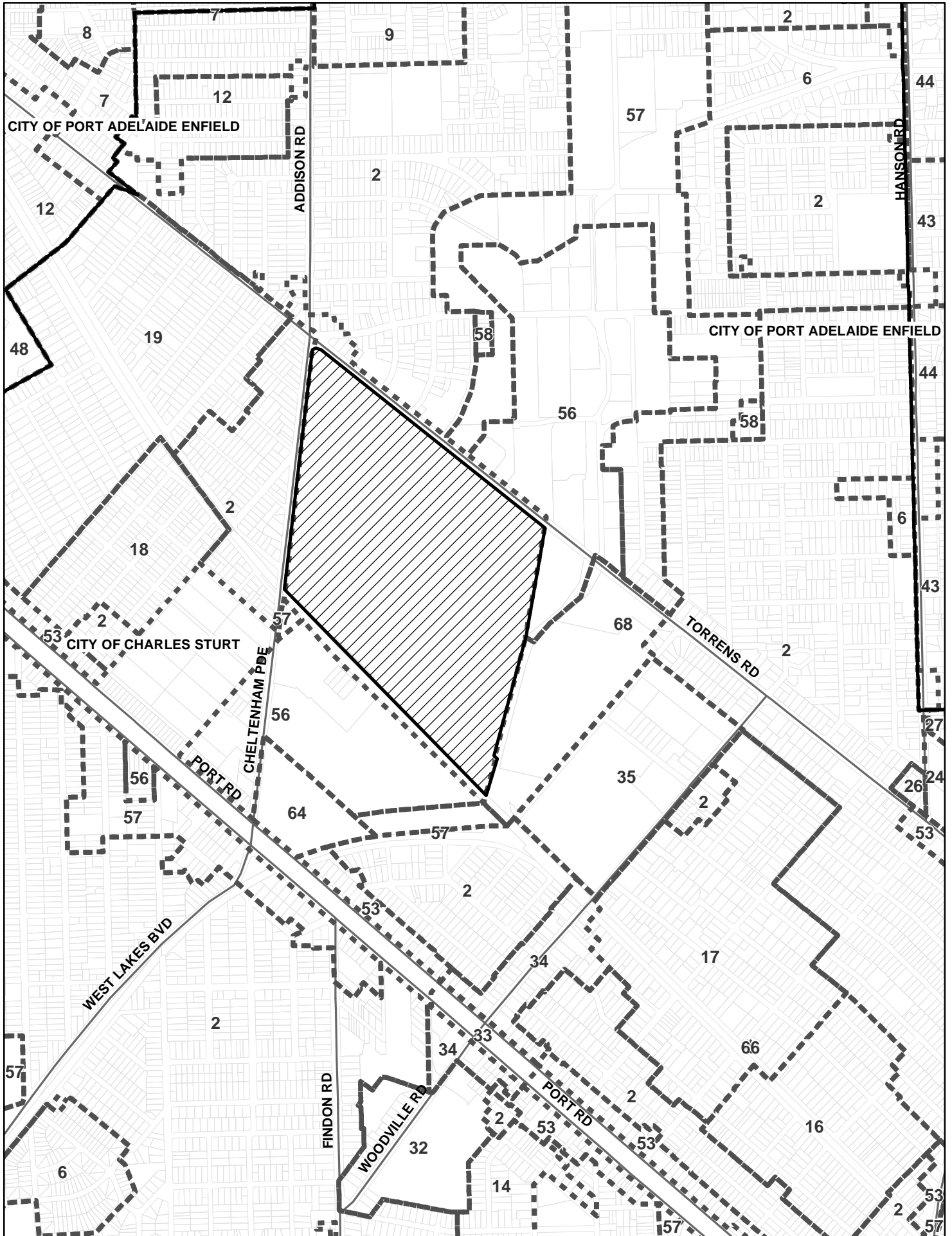
Legend

-  Affected Area
-  Zoning
- In INDUSTRY
- R RESIDENTIAL
- RH(C) RESIDENTIAL HISTORIC (CONSERVATION)
- LCe LOCAL CENTRE
- LS LOCAL SHOPPING
- MU MIXED USE
- SU SPECIAL USE
- DCe(Wo) DISTRICT CENTRE (WOODVILLE)
- ROS(Rec) REGIONAL OPEN SPACE (RECREATION)




0 175 350
Metres

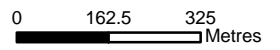


**FIGURE 3(b) - AFFECTED AREA - CHELTENHAM RACECOURSE
POLICY AREAS 2007**



Legend

-  Affected Area
-  Policy Area
-  Local Government boundary



Local Centre Zone

Each zone provides for local shopping, office and service needs. The Local Centre Zone adjacent to the north-western corner of the Affected Area includes a number of uses consistent with its local function, including a chemist, office supplies, cleaning service and dry cleaners, surgery, and restaurant amongst others. Several vacant shops were also observed.

Industry Zone

The Zone supports a wide range of industrial, business, commercial, warehouse and storage activities together with transport distribution services, including industries and activities dependent on a rail and a port side location, which collectively foster employment within the region. Policies in the Zone required development to have regard to potential impacts on adjoining non-industrial areas.

The Zone includes a list of complying and non-complying uses.

Complying uses are restricted to the Core Policy Area only and include General Industry, Light Industry, Motor Repair Station, Road Transport Terminal, Service Industry and so on.

The Industry Zone includes seven (7) Policy Areas. Two industry Policy Areas fall adjacent to the Cheltenham Park Racecourse as follows.

Core Policy Area Policy Area 56

The Core Policy Area was established on the basis that it was remote from residential areas, allowing the area to develop as an intensively developed, high quality, landscaped, 24 hour operation industrial area. High impact industrial uses are anticipated.

The Viscount Plastics site and the industrial estate south of the rail corridor fall within this Policy Area.

The recent rezoning of the Sheridan site from Industry to Residential, means that the Viscount Plastics site and industrial estate are no longer remote from residentially zoned land. To accommodate existing and potential future uses within the Core Policy Area, policy was included into the Residential Zone - Woodville Medium Density Policy Area 68 (Sheridan site) to ensure potential impacts from adjacent industrial uses were able to be managed. Opportunity exists to adopt a similar policy approach to ensure any interface issues associated with the Cheltenham site are also successfully managed.

Interface Policy Area 57

There are three portions of Policy Area 57 in proximity to the Cheltenham Park Racecourse site. One located north of Torrens Road, which is immediately adjacent to Policy Area 2 of the Residential Zone, with the other two located south of the railway corridor.

The Desired Future Character for the Policy Area states:

“.....accommodate a wide range of industrial and service activities which protect the amenity and safety of adjoining residential areas. The area should accommodate activities that do not create any appreciable nuisance, that have minimal off-site impacts, such as noise, air, water and waste emissions, traffic generation and movement and which do not have a detrimental impact on the amenity of properties in residential or similar environmentally sensitive zones. Appropriate activities include service, light manufacturing, warehousing and distribution and commercial premises. Activities which are potentially hazardous or produce negative off-site impacts should not locate in this Policy Area.”

In light of the above and taking into account that Policy Area 57 is separated from the Affected Area by road and rail corridors, there is no imperative to further consider introducing policies into the Affected Area to address interface issues that would be in addition to the response being introduced for the Core Policy Area.

3.5 Public Open Space

The most significant area of public open space that is directly accessible to the Affected Area is the St Clair Oval located directly opposite the site to the east. The St Clair Oval provides an extensive, open public area as well as an indoor recreation centre fronting Woodville Road. The open playing fields are used by both sporting clubs and groups and the Woodville High School, while a series of tennis courts provide excellent club facilities.

Figure 4 illustrates the open space network within proximity of the Affected Area. As well as St Clair, the most significant area of open space within walking distance of the site is Woodville Oval, located to the south of the Affected Area but on the opposite side of Port Road. Woodville Oval accommodates a number of sporting facilities including a football club, cricket club and bowling club.

3.6 Affordable Housing Opportunities

In March 2005, South Australia adopted a target for all new significant developments to include 15% affordable housing, including 5% high need housing. The target is expressed in strategic level documents as highlighted in section 2, and is now supported by legislative changes passed by Parliament in May 2007 via the Statutes Amendment (Affordable Housing) Bill.

While the Bill amends a number of State Acts, the amendments to the Development Act are most relevant to this DPA. In particular, the Bill introduces explicit references to affordable housing in the Objects of the Act and further details the need for Councils to take into consideration affordable housing in Development Plans, Strategic Direction Reports and Strategic Planning and Development Committees.

The SA Affordable Housing Trust (SAAHT) within the Department for Families and Communities (DFC) provides a key resource in fostering the delivery of affordable housing outcomes. Through the Affordable Housing Innovation Program, the SAAHT seeks to engage local government, builders and developers, financiers and investors and non-government organisations to explore and implement initiatives to increase the supply of housing to households on low to moderate incomes.

The DFC has developed a suite of fact sheets and other tools that are available on the DFC internet site at www.housing.sa.gov.au/affordable to assist with implementation and promotion processes. The site includes information about affordable housing and how industry, non-government organisation and local government can become involved.

In relation to the Cheltenham Park Racecourse, policy is proposed to be included into the new Policy Area to require 15% affordable housing consistent with wider strategic goals. It is anticipated that the SAAHT will work with the eventual developer of the land and Council on how best to achieve this based on the policy framework determined for the site.

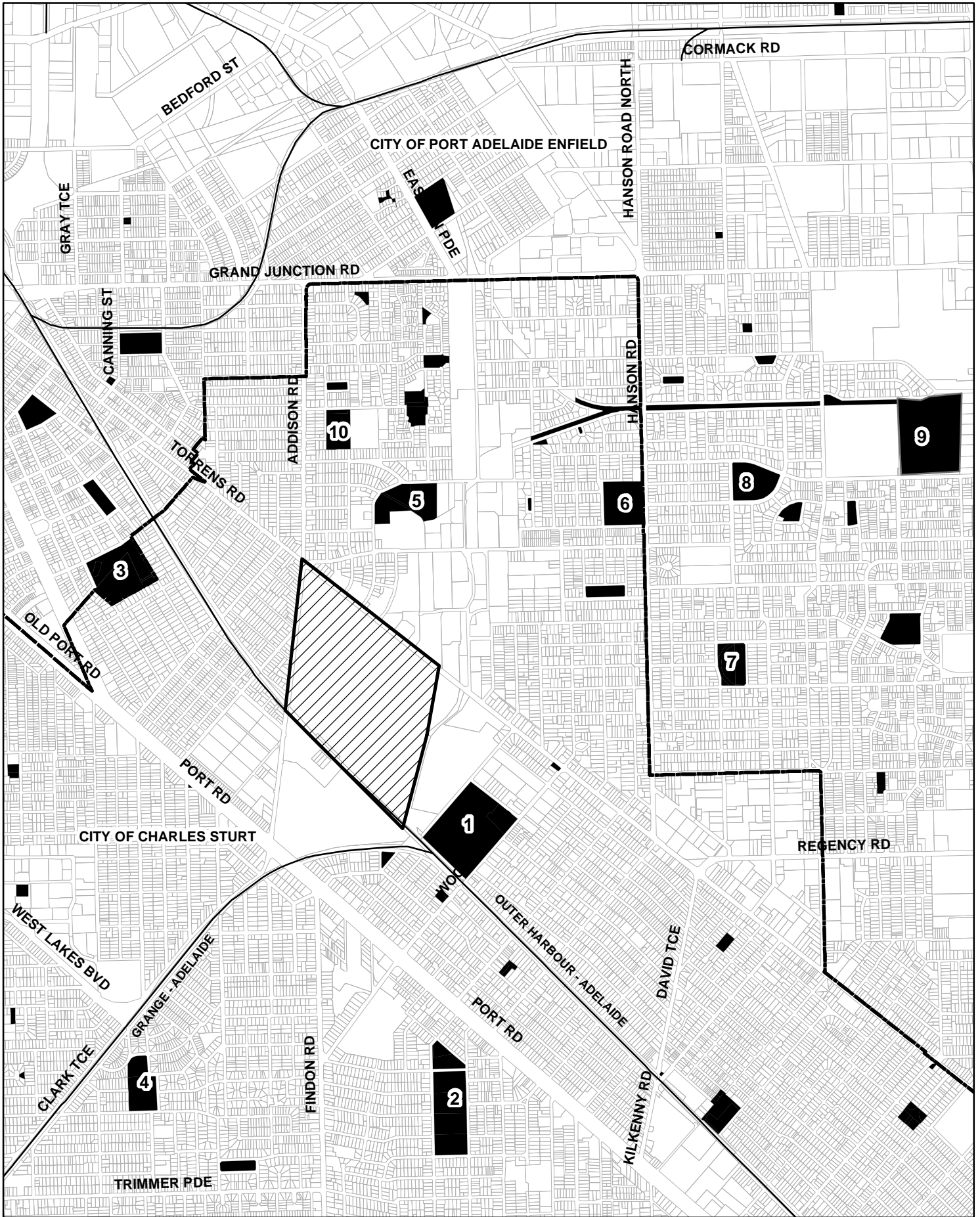
3.7 Suitability of Affected Area for Proposed Development

The Affected Area has the potential to support a wide range of residential housing forms. Its location in an established middle ring suburb with proximity to services, shopping, employment, transport and recreation opportunities renders it attractive to a variety of residential markets.



In line with the State Government's strategic objectives, there is a demonstrated need within Adelaide (and locations such as the Affected Area) for new housing opportunities to achieve population growth and cater for an aging population and smaller household sizes. There is a particular need for solutions that have the potential to increase housing affordability, housing accessibility and housing choice.

It is appropriate that suitably sized and located sites such as the Affected Area be considered for residential development, particularly as the site has good access to retail, community and transport services, is near two District Centres, and can be developed with limited infrastructure investment.

**FIGURE 4(a) AFFECTED AREA - CHELTENHAM RACECOURSE
EXISTING DISTRIBUTION OF PUBLIC OPEN SPACE**



Legend

-  Affected Area
-  Public Open Space
-  Local Government boundary

- 1 St Clair Oval
- 2 Woodville Oval, croquet & bowling club
- 3 Alberton Oval & bowling club
- 4 Findon Oval
- 5 Finsbury Reserve
- 6 Fawk Reserve
- 7 Hanson Reserve & Velodrome
- 8 Ferryden Park reserve
- 9 Harold Tyler reserve, Greyhound Racing Club
- 10 Pennington Oval

0 325 650 Metres



The “*Planning Directions for the Cheltenham Woodville Precinct*” document prepared by QED in response to the community consultation process identified the following community desires. These are of particular relevance to development of the Affected Area as they demonstrate the community’s expectations in relation to the site:

- Create sustainable, quality communities with housing choice and places for people;
- Provide housing choices to meet future needs;
- Create attractive housing along efficient public transport corridors;
- Build medium density housing development around Woodville Railway Station;
- Diverse range of housing style – no “walled” communities; and
- Medium density housing adjacent to generous open space and railway stations.

The Affected Area would be attractive as a site for both large dwellings on separate allotments and for more intensive housing forms such as small lot detached housing, row dwellings, group dwellings and residential flat buildings (apartments). There should be considerable scope to intensify residential densities in areas closest to the railway station as well as adjacent to significant areas of public open space.

Given the locational advantages of the site and the ability to manage the interface with existing residential and industrial development, a strategy that encourages more intensive forms of residential development is considered appropriate.

It should also be noted that successful infill residential projects have been developed with direct frontage to arterial roads in relatively recent times. For example, there are three known infill residential projects that have occurred further east either side of Torrens Road, in the suburbs of Brompton and Renown Park, that have demonstrated that it is possible to design and market high quality residential development projects adjacent to a relatively high traffic volume arterial road.

There is considered to be some scope for the development of a local or neighbourhood level retail centre serving the day to day requirements of the new resident population as well as potentially offering services to the visitors to the regional park and the surrounding adjacent residents.

Given the potential to improve patronage of the existing rail service, commercial and community facilities should be located as part of a mixed use/Transit Oriented Development (TOD), which provides strong links with an existing railway station (see Section 4.2.1). The types of facilities that could conceivably be located within such a mixed use precinct would include a supermarket, specialty shops, child care facility, health care facilities etc, which would also support the notion of increasing residential densities adjacent to a public transport corridor.

With respect to community facilities, there is scope for a range of recreation and community facilities to be incorporated within the Affected Area, provided that their level of activity is complementary to a residential neighbourhood and contributes to the amenity and diversity of activities within the community. Any district level recreation facilities would be appropriately integrated with the new regional park it is considered preferable that it be located adjacent to and accessed from Torrens Road.

3.8 Interface Issues

3.8.1 Interface with Adjoining Industrial Activities

The Affected Area is generally separated from neighbouring industrial activities by either the width of a road (Torrens Road and Cheltenham Parade) to the north and west or the railway corridor to the south.

The exception is Viscount Plastics, which directly abuts the site to the north-east, adjacent to Torrens Road. Viscount Plastics is a multi-national company specialising in the manufacture of various plastic products for primarily the automotive and electronics industries. Products manufactured on site include injection moulded automotive parts, rigid plastic containers and bottles, food crates and white goods components.

Noise

An acoustic assessment was undertaken as part of the background investigation for this DPA (Sonus Pty Ltd, November 2006). The assessment identified the following significant industrial noise sources affecting the subject land:

- Eastern boundary - fixed sources and truck and forklift movements at Viscount Plastics;
- Southern boundary - fixed sources and truck and forklift movements at AI Automotive; and truck and forklift movements at warehouses within the Charles Sturt Industrial Estate.

The investigations confirmed that mitigation will be required to:

- ensure reasonable levels of acoustic amenity outside or inside of residences; and
- protect surrounding industries to ensure that existing operations can continue without restriction when assessed against the relevant noise criteria.

The assessment found that a combination of techniques will be possible to minimise noise to acceptable levels. For example, with regard to Viscount Plastics (eastern boundary), mitigation could be achieved by either:

- constructing an acoustic barrier of certain dimensions and properties along the length of this boundary adjacent to Viscount Plastics; or
- constructing a barrier of lesser dimensions along this boundary adjacent to Viscount Plastics and ensure a certain setback between future housing and the Viscount Plastics site; or
- locating a continuous row of two-storey dwellings along the boundary with no gaps or glazing along the eastern side, roofs which do not exceed the height of the eastern walls, acoustic treatment of the eastern walls and the ceilings of upper level bedrooms.

In summary, the investigations confirmed that residential development of the site adjacent to existing industrial operations to the east and south can occur provided certain acoustic measures are adopted. The DPA proposes policies that will require attention to noise impacts, but in a flexible manner (in other words it will not prescribe a particular noise attenuation approach). The findings of the assessment will also influence the proposed Concept Plan through the location of roads and buffers where appropriate.

Emissions

A report entitled “*Air Pollution Impact Report for Sheridan Site PAR*” was prepared by Tonkin Consulting, and is referred to in the Sheridan Site PAR. The report concludes as follows:

“Ameron coatings and CMS crash repairs can be considered insignificant as sources of air emissions since their buffering distances exceeds the minimum EPA Guideline separation distances.

Charles Sturt Industrial Estate may, depending on what industries are established, give rise to air emissions. Efforts should be made to control the industries that are established immediately south of the subject land.

The sewage pump station should not have an impact on the development.

Viscount Plastics is the closest industry to the subject land. The wind climatology suggests that winds blowing from Viscount Plastics to the subject land are mostly confined to winter afternoons, and are generally associated with excellent dispersion conditions. Minor odour events would typically be associated with overheating of the plastic feedstock to the injection moulding process. Such events are expected to be rare.

Overall, the existing industries bordering the subject land are not expected to cause unfavourable air pollution impacts on the subject land.”

The circumstances at the racecourse site are substantially similar and therefore the above comments are considered relevant.

3.8.2 Adjoining Road and Rail Network

The acoustic assessment also identified the following noise sources affecting the subject land:

- Northern boundary - Torrens Road traffic movements;
- Western boundary - Cheltenham Parade traffic movements;
- Southern boundary - train movements on the rail line.

The assessment confirmed that for the first row of dwellings adjacent to Cheltenham Parade and Torrens Road acoustic treatment will be required for all ground and upper level habitable rooms facing the respective roads, combined with certain minimum setbacks. The acoustic treatment would include the use of laminated glass and acoustic seals as well as minimum ceiling insulation. A greater setback is required from Cheltenham Road given the higher noise volumes associated with this road.

No acoustic treatment or setbacks are required to minimise noise impacts to acceptable levels associated with train movements to the south. Nevertheless, some acoustic measure will be required to address noise impacts from industry to the south.

Again, these findings will influence the proposed Concept Plan and policies.

3.9 Site Contamination

Discussions were undertaken with the SAJC with a view to determining the potential for site contamination on the Affected Area. The discussions indicated that there may be some potential for contamination in specific locations as a result of past activities (e.g. waste dumping and animal burials, underground and above ground fuel storage) as well as in a more general sense across the turfed areas (e.g. use of herbicides and pesticides).

It is considered that the issue of any contamination can be further explored, and is most appropriately dealt with, at the development application stage where detailed subdivision and development design investigations are undertaken.

3.10 Heritage

There are no listed State or local heritage places on the subject land.

In relation to Aboriginal heritage, previous land use activities indicate that there are unlikely to be any Aboriginal heritage sites or artefacts within the Affected Area. Preliminary consultation with the Aboriginal Affairs and Reconciliation Division, Department of Premier and Cabinet confirms that the Central Archive, which includes the Register of Aboriginal Sites and Objects, has no entries for Aboriginal sites within the proposed works locations. Should an aboriginal site or artefact be discovered during the course of the development, the proponent must report the discovery to the Minister for Aboriginal Affairs as soon as practicable.

4. PHYSICAL AND SOCIAL INFRASTRUCTURE CAPABILITY

4.1 Infrastructure Services

4.1.1 Water

Currently considerable water mains infrastructure exists in Cheltenham Parade and Torrens Road. This includes a 600mm diameter main in each road, together with 150mm mains.

4.1.2 Stormwater and Flooding

The context for considering stormwater management over the Cheltenham Park Racecourse is contained in the Tonkin report (March 2003) entitled "Torrens Road Drain Catchment".

In broad terms the stormwater management system in the area is adequate utilising underground drains and road reserves to accommodate stormwater flows. This is consistent with normal practice nationally and internationally.

Water Sensitive Urban Design principles will be utilised throughout the site (see planning Strategy policy - Water Resources 2).

The two fundamental principles for stormwater management on the site are:

- outflows from the developed site not to exceed the current outflow from the undeveloped site; and
- water quality standards being achieved by a variety of methods, including individual allotment collection of impurities, wetlands, aquifer storage, etc.

The area of wetlands needed for water quality purposes is in the order of 4 to 6 hectares, well within the area to be set aside as public open space.

Consideration has also been given to aquifer storage and recovery (ASR) for the site by URS (May 2006). In general terms, an ASR scheme is feasible if the Cheltenham Park Racecourse is rezoned for residential development, although for it to be commercially viable a purchaser of the reclaimed water needs to be identified.

URS has also undertaken a study into the operation of a wetland (September 2006), which was also based on an area ranging from 4 to 6 hectares.

4.1.3 Electricity

Overhead mains of low and high voltage up to 66KV exist in the abutting streets. The ETSA Cheltenham substations situated opposite the site on Torrens Road (see Figure 2).

Mains adjacent to the site in the Sheridan land are proposed to be placed underground as part of the redevelopment of that site.

The 66KV mains immediately adjacent to the site on Torrens Road will have some impact due to the need for building setbacks (usually 13 metres from the overhead line).

The electrical load of any proposed development on the site would need to be assessed. Depending on the increased load, the Cheltenham substation or other electrical infrastructure may need to be upgraded. ETSA has indicated that it may, for example, require a site of 1 hectare to be made available within the racecourse land to accommodate infrastructure for an upgrade.

4.1.4 Sewer

A 300mm gravity sewer main exists in Torrens Road. A 150mm sewer exists on the western side of Cheltenham Parade.

Preliminary investigations indicate that some augmentation may be necessary, such as the upgrading of an existing sewer pump station, after SA Water has conducted detailed engineering assessments.

Some infrastructure exists on the south side of the site and would need to be accommodated in any development of the land. This includes a 200mm pumping main and 600mm sewer.

4.1.5 Road Network and Traffic Implications

A Traffic Impact Assessment was undertaken for the Affected Area by QED Pty Ltd. The assessment assumed the site would accommodate a total of 900 dwellings (700 medium density, 100 courtyard and 100 aged care dwellings) and that vehicular access would be achieved via Cheltenham Parade, Torrens Road and the adjoining former Sheridan site.

The conclusions from the assessment were:

- The traffic generated by the development is not considered to have a significant impact on the surrounding local road network. However, the Cheltenham Parade access junction is considered to be located relatively close to the Adelaide - Outer Harbor Rail line. Desirably, it should be located further to the north away from the rail crossing;
- Traffic signals are not warranted for each of the access point. Each of the three access junctions will have un-signalised traffic controls.
- If the Brocas Road connection is not provided to Woodville Road then there may be a need to provide traffic signals at the Torrens Road/Actil Avenue junction to cater for the significant right turn movements expected to occur at this location;
- Deceleration lanes are required for each of the access junctions;
- Lighting modifications will be required at each access junction for the proposed development;
- Traffic controls will be required at the start of the project and depending on the operating performance of each access junction with increasing volumes, future signalised junctions may be required.

4.2 Public Transport

The Affected Area is well serviced by public transport.

A railway line, connecting the Adelaide CBD with Port Adelaide/Outer Harbour, runs adjacent to the southern boundary of the site. The railway line separates the subject site from the Charles Sturt Industrial Estate to the south. The site is, at its closest point, within approximately 200m of the Woodville railway station, located to the south-east adjacent to Woodville Road. The Woodville railway station is served by the Outer Harbour Line and Grange Lines. The Grange line deviates from the Outer Harbour line immediately west of the Woodville railway station.

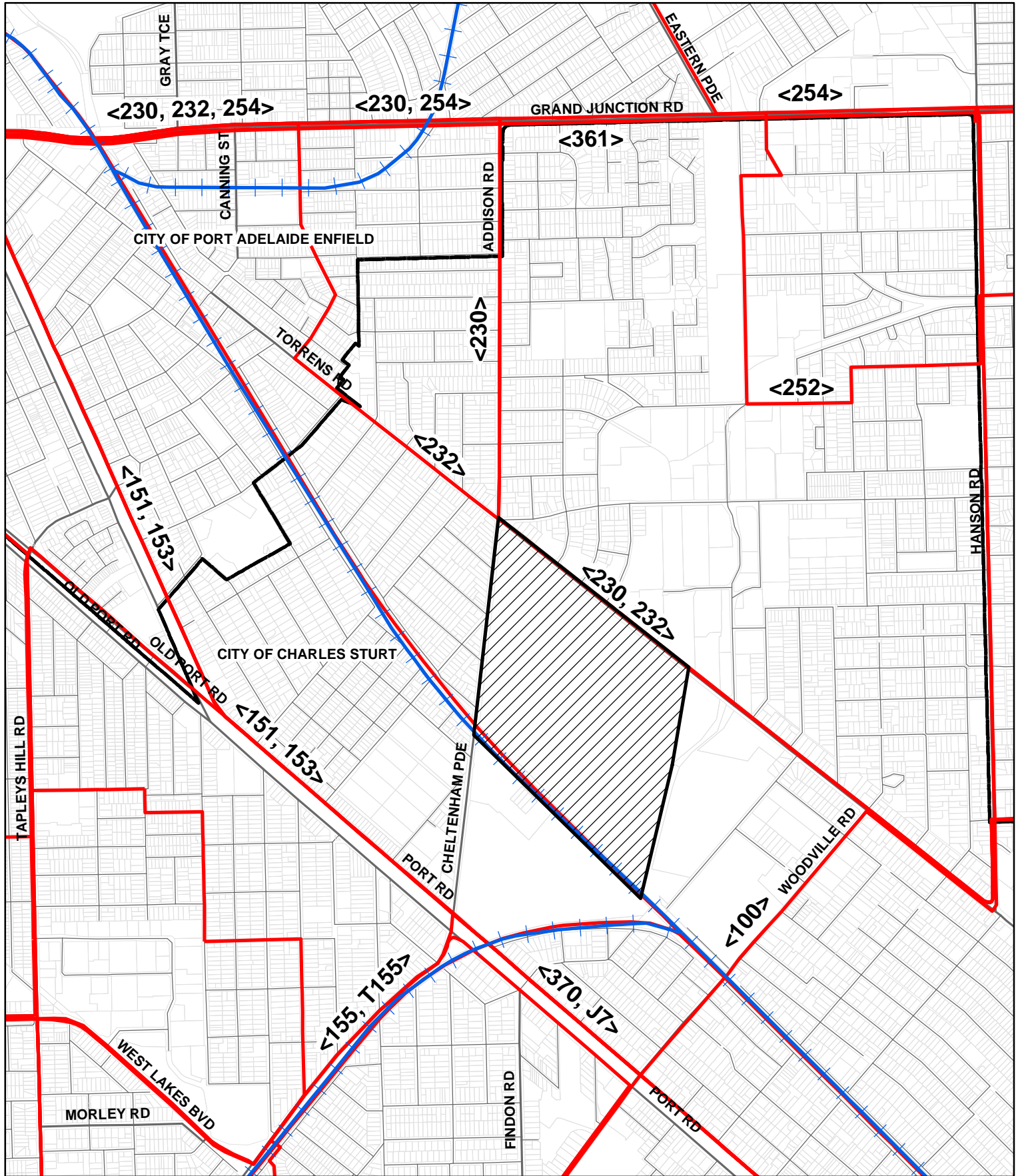
The Cheltenham Racecourse railway station, which currently only operates on race days and special events, is located immediately west of Cheltenham Parade. The Development Plan policies have been drafted to ensure that development is able to take advantage of the proximity to the public transport service through higher residential densities and mixed use activities.

Bus routes along Torrens Road, Woodville Road and Port Road also service the Affected Area and surrounds. The bus route on Port Road is a GO Zone up to Cheltenham Parade, and the Circle Line Bus Route runs along Woodville Road. The bus route along Torrens Road is also a GO Zone.

Figure 5 illustrates the public transport (bus and train) routes within proximity of the Affected Area.

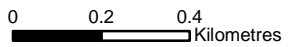
The DPA and development of the Affected Area provides significant opportunities to improve pedestrian linkages with public transport routes and stops, and this is considered to be a key objective of the proposed planning policy regime. These linkages need to be carefully considered in terms of community safety, convenient access and legibility, and should be depicted in a Concept Plan guiding development of the Affected Area.

**FIGURE 5 - AFFECTED AREA - CHELTENHAM RACECOURSE
EXISTING PUBLIC TRANSPORT ROUTES**



- Legend**
-  Affected Area
 -  Local Government boundary
 -  Railway / tramway
 -  Bus Routes

- BUS ROUTES**
- J7 WEST LAKES TO FLINDERS UNI VIA AIRPORT AND MARION
 - 100 CIRCLE LINE BUS ROUTE
 - 151 CITY TO PORT ADELAIDE TAFE VIA PORT ROAD
 - 153 CITY TO PORT ADELAIDE VIA PORT ROAD
 - 155 CITY TO WEST LAKES VIA PORT ROAD
 - T155 TRANSIT LINK BUS ROUTE CITY TO WEST LAKES VIA PORT ROAD
 - 230 CITY TO PORT ADELAIDE VIA ARNDALE AND ADDISON ROAD
 - 232 CITY TO PORT ADELAIDE VIA ARNDALE AND NEWCASTLE ST
 - 252 CITY TO PORT ADELAIDE VIA HAWKER ST, LIBERTY GVE AND EASTERN PARADE
 - 254 CITY TO PORT ADELAIDE VIA HAWKER ST AND HANSON RD
 - 361 PORT ADELAIDE TO TEA TREE PLAZA I/C VIA GRAND JUNCTION RD
 - 370 WEST LAKES TO ARNDALE SHOPPING CNTR VIA PORT ROAD



4.2.1 Transit Oriented Development

TOD is generally defined as development undertaken within walking distance of public transport in a manner that improves the accessibility and attractiveness of public transport

The TOD concept has been promoted in planning and transport literature in recent years and, in summary, involves the design of residential areas to maximise integration with public transport nodes, thereby facilitating the use of public transport by residents. This could include, for example, the design of street and other transport networks to improve access to the public transport node, the integration of other services and facilities within the node, and the increase of residential densities adjacent to the node.

Recent work undertaken by the State Government identified a number of design principles to influence better transit oriented development. The design principles include:

- Concentrate high intensity development (including residential, retail, commercial and employment related development) at or within 400 metres of the transit station.
- The entry to the station should be visible and located at the geographic centre of the most intensive development. Incorporate a public activity centre (e.g. town square, cinema, market) that provides a focal point at the station;
- Attract a complementary mix of activities such as shops, cafes, offices and apartments to encourage multiple purpose public transport trips over extended time periods (i.e. not just during working hours) and to increase public surveillance of station environs;
- Create high quality public environments throughout the TOD, particularly around the station, that encourage use of the public realm. Buildings should have direct street frontages. Streets and public spaces should incorporate high quality landscaping and street furniture, good lighting, shelter and surveillance;
- Provide direct and safe pedestrian and cycle routes to the station that are accessible to people with disabilities, supported by traffic calming measures, and provide secure bicycle parking;
- Design residential and other noise sensitive development to minimise noise and air pollution from the transit corridor and interchanges, while at the same time maximising benefits of natural ventilation and light;
- Provide fewer parking spaces for both residential and commercial development than would normally be required in an equivalent suburban location.

The existing Woodville Railway Station is about 200 metres from the closest point of the affected area. The Cheltenham railway station, which is currently used on race days and special events, is less than 100 metres from the closest point of the affected area, but would be closed following the discontinuation of racing at Cheltenham. The locations of these stations represent a rare opportunity to design and develop a significant infill residential site in a manner that will encourage more people to utilise public rail transport.

4.3 Community Services and Local Facilities

The Affected Area is within close proximity of a range of community services and facilities. It is located, at its nearest point, approximately 350 metres from the Woodville Road District Centre (over 1.5 kilometres at its furthest point). The District Centre currently provides a range of services and facilities including:

- Local shopping, including a Foodland supermarket;
- City of Charles Sturt Civic Centre and Library;
- St Clair Youth Centre;
- St Clair Recreation Centre;
- Woodville High School;
- Woodville Primary School and Centre for the Hearing Impaired;

- Woodville Day Nursery and Kindergarten;
- St Margaret's Kindergarten;
- Queen Elizabeth Hospital;
- The Queen Elizabeth Community Childcare Centre;
- Family and Youth Services;
- Woodville Spastic Centre;
- Beaufort Medical Clinic;
- Pregnancy Advisory Centre;
- Various churches; and
- Various sporting clubs.

The Affected Area is also located within 1.5 kilometres of the Arndale District Centre (now known as Centro Arndale), located east on Torrens Road. The centre contains over 40,000m² of floor space, including a department store, two (2) discount department stores, two (2) supermarkets, ninety-five (95) specialty shops and a cinema complex. An additional 10,000m² of retail floorspace is proposed in the future, along with complete refurbishment of existing malls and additional car parking.

Both centres would be expected to benefit from residential development of the subject land as a result of an increase in potential patrons within the trade catchments of both centres. Furthermore, the existence of these services and facilities indicates that there would be only limited justification for providing additional retail and service facilities on the subject land.

Notwithstanding this, the concept of a TOD, as discussed above, would provide some opportunities for the integration of limited retail, commercial and possibly community services and facilities within proximity of the railway line and existing station. Such facilities would capitalise on the expected increased patronage of the rail service and could, for example, provide services that are tailored to the needs of commuters and adjacent residents (e.g. supermarket, dry cleaning, newsagent, health services).

4.4 Employment

The Affected Area is within close proximity of a number of employment areas, including Queen Elizabeth Hospital and nearby industrial areas. The site is also located adjacent to a well established arterial road network that provides relatively easy access to employment areas beyond. Furthermore, the site is located immediately adjacent to a railway service that provides quick and frequent access to the Port and Adelaide CBD, both of which represent significant employment destinations.

4.5 Open Space

As discussed in Section 3.5, the Affected Area represents a unique opportunity to establish a large park of regional status and increase the amount of public open space within the western suburbs of Adelaide. Of the approximately 17 hectares to be provided as public open space in total (i.e. 35% of the site), approximately 13 hectares is envisaged to be allocated as a single area of parkland, with the remaining 4 hectares being located within the residential areas and in the form of parkland and vegetated buffers (these buffers will also be utilised for pedestrian and cycle trails). It is considered preferable that the 13 hectare regional park is comprised of one parcel and be located adjacent to the arterial roads to facilitate access from the surrounding areas.

Within the parkland area, up to 6 hectares are likely to be required for wetlands and stormwater management, with the remaining area (a minimum of 7 hectares) being available for a wide variety of functions. These could include:

- active recreation areas (ovals, etc);
- passive areas;

- courts;
- fitness trails;
- walking and cycling trails;
- picnic areas;
- natural vegetated areas and habitat;
- public amenities;
- vehicle access and car parks.

The smaller areas of public open space will be utilised for buffers and internal local parks within and adjacent to the residential area. The buffers will provide appropriate setbacks for residential development from surrounding industry and arterial roads, but should also be designed to provide pedestrian and cycle networks and amenity, particularly within the buffer along the railway line.

It is likely that development of the former Sheridan (Actil) site immediately east of the subject land will include some provision of public open space, as well as pedestrian and cyclist linkages to the St Clair Oval complex (and presumably other facilities such as the Woodville Station, Woodville High School and the Woodville Road District Centre). It is therefore critical that the ultimate design of the Cheltenham Racecourse site considers and anticipates the need to further interconnect such systems with any future development of the Sheridan (Actil) site.

5. CONCLUSIONS AND RECOMMENDED POLICY CHANGES

5.1 Introduction

The development of an appropriate development policy framework should take into consideration the planning principles already developed for the precinct (which takes into account the Council's preferred directions and the outcomes from the LMC consultations), and should achieve a variety of housing density outcomes.

It is recommended that a flexible policy framework approach be adopted that will allow the development industry (including both the public and private sector), to develop housing at a variety of housing densities, including those of higher density than the norm, responding both to market demand and sustainable development principles.

The reason for this is in part to ensure that a range of housing opportunities is provided. Therefore, the proposed planning policy framework sets down a desired character and a range of objectives and principles of development control that clearly set an expectation for a variety of housing densities, including opportunity for higher density

This section of the investigations explains the key components of the planning policy framework and provides rationale for the proposed changes to the Development Plan. These changes are outlined in detail in the amendment instructions table and associated attachments.

5.2 Preferred Land Uses

As demonstrated in the foregoing sections of these investigations, the Affected Area is considered suitable for a medium density residential development because:

- the Cheltenham Racecourse site is located near to the Woodville District Centre and relatively close to the Arndale District Centre;
- the site is well served by public transport, being within close proximity of the Woodville Railway Station and bus services along Torrens Road. The sites proximity to rail services provides scope for more intensive residential forms;
- the site adjoins the proposed residential development of the former Sheridan (Actil) site, which will potentially improve accessibility to facilities and services within the Woodville District Centre;

- development of the site for residential purposes will assist in meeting some of the community and stakeholder's expectations and desired future uses of the site by facilitating the provision of a large area of public open space;
- development of the site for a range of residential densities will assist in the attainment of state and local strategic policies including population growth targets, urban renewal and urban infill;
- development of the site for residential purposes will increase local population providing additional support for existing community and retail services and potentially increasing economic investment in the area.

The site is also considered to offer a rare opportunity to provide a regional public open space facility of 17 hectares in area, as discussed above.

Rezoning of the Affected Area from Special Uses to Residential Infill / Open Space is therefore desirable and justifiable, provided it is undertaken in a manner that ensures integration with neighbouring land uses and attainment of the strategic goals.

5.3 Residential Policy Approach

5.3.1 Introduction

The existing Council Wide residential provisions within the Charles Sturt (City) Development Plan are relatively comprehensive and address a full range of issues associated with residential development, including land division, stormwater management, building appearance, neighbourhood character, building design, solar access, energy efficiency, impacts on adjoining properties, acoustic privacy, and parking, amongst others. The majority of these provisions will remain relevant to development of the Affected Area.

The Residential Zone incorporates a limited number of broad objectives and principles that primarily yield to the more specific Policy Area provisions. The general Residential Zone provisions provide a list of complying and non-complying developments as well as public notification categories. Aside from providing some detailed and specific amendments to assist with the intended land use directions for the Affected Area, it is not proposed to alter these.

A series of Policy Areas sit beneath the umbrella of the Residential Zone.

Consideration was given to incorporating specific provisions relating to the Affected Area within one of the existing Policy Areas, particularly the Woodville Medium Density Policy Area 68, rather than creating a new Policy Area. However, specific conditions attached to the sale and rezoning of the land have necessitated the need for a new policy area including.

- its close proximity to the Woodville Railway Station;
- provision for a regional scale public open space;
- its close proximity to the facilities within the Woodville District Centre;
- interface issues posed by existing adjoining industry, the railway line, Torrens Road and Cheltenham Parade; and
- possible future development and integration with the former Sheridan (Actil) site.

It was also considered necessary to more effectively influence the achievement of range of housing densities, including higher densities, and affordable housing outcomes. As mentioned, it is considered that the best way to achieve this is through providing flexibility in the range of housing products allowed, with incentives to achieving housing densities, with a planning policy framework that sets down a desired character and range of objectives and principles of development control that clearly set an expectation for a range of densities and the desired urban design outcome for the site.

As a result, it was considered more appropriate to develop a new Policy Area for the Affected Area to ensure appropriate development of the site, which will in turn minimise confusion and

repetition of existing policies. A new Policy Area, entitled Cheltenham Park Policy Area 69 is therefore proposed.

The development of the Policy Area is also based on the Better Development Plans residential module produced by Planning SA.

5.3.2 Objectives and Desired Character

The development of a series of Objectives and a Desired Character Statement for the site is a key outcome of this DPA, as these will provide direction for the development outcome sought and consider the unique characteristics of the site.

Taking into account the findings of these investigations, coupled with the State and Local strategic planning directions and policies and preliminary feedback received from adjoining owners and stakeholders, it is considered desirable for the area to be developed as a vibrant inner metropolitan neighbourhood, offering diversity in a range of housing types and allowing flexibility in providing innovative housing product; regional level public open space; Transit Oriented Development/mixed use precinct close to the railway line and station; and wetlands (as well as other stormwater management techniques). The residential environment should be supported by open space and pedestrian linkages integrating the development with the surrounding uses and should take into account the interface issues posed by its proximity to existing industry, the railway line and arterial roads.

The Objectives and Desired Character for the Affected Area also need to reflect the outcomes of the consultation undertaken by QED for the Cheltenham Woodville Precinct. The consultation process identified key statements and issues that provide a framework for development of the site and its desired future character.

The proposed Desired Character Statement for the Cheltenham Open Space and Medium Density Policy Area 69 consists of a number of key elements, including:

- The encouragement of housing choice and affordability, facilitated in part by allowing a range of allotment sizes and dwelling types;
- The provision of a regional public open space area comprised of 17 hectares in area, and incorporating a range of passive and active recreation facilities as well as a range of stormwater management techniques, such as wetlands and natural drainage swales/creek lines;
- Recognition that the highest densities should be generally located close to areas of highest public amenity, including adjacent to public open space areas and within proximity of the railway station/corridor;
- The establishment of a mixed use/higher density residential/Transit Oriented Development precinct adjacent to the railway station/corridor. This precinct should accommodate a range of retail and commercial facilities, employment generating activities, health care and community uses, which are integrated into the railway station. Shared parking located beneath buildings should be provided, minimising the total provision of car parking and surface level parking. Higher residential densities (apartment housing) should also occur within this precinct, with the potential for multi-storey aged care accommodation;
- Encouragement of innovation and a high standard of architecture and urban design in both public and private spaces;
- Achievement of a landscaped character with a strong emphasis on landscape treatments and planting within the public realm;
- Sustainable development outcomes in relation to stormwater management, water conservation and energy efficiency;
- Creation of connectivity and integration (including both visual and physical links) with adjoining sites and beyond, including Woodville High School, St Clair Reserve and Recreation Centre, Woodville Railway Station and the facilities contained within the Woodville District Centre;

- Consideration of the possible future development of adjoining sites within the Woodville Cheltenham precinct by creating potential future open space, pedestrian/bicycle and road links; and
- Consideration of interface issues whilst allowing flexibility in solutions.

The Objectives and Desired Character Statement provide an appropriate 'umbrella' statement for the Affected Area, which can then be further detailed through the Concept Plan and more detailed Principles of Development Control developed for the site that take into account the specific site circumstances and constraints.

5.3.3 Public Open Space

The Concept Plan accompanying the proposed Policy Area provides general guidance as to the location of the primary areas of public open space. The Concept Plan has been developed partially in response to the Urban Design Guidelines and structure plans produced by QED for the broader Cheltenham Woodville Precinct as well as the consultation and investigations undertaken prior to and during the preparation of this DPA. It identifies the preferred location and configuration of around 13 hectares of public open space. It is desirable that this open space be contained within one parcel and that it be designed and developed to accommodate a range of passive and active recreation facilities, revegetation and stormwater management initiatives (likely to require in the order of 6 hectares in total).

This open space facility will be supplemented by smaller local public open space dispersed throughout the site (and providing some 17 hectares in total) and which will ideally serve a number of functions including:

- provide buffers between future residential areas and existing facilities/infrastructure that may generate undesirable impacts on residential amenity (e.g. railway line, industry, arterial roads);
- accommodate a network of pedestrian/cycle paths that will connect the subject land to adjoining services and facilities such as the St. Clair Reserve, existing train services, the Woodville Road District Centre etc;
- enable the retention of existing significant trees where possible; and
- provide local open space to serve the day to day needs of adjacent residents.

5.3.4 Density and Lot Size

The Affected Area, being an infill site with minimal interface with established residential areas, has no particular established character with which it should conform, and provides significant opportunities to provide for a range of dwelling densities, and provide flexibility in design outcomes.

Accordingly, the proposed Policy Area does not contain minimum allotment sizes or dwelling site areas, but instead requires residential development to satisfy a range of other design requirements (e.g. private open space, setbacks) specified in the Council Wide or new Policy Area provisions.

Elements that contribute to appropriate allotment size such as setbacks, private open space and parking also require consideration and are addressed below.

5.3.5 Setbacks

The Council Wide Residential provisions contain relatively comprehensive setback controls. However, variations to these are considered desirable in order to provide opportunity for innovative design. As the site is an infill site with very little existing residential zone interface, there is no particular character that needs to be maintained through setback controls (in other words, the development will establish its own character).

Minimum front boundary setbacks of 3.5m are generally proposed. Where the allotment fronts a public reserve and therefore is provided with rear vehicular access from a laneway, a minimum 1.5m setback is proposed to that frontage. This is considered sufficient to incorporate elements such as balconies and porticos. This reduced setback is appropriate where other factors contribute to the streetscape theme, such as no garages or driveways and landscaping within public spaces.

The provisions for minimum side boundary setbacks contained within the Council Wide provisions are generally maintained for this site. However, support for the construction of walls on side boundaries should be considered in instances where there is not an existing or simultaneously constructed dwelling on the adjoining allotment. It is proposed that this be achieved by allowing the construction of a wall on the side boundary where a building envelope plan exists for the adjoining property. In addition, the ability to provide pedestrian access to the rear of a site via a rear lane or driveway, or through a garage rather than along one side of a dwelling is desirable.

In relation to the rear boundary, reductions in the Council Wide provisions are recommended and a new Principle of Development Control within the Policy Area is proposed, consistent with policy introduced for the adjoining Sheridan site.

5.3.6 Building Height

The proposed policy framework allows a range of building heights up to up to three storeys, whilst also allowing for higher buildings adjacent to areas of high public amenity such as adjacent to public open space, open space connections and within close proximity of rail services and associated mixed use facilities. This will assist in facilitating innovative design and affordable housing options within these areas.

5.3.7 Private Open Space

The existing Council Wide provisions generally require that for ground level dwellings, private open space be provided at a rate of 25% of the site area. Exceptions to this are made in some cases, such as within the West Lakes Medium Density Policy Area 5 and Integrated Medium Density Policy Area 6, where private open space can be provided at a rate of 20% of the site area, presumably to encourage higher densities and account for smaller allotment sizes and dwellings. For dwellings with no ground floor level, 10m² is to be provided with a minimum dimension of 2m.

The existing policies do not delineate between allotment and housing size, and do not reflect the potential differences between housing types and resident needs on smaller allotments. Furthermore, given that the subject land will contain a significant area of public open space, there is considered to be some justification in reducing the private open space area requirements, particularly for higher density housing products.

It is therefore proposed to incorporate provisions that account for allotments of greater than 250m² and allotments equal to or less than 250m² in area as well as apartments (or residential dwellings with no ground level private open space). The proposed provisions also relate private open space provisions to dwelling size, by only allowing provision of less than 35m² on smaller allotments where a dwelling has no more than 2 bedrooms and a floor area of no more than 110m². The Principle of Development Control also takes into account the provision of a rainwater tank and refuse and recycling bins to ensure that adequate on site facilities are maintained.

This approach is consistent with recent State Government practice and is incorporated in the policy for the adjoining Sheridan site.

5.3.8 Garage Door Width

The existing Council Wide provisions seek to limit garage door width as a proportion of total site width, with the existing Principle of Development Control effectively precluding double garages on any site that has a frontage of less than 12m. This also precludes double garages facing rear laneways on sites with a frontage to that laneway of less than 12m.

The intent of the control is to prevent garaging being the visually dominant element of a dwelling, however an appropriate visual presentation to the street can be achieved through other methods

such as ensuring that the garage or carport door is recessed behind the main wall of the dwelling, that the pedestrian entry to the dwelling is a feature of the front façade making it visible and legible, minimising driveway widths at the street frontage and encouraging articulation of the front façade of the dwelling.

A new provision is proposed within Policy Area 69 to address this.

5.3.9 Interface Issues

A key component of these investigations involved identification of critical interface issues in relation to the Affected Area. These are recognised as being:

- Viscount Plastics, adjoining the northern part of the site's eastern boundary;
- Industrial development within the Charles Sturt Industrial Estate, to the south of the site and separated by the railway line;
- The railway line, adjoining the southern boundary of the site;
- Cheltenham Parade; and
- Torrens Road, adjoining the northern boundary of the site, as well as existing industry on the opposite side of Torrens Road.

The proposed policies have therefore been drafted to ensure that:

- noise impacts on future residential development from existing (and potential future) industrial operations are effectively minimised and managed through the residential design and allotment layout process; and
- existing (and potential future) industrial operations are able to continue to operate in accordance with accepted noise standards.

It is considered desirable that the planning policy framework facilitate a range of solutions to address potential noise and visual impacts, provided appropriate EPA and Australian Standards relating to acceptable noise levels are met. These could include physical separation, construction of free standing, acoustic shielding walls, buffers and mounding, appropriate siting of external dwelling walls which could also act as acoustic shielding devices, double glazing, orientation of noise sensitive internal areas such as bedrooms, etc. In fact, employing a combination of these methods could be the most appropriate solution. It is also recognised that an existing Council Wide provision exists that relates to development adjacent to main roads and associated traffic noise impacts, which will apply to the Affected Area.

6. STATEMENT OF STATUTORY COMPLIANCE

6.1 Introduction

Section 25 of the Development Act 1993, prescribes that a Plan Amendment Report must assess the extent to which the proposed amendment:

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

6.2 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy for Metropolitan Adelaide (2006) are summarised in Section 2.1 of these investigations along with comments as to how the DPA accords with these strategies. As indicated, the DPA complies with the Strategies set out in the Planning Strategy for Metropolitan Adelaide and it is the intent of the DPA to support the achievement of the Planning Strategy Policies.

6.3 Accords with other parts of the Development Plan

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

The proposed rezoning includes the subject land within the existing Residential Zone which applies to the majority of established residential areas within the City of Charles Sturt. Consistent with the policy hierarchy within the Development Plan, a policy area will be created for inclusion within the Residential Zone, which will apply specifically to the area affected. The amendments to the Development Plan proposed by this DPA seek to support housing diversity and affordability by allowing flexibility in density, while at the same time enabling the establishment of a large area of public open space of regional significance.

In formulating the policy framework for the new Policy Area 69, consideration has been given to existing development and policies guiding future development in areas adjacent to the Affected Area.

6.4 Complements the policies in the Development Plans for adjoining Council Areas

The Plan Amendment Report has had regard to the existing objectives of the adjoining City of West Torrens, City of Port Adelaide Enfield, City of Prospect and City of Adelaide Development Plans. The amendment is unlikely to affect the Development Plan policies of the adjoining Council areas as it is not located on the boundary of the Council area.

6.5 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public hearing (Regulation 12) associated with this Plan Amendment Report will be met.

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

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ADDENDUM TO STATEMENT OF INVESTIGATIONS (INCLUDED POST CONSULTATION)

Rail Transport Upgrades

The State Government has announced that it will invest \$2 billion over the next decade to revitalise the State's public transport network. The investment provides for the electrification of the main rail corridors to Noarlunga, Outer Harbor, and Gawler and the subsequent purchase of 50 new electric trains. These changes are expected to revitalise rail services while providing significant environmental benefits.

In Adelaide, the electrification and extension of the rail network provides excellent opportunities to explore transit orientated development (TOD) schemes within selected transport corridors.

The Extension of the tram to Semaphore via the Entertainment Centre, with a connection to the Outer Harbor line and the electrification of the Outer Harbor has potential to benefit development outcomes on the Cheltenham Park Racecourse. The new dual-voltage trams will operate alongside electrified trains and will use the existing Outer Harbor rail and then travel to AAMI stadium and West Lakes on a new track built from the Grange line. Another extension will be built from Semaphore, linking back through the heart of Port Adelaide from Rosewater.

The construction of the tramline extension will begin in 2009, followed by the Electrification of the Grange/Outer Harbor line in late 2010-early 2011. The Grange/Outer Harbor line is set to be completed by 2013 followed by the beginning of construction of the West Lakes rail link later that year. All works are expected to be completed by 2018.

Stormwater Management

A number of studies have been undertaken to determine the potential for a wetland and Aquifer Storage and Recovery (ASR) scheme at the Cheltenham Racecourse site. Two of the more recent studies include:

- *Cheltenham Racecourse – Wetland/Aquifer Storage and Recovery Reassessment* (May 2006), prepared by URS Australia for the City of Charles Sturt
- *MUSIC analysis of the proposed wetland for the Cheltenham Racecourse* (September 2006), prepared by URS Australia for the Land Management Corporation.

The *MUSIC analysis* report provides a succinct account of the catchment as follows:

Previous reports have provided input data with respect to catchment area and percentage impervious, for the Torrens Road drainage catchment upstream of the Racecourse site.

Tonkin (1995) reports a catchment area of 420 Ha, with an impervious area of 126 Ha, representing 30% of the catchment. This figure is lower than has been found in studies of other major Australian cities (SIA 1998), so a slightly higher, 35% has been assumed for this study. The impact of this increase is to increase the peak flows derived from the catchment as well as increase the volume of runoff that will be predicted to occur.

In relation to the potential for a wetland located on the racecourse, the report further noted that:

In overview, a properly designed wetland will consist of a number of elements; a deeper inlet pond, designed to allow settlement of coarse suspended load, a shallower zone with some variation in depth, but generally between about 100 and 300 mm, to encourage the growth of emergent macrophytes and other wetland species, which act to slow the flow, adhere fine sediments around their biofilm, and uptake bio- available nutrients, a series of devices such as low banks, spreaders or the like, designed to ensure that flow passes through this zone as spread flow, and that preferential pathways are not established.

The wetland may contain small islets designed to provide habitat for wildlife and to assist in creating long flowpaths through the wetland. In addition, a storage zone above the permanent water level can be provided to act as detention facility for flood events and contribute to flood management within a catchment.

And observed that:

A number of different wetland configurations have been trialled by other consultants, but in general these range between 4 and 5 Ha in area.

Reference to the CRC for Catchment Hydrology (1998) shows that in Adelaide, a wetland with an area of between 1% and 1.5% of the contributing catchment area will provide enough storage to achieve a high compliance with regard to hydraulic residency time. In short, the large majority of the water passing through the wetland will be detained for long enough that significant pollutant removal will occur.

This rule of thumb will subsequently be tested during the modelling process, but given a catchment area of 420 Ha, a wetland of between 4 and 6 Ha in size conforms with this criteria.

The setting aside of 35% (17.1 hectares) of the Cheltenham Racecourse site for open space and stormwater management purposes would allow the development of wetlands to a size that conforms with requirements estimated in previous studies. Significantly, the open space requirement being applied to the racecourse represents an 11 hectare premium over and above the 12.5% open space that may be required to be vested in a council or the Crown under the Development Act when dividing land for residential purposes.



Development Act 1993

CITY OF CHARLES STURT

**CHELTENHAM PARK
RACECOURSE**

Development Plan Amendment

By the Minister

THE AMENDMENT



Development Act 1993

Amendment Instructions Table

Name of Local Government Area: City of Charles Sturt
Name of Development Plan(s): Charles Sturt (City)
Name of DPA: Cheltenham Park Racecourse DPA

The following amendment instructions (at the time of drafting) relate to the Charles Sturt (City) Development Plan consolidated on 28 February 2008. Where amendments to this Development Plan(s) 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.

COUNCIL WIDE PROVISIONS (including figures and illustrations contained in the text)				
Amend	Residential Principle of Development Control 145	Insert the words "(vi) circumstances prescribed in the Cheltenham Park Policy Area 69."	No	No
Amend	Residential Principle of Development Control 146	Insert the words "Except where otherwise specified in a particular Zone or Policy Area" at the beginning of the Principle.	No	No
RESIDENTIAL ZONE PROVISIONS				
Amend	Principle of Development Control 5 (Non-complying Development)	Insert the words "and Policy Area 69" at the end of the text associated with the word "Club".	No	No
Amend	Principle of Development Control 5 (Non-complying Development)	Insert the words "and Policy Area 69" at the end of the text associated with the word "Office".	No	No
Amend	Principle of Development Control 5 (Non-complying Development)	Insert the words "except within Policy Area 69" immediately following the words "Shop or group of shops with a gross leasable area of greater than 100 square metres".	No	No
Amend	Principle of Development Control 7 (Public Notification) (Category 2 Development)	Insert the words "Supported Accommodation in Policy Area 69" and "Nursing Home in Policy Area 69" in alphabetical order.	No	No
ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)				
Insert	Residential Zone (Cheltenham Park Policy Area 69)	Insert contents of Attachment A immediately after the Residential Zone (Woodville Medium Density Policy Area 68)	No	No
Replace	Woodville Medium Density Policy Area 68 Concept Plan Figure R/4	Delete the Woodville Medium Density Policy Area 68 Concept Plan Figure R/4 and insert the contents of Attachment B as close as practicable between the text for Policy Areas 68 and 69.		
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps and Policy Area Maps)				
Replace	Maps ChSt/1 (Overlay 1), 5, 6, 9, 10, 27, 28, 31 and 32	With the contents of Attachment C	No	No

ADDITIONAL ADVICE FOR THE USE OF THE TABULAR FORMAT:

Only the following four types of instruction are to be used:

- Amend** used for minor alterations to text, eg inserting, replacing and deleting words within text sections.
- Replace** used only when Objectives/PDCs are being replaced one for one, eg if two PDCs are being replaced with three then deletion and

insertion should be used.

Delete deletion of material requiring renumbering.

Insert insertion of new material requiring renumbering.

- To avoid confusion with the follow up task of identifying consequential amendments, the instructions should be listed in the above order.
- Listing in this order allows all amendments that don't require renumbering to be actioned first, minimising the possibility of errors in interpretation (ie the instructions relate to the current numbering, therefore renumbering as a result of deletions and insertions does not need to be considered).
- This is then followed by deletion and insertion of material for each section, and is the point at which consequential amendments need to be identified. These are to be listed at the end of each section.

Templates of the tabular format are available from the Planning SA web site at www.planning.sa.gov.au or can be supplied on disk upon request.

Residential Zone (Cheltenham Park Policy Area 69)

The Objectives and Principles of Development Control that follow apply in the Policy Area shown on Maps ChSt/27, 28, 31 and 32. They are additional to those expressed for the Zone and, in cases of conflict, take precedence over the Zone provisions.

DESIRED CHARACTER

The Cheltenham Park Policy Area 69 is a residential infill site, formerly occupied by the Cheltenham Racecourse, located within close proximity of the Woodville District Centre, Woodville High School, St Clair Oval and Recreation Centre and the Woodville Railway Station.

The Policy Area will be developed in accordance with the Concept Plan Figure R/4 and comprise a broad range of dwelling types, including medium to high density housing, and areas of open space. It may also include a mixed use development precinct integrated with a passenger rail transit station.

A total of 35 percent of the Policy Area (excluding the railway corridor), which is in excess of 17 hectares, will be retained for open space, with at least 11 hectares located in one or two parcels. The area of open space should incorporate:

- (a) a range of recreation and sporting activities of both a passive and active nature
- (b) stormwater management areas in the form of wetlands, creek lines and permanent water bodies, including an aquifer storage and recovery system
- (c) an east-west linear open space corridor, linking the Policy Area to Woodville Road
- (d) north-south open space corridors linking Torrens Road to the Railway reserve
- (e) smaller parks providing local open space needs, and an attractive setting for higher density housing forms and any buffer requirements
- (f) water sensitive urban design features and sustainable landscapes to enhance biodiversity.

All open space areas should support a network of pedestrian and bicycle paths located throughout the site to facilitate access and linkages with adjacent facilities, public transport services and areas.

The Policy Area will be characterised by an integrated residential subdivision offering a wide range of housing types, with multi-storey, medium to high density housing forms comprising semi-detached and row dwellings and residential flat buildings, with an overall density of at least 20 dwellings per hectare achieved. Medium to high density housing will dominate areas of high public amenity including locations adjacent to major open spaces and within the southern part of the site in a manner that supports convenient access to, and facilitates greater use of, passenger rail transit services and local facilities. Precincts of medium to high density development will be supported by a subdivision layout that demonstrates a capacity to accommodate multi-storey buildings to maximise: the number of households taking advantage of the site's attributes; the delivery of affordable and social housing products; and access to smaller household formations. At least 15% of the housing developed within the Policy Area will be for affordable and high needs housing.

The built form character should be established through appropriate design, including interesting roof forms such as high pitches and parapets, high ceilings, building articulation, recessed vehicle garaging, and appropriate landscaping. The inclusion of front verandahs and low front fencing will be encouraged to promote street interaction and activity, providing for passive surveillance and a safer residential environment, and promoting thermal efficiency.

The use of iconic built form and scale should be considered to emphasise major arrival focus points, accentuate key corners and terminate vistas. The development of the Policy Area

should also recognise the former uses of the land, which could include the reuse of the racecourse entry gates off Cheltenham Parade in the design of open space or as an entry statement to residential areas.

Non-residential land uses such as a small supermarket and specialty shops, health and community facilities and other service facilities should form part of a mixed use precinct that is integrated with a new rail transit station located in the Policy Area, and complements higher residential densities. This mixed use precinct should cater primarily to the needs of rail commuters and residents within the Policy Area. Car parking areas should be shared between facilities and be provided beneath buildings.

The Policy Area should be extensively landscaped, with high quality street planting (with species selected to be in scale with associated development) integrated with open space areas. Smaller pocket parks and landscaped buffer areas should be located within the residential areas, with adjoining housing developed with reduced setbacks.

Development should contribute to a cohesive extension of the urban form, emphasising both visual and physical connectivity through road and pedestrian/cycle networks and a high quality public environment that is designed to facilitate:

- (a) access to a new railway station developed in the Policy Area or to nearby Woodville Railway Station
- (b) pedestrian and bicycle movements between the Policy Area and nearby residential neighbourhoods
- (c) access to public recreation areas, public transport nodes and local shopping and community facilities.

The erection of 'barriers' between residential areas, such as the use of high masonry acoustic walls along boundaries, should be avoided.

Areas adjacent to the Policy Area include residential and non-residential activities. Development within the Policy Area should:

- (a) create an appropriate transition between established low rise residences adjacent to the Policy Area and higher level development internal to it
- (b) acknowledge and respond to the activity and function of existing and adjoining non-residential land uses through solutions that mitigate adverse impacts without affecting the long term viability of those uses, whilst allowing for future changes in use.

OBJECTIVES

- Objective 1:** Development that contributes to the Desired Character and is consistent with Concept Plan Figure R/4.
- Objective 2:** A residential policy area demonstrating best practice in sustainable urban development and design such as innovation in stormwater management, transport demand management, waste minimisation, water conservation and reuse, energy efficiency, solar orientation and urban biodiversity.
- Objective 3:** Development that supports the viability of community services and infrastructure and reflects good residential design principles.
- Objective 4:** A range of housing forms, including medium to high density dwellings and affordable housing.
- Objective 5:** Development that provides safe and convenient access to passenger rail services, Woodville District Centre, Woodville High School, St Clair Oval and Recreation Centre, public transport routes and other local facilities.

- Objective 6:** The proper remediation and development of contaminated land to ensure land is suitable for the intended use.
- Objective 7:** Built form of a scale that is appropriate to the size of the allotment on which it is to be constructed and the streetscape character, in order to achieve appropriate scale relationships in the public and private realm, and the built and landscape environments.
- Objective 8:** Development and the pattern of development that acknowledges the potential for future redevelopment of adjoining sites and ensures that urban design solutions do not restrict current or future use, or preclude future integration with adjoining sites.
- Objective 9:** Public open spaces developed for a range of passive and active outdoor recreation activities, and the enhancement of conservation, revegetation and biodiversity.
- Objective 10:** Creation of a network of linked paths, reserves and recreation areas at regional and local levels.

PRINCIPLES OF DEVELOPMENT CONTROL

General

- 1 Development that contributes to the Desired Character of the Policy Area and is consistent with Concept Plan Figure R/4.

Land Division

- 2 Land division should facilitate the provision of a broad range of housing options, with allotments capable of accommodating multi-storey buildings comprising semi detached dwellings, row dwellings and residential flat buildings predominating:
 - (a) adjacent major open spaces
 - (b) within 400 metres of a passenger rail transit station located in the Policy Area or 600 metres of the Woodville Railway Station.
- 3 Land division should accommodate open space and movement networks that provide for the following:
 - (a) strong connections and safe and convenient access to public facilities, public transport, adjacent future development sites and the surrounding existing established neighbourhoods
 - (b) areas for the management of stormwater in the form of wetlands and stormwater reuse (including an aquifer storage and recovery system).
- 4 Land division should achieve appropriate allotment orientation and open space locations that maximise desirable solar access and energy efficiency.
- 5 Public parks should generally be surrounded by public roads. Allotments may have direct frontage to a public park only if vehicular access is provided to the rear of such allotments.

Land Use and Density

- 6 Development should comprise:
 - (a) at least 35% (17.1 hectares) of the entire Policy Area (excluding the rail corridor) as open space and associated facilities. A minimum of 11 hectares

of the open space should be accommodated in no more than two parcels, with at least one parcel being located on the corner of Torrens Road and Cheltenham Parade.

- (b) areas for the management of stormwater in the form of wetlands and stormwater reuse (including an aquifer storage and recovery system)
- (c) dwellings along with associated structures and outbuildings
- (d) a licensed community sport and recreation club located adjacent to Torrens Road or Cheltenham Parade
- (e) a mixed use development precinct located adjacent to and integrated with a passenger rail transit station located in the Policy Area and may include:
 - (i) a supermarket, specialty shops, offices, health care and community facilities and other employment generating activities
 - (ii) higher density residential development consisting of apartments, multi-storey aged persons accommodation and 'shop-top' housing
 - (iii) shared car parking provided primarily beneath the buildings with access that minimises the potential for conflicts with pedestrians and cyclists.

7 Retail development should:

- (a) occur only within a dedicated mixed use development precinct
- (b) not exceed a total of 5,000 square metres in gross leasable floor area.

8 Development should comprise a wide range of dwelling types at a range of densities, with a minimum 15% of residential dwellings being for affordable housing including 5% for high needs housing.

9 Affordable housing should be located to optimise access to shops, social services and facilities, and public transport.

10 Affordable housing should be distributed throughout the Policy Area to avoid over-concentration of similar types of housing in a particular area.

11 Medium to high density housing should be located close to areas of open space, public transport routes, local shops and public facilities in order to:

- (a) provide an aesthetically pleasant setting for those dwellings
- (b) ensure residents with reduced private open space areas have easy access to public reserves
- (c) facilitate access to services and facilities for a greater number of people
- (d) provide a sense of space for residents
- (e) improve opportunities for passive energy conservation in buildings
- (f) facilitate passive surveillance of adjacent reserves and corridors
- (g) reduce potential for overshadowing and overlooking of any adjacent lower level residential development and private open space areas
- (h) encourage public transport use, cycling and walking.

12 Medium to high density housing in the form of multi-storey buildings including semi detached dwellings, row dwellings and residential flat buildings should predominate:

- (a) on allotments fronting major reserves and open spaces as indicated on Concept Plan Figure R/4

- (b) within 400 metres of a passenger rail transit station located in the Policy Area or within 600 metres of the Woodville Railway Station.

13 The use and placement of outbuildings should be ancillary to residential purposes.

Built Form

14 Buildings should generally be of two to four storeys. However, taller buildings than this may be appropriate in areas adjacent to open space, landscaped open space connections or within proximity to a railway station and/or local facilities.

15 Development should create an appropriate height transition between potentially higher level development internal to the Policy Area and existing low rise development adjacent to it.

16 Development should achieve cohesive streetscapes whilst allowing for variety in housing form and style.

17 Built form should be appropriate to the size of the allotment on which it is to be constructed, the width of the street on which it is located and the streetscape character while not appearing dominant with respect to neighbouring buildings and structures.

18 Development should be designed to complement the interface it has with streets, public spaces and adjoining buildings.

19 Where allotments have direct frontage to a public park, dwellings should be at least 2 storeys in height and should be orientated to provide passive surveillance from habitable rooms towards the park.

20 Buildings should be set back from the allotment boundary on the primary frontage as follows:

- (a) no less than 1.0 metre where the allotment immediately adjoins a public reserve and has rear vehicular access;
- (b) no less than 2.5 metres elsewhere (excluding minor protrusions such as a porch, portico, eave, verandah, balcony or similar).

21 Buildings on corner allotments should address both street frontages while also achieving adequate privacy to the dwelling and primary private open space area.

22 Dwellings sited on side boundaries should be designed to minimise impacts on the amenity of adjoining land. When located on a side boundary, the dwellings' walls should have no openings and achieve at least one of the following:

- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
- (b) where a building envelope plan exists for the adjoining land that proposes a wall on the side boundary, be constructed to the same or lesser length and height as provided for by that plan
- (c) be located to maintain pedestrian access to the rear of the site along one side of the dwelling, unless:
 - (i) access is provided directly via a carport or garage and avoids the need to enter other parts of a dwelling

OR

- (ii) an acceptable alternative method of gaining access to the rear of a dwelling is provided, including a rear access or service lane.

- 23** Where an allotment immediately adjoins public open space, clear, safe and efficient pedestrian and bicycle access should be provided on the open space land, along with adequate visitor parking. The development of individual allotments should include front fencing and landscaping to give clear delineation between the private and public realm whilst also allowing for passive surveillance of the public area.
- 24** Buildings, excluding minor protrusions such as a porch, portico, eave, verandah, balcony or similar, should be set back from the allotment boundary on the secondary frontage a minimum of 1.5 metres.
- 25** Single storey components of buildings should be set back a minimum of 3 metres from the rear boundary except where the rear boundary adjoins a service or access lane in which case the setback may be reduced to 0 metres.
- 26** Two and three storey components of buildings should be set back a minimum of 5.0 metres from the rear boundary unless it can be demonstrated that a lesser setback to a minimum of 3 metres:
- (a) maintains solar access for adjoining properties
 - (b) minimises the loss of visual and acoustic privacy for future residents
 - (c) avoids direct overlooking of private open space areas of any adjoining sites from upper level living rooms
 - (d) allows for the provision of sufficient private open space.
- 27** Four or more storey components of buildings should be set back a suitable distance from the property boundaries to minimise undesirable impacts on nearby development, including overshadowing and overlooking.
- 28** Garages and carports should be set back whichever is the greatest distance of the following:
- (a) at least 0.5 metres behind the main face of the associated dwelling
 - (b) in line with the main face of the associated dwelling if the dwelling incorporates protrusions such as verandahs, projecting windows, porches, balconies etc which provide articulation in the building as it presents to the street
 - (c) at least 5.5 metres from the primary frontage.

Private Open Space

- 29** Dwellings should include private open space which conforms to the requirements of Table 1:

Table 1	Private open space for ground level dwellings
Allotment Area of Dwelling (m²)	Minimum Area and Characteristics of Private Open Space
Greater than 250m ²	<ul style="list-style-type: none"> (a) 10% of the allotment, of which balconies, roof patios etc can comprise part of this area provided the area of each balcony, roof patio, etc is 10m² or greater (b) contain one primary useable part of the private open space which is directly accessible from a living

	room within the dwelling and has an area of 15 square metres with a minimum dimension of 3 metres and a maximum gradient of 1 in 10.
Less than or equal to 250m ²	<p>(a) 25m², where 10m² is directly accessible from a living room and has with a minimum dimension of 3 metres and a maximum gradient of 1 in 10.</p> <p>(b) 20m² where:</p> <ul style="list-style-type: none"> (i) the dwelling has no more than two bedrooms (or rooms that could reasonably be used as bedrooms) and a total floor area of not more than 110m² (ii) separate areas are provided for in the provision of a rainwater tank and the storage of refuse and recycling bins (iii) 10m² is directly accessible from a living room and has a minimum dimension of 3 metres and a maximum gradient of 1 in 10. <p>(N.B. Part of the private open space can comprise balconies, roof patios, and similar open space areas provided each area is at least 8m².)</p>

Car Parking and Access

- 30** Development should complement and provide appropriate movement links to adjoining areas including the Woodville Railway Station, Woodville District Centre, St Clair Oval and Recreation Centre, Woodville High School and possible future development of adjoining sites in accordance with Concept Plan Figure R/4.
- 31** Vehicular access to individual allotments should not be provided from Torrens Road or Cheltenham Parade.
- 32** In the case of a site containing more than one dwelling, access to parking and garaging areas from public streets should be via a common driveway.
- 33** Buildings having four storeys or more should make provision for undercroft or basement parking.
- 34** For each dwelling, the maximum width (including the width of any support structure) of any garage or carport opening that faces a street, should be no greater than six metres or 50 percent of the frontage width, whichever is the lesser. Garage or carport openings wider than these standards are inappropriate, except where:
- (a) a site has rear vehicular access and from which vehicular access is obtained, in which case no maximum width applies; or
 - (b) a site has a frontage of less than 12 metres and the dwelling:
 - (i) is two or more storeys; and
 - (ii) incorporates protrusions such as verandahs, projecting windows, porches, balconies etc which provide articulation in the building as it presents to the street,

in which case garages or carports should have a maximum width of 6 metres or 80 percent of the frontage width, whichever is the lesser.
- 35** Movement networks for vehicular, pedestrian and bicycle traffic within, through and entering/exiting the Policy Area should:

ATTACHMENT A

**Residential Zone (Cheltenham Park Policy
Area 69)**

- (a) be based on a modified grid pattern to achieve good interconnectivity
- (b) connect key areas of open space within the Policy Area
- (c) establish links with open space, pedestrian and bicycle paths, and to services and facilities such as schools, shopping precincts, community establishments and health services in neighbouring suburbs
- (d) provide easy access to public transport routes
- (e) ensure bicycle/pedestrian pathways are designed and landscaped so as to be easily identifiable, accessible and safe
- (f) minimise potential conflicts between vehicular traffic and bicycle/pedestrian pathways
- (g) reduce potential vehicular traffic intrusion into adjoining residential neighbourhoods
- (h) facilitate major neighbourhood entry and exit points at Torrens Road and Cheltenham Parade.

Environmental Sustainability

- 36** Development should address environmental sustainability and should:
- (a) manage stormwater on site or provide satisfactory infrastructure needed to manage flows and water quality in a sustainable manner
 - (b) provide for water sensitive urban design, including stormwater harvesting and re-use
 - (c) maximise the use of solar energy and natural light
 - (d) minimise the lifecycle costs of infrastructure to the community
 - (e) minimise water use
 - (f) retain and protect existing native vegetation
 - (g) use drought tolerant Mediterranean climate species, including locally indigenous species, in landscaping, screen planting and revegetation activities
 - (h) encourage waste minimisation by incorporating sufficient area for the storage and collection of waste, recyclable material and green organic waste in building design.

Amenity and Public Spaces

- 37** Development should contribute to the character and quality of the public environment through emphasising links and connectivity with existing local facilities such as St Clair Oval and Recreation Centre, Woodville High School, Woodville District Centre, library and civic centre services, and potential future development of adjoining sites.
- 38** Site layout and building design should protect sun light access to public spaces.
- 39** Development should incorporate landscaping. Paved areas within public view should be softened with the use of landscaping.
- 40** Front fencing should balance the desire for an open streetscape and passive surveillance with the need for functional privacy. Clear delineation should be provided between public and private spaces, which may incorporate fencing, landscaping or a combination of these elements.
- 41** Open space should be provided in the form of reserves (excluding roads, road verges, buffer areas, and entrances and similar components) that:

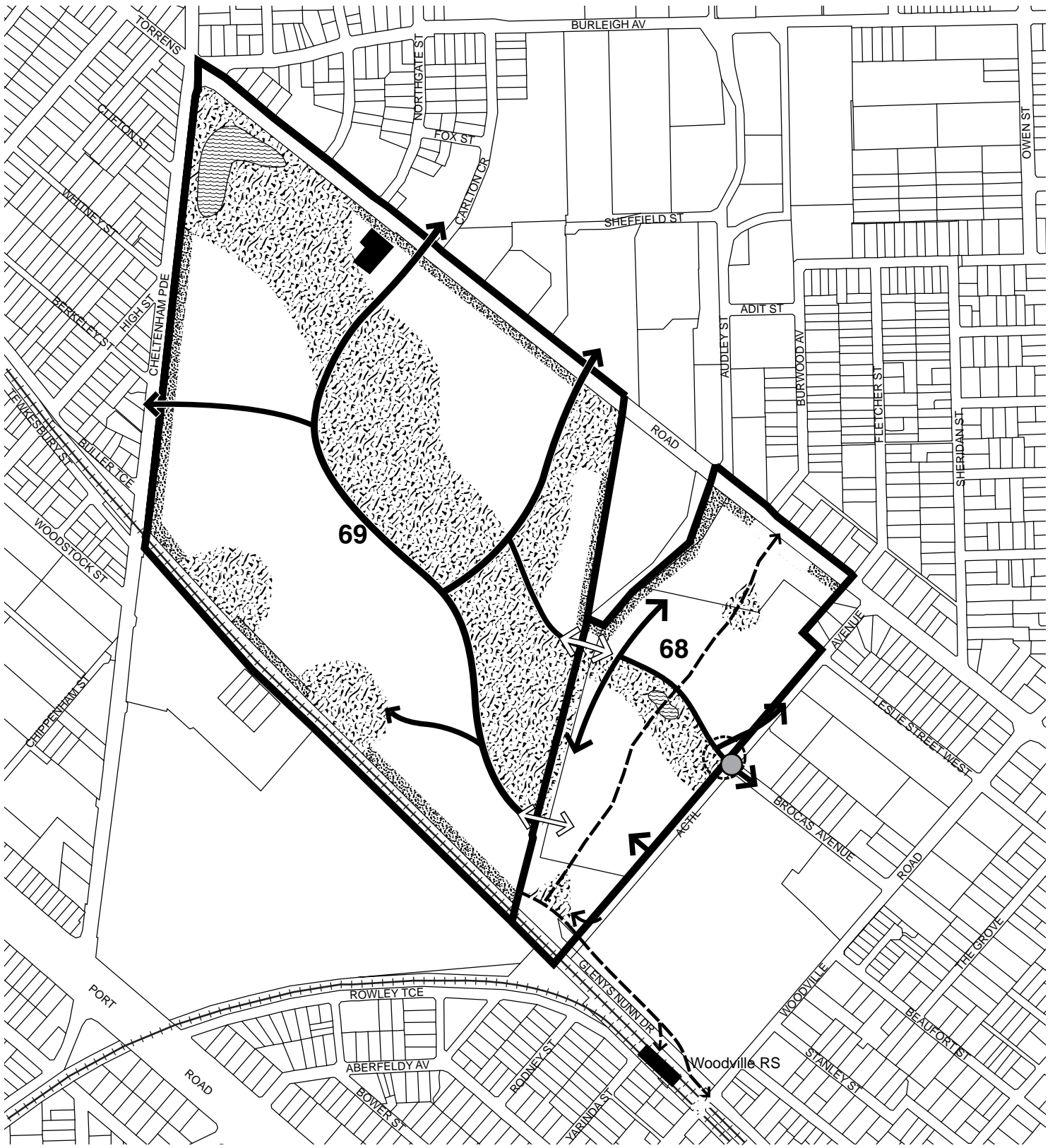
- (a) in the case of the large open spaces shown on Concept Plan Figure R/4, incorporate a range of sporting and recreational activities
- (b) in the case of local open space, incorporate landscaped settings and recreational activities suitable to service the local community
- (c) provide an attractive focal point
- (d) enable views from nearby streets and other public places to encourage active use by all residents
- (e) are accessible and usable for all ages and for people with disabilities
- (f) provide an appropriate setting for dwellings at higher densities, particularly taller buildings, whilst encouraging a sense of space for residents and visitors
- (g) incorporate landscaping and other treatments to complement surrounding buildings and soften built form
- (h) are designed to facilitate passive surveillance
- (i) provide play areas for children
- (j) are located and designed to encourage new and existing residential communities to gather
- (k) maximise the amount of land that is usable by the public, and minimises the amount of land that is used for ornamental purposes such as landscape entrance statements
- (l) provide a usable separation between residential development and adjacent incompatible non-residential uses, such as pedestrian and bicycle linkages
- (m) accommodate the planting of large trees without damage to property or infrastructure.

Interface with Adjoining Activity

- 42** Residential development and other sensitive uses should be designed and sited to reduce noise intrusion from nearby non-residential activities and major traffic routes including Cheltenham Parade, Torrens Road and the rail line to a level consistent with the relevant provisions in the current Environment Protection (Noise) Policy. Design solutions to reduce the noise impact on adjoining residential properties may include one or more of the following:
- (a) the use of a solid free standing acoustic barrier and associated vegetated buffers
 - (b) the use of landscape mounding
 - (c) the suitable orientation of dwellings.
- 43** Freestanding acoustic barriers should not be located where they would compromise connectivity with nearby residential areas.

ATTACHMENT B

**Residential Zone –
Concept Plan Figure R/4**



	Possible roundabout		Major two way road access		Scale: 1:8,000 0 metres 100 200 300 400 500
	Railway Station		Potential Future Link		
	Railway		Shared pedestrian/bicycle link		
	Major arrival focus		Policy Area		
	Noise & visual buffer		Recreation and Sports Club		
	Public Reserve/Open Space Corridor				
	Possible stormwater detention				

**CHARLES STURT (CITY)
CHELTENHAM PARK
AND WOODVILLE
CONCEPT PLAN
FIGURE R/4**

Note: This Concept Plan is for indicative purposes only. The final location of the open space may be subject to refinement following the outcomes of investigations into intended stormwater management / aquifer storage and recovery.

ATTACHMENT C

**Maps ChSt/1 (Overlay 1), 5, 6, 9, 10, 27, 28,
31 and 32**



Note: the proposed urban village concept locations indicated on Structure Plan ChSt/1 (Overlay 1) are indicative only of those areas of the City which require further research as to their suitability for developing the Urban Village concept. It should be noted that the size of the indicators on Structure Plan ChSt/1 (Overlay 1) do not purport to represent the geographical boundaries of a future Urban Village and that some locations contain historic (conservation) zones or policy areas within which the latter zone or policy area provisions will take precedence. The Urban Village Objectives and Principles of Development Control only apply to the District Centre (Hindmarsh) Zone, District Centre (Woodville) Zone, Neighbourhood Centre (Findon) Zone and Neighbourhood Centre (Henley) Zone. Upon the completion of further investigations and further amendments to the Development Plan, these Urban Village Objectives and Principles of Development Control may be applied to additional areas.

CHARLES STURT STRUCTURE PLAN MAP ChSt/1 (Overlay 1)



CHARLES STURT (CITY) ZONES MAP ChS/5

Zone Boundary
Development Plan Boundary

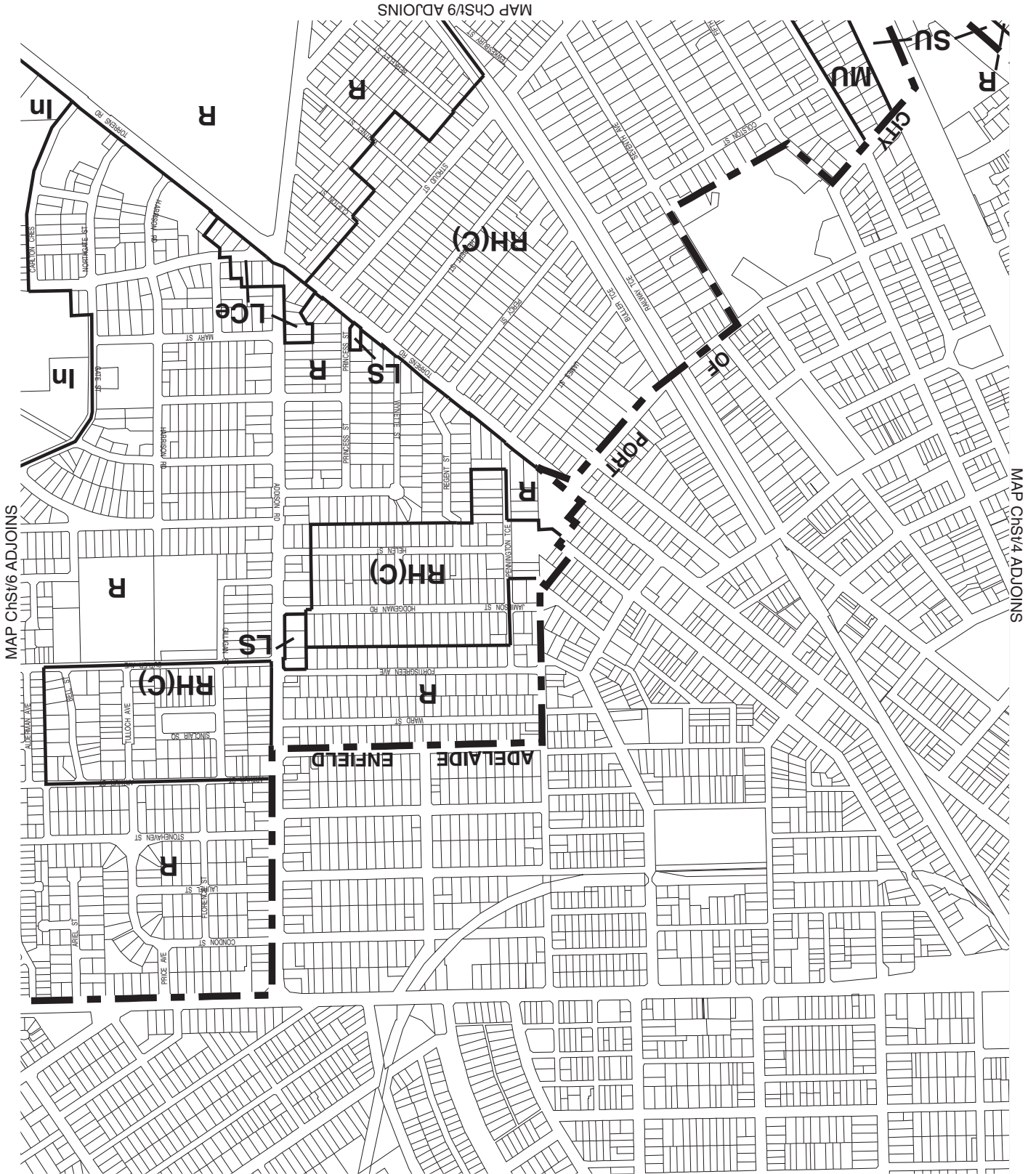


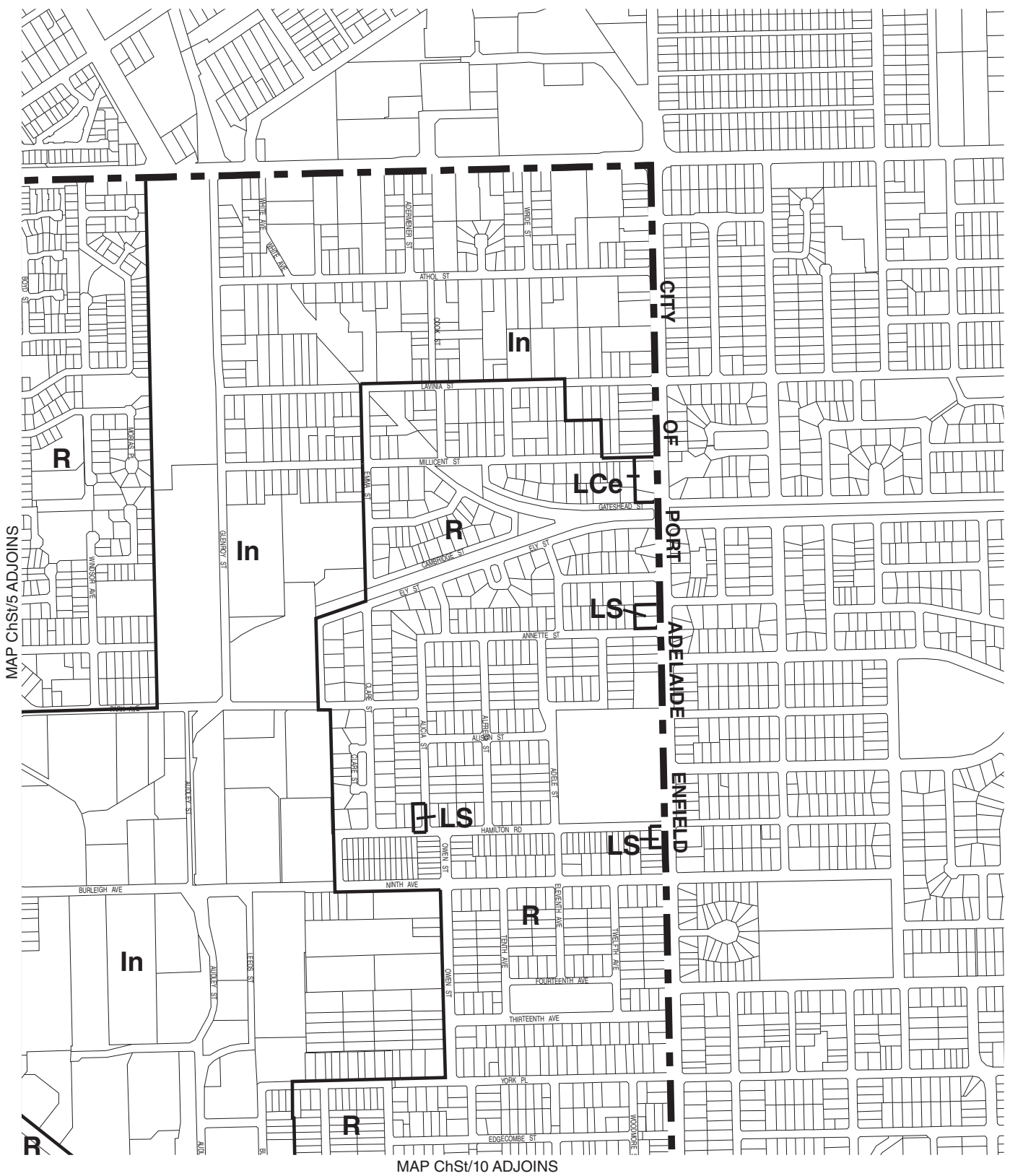
NOTE : For Policy Areas See MAP ChS/27

In Industry
Lce Local Centre
LS Local Shopping
MU Mixed Use
R Residential
RH(C) Residential Historic (Conservation)
SU Special Use



Scale 1:10000





NOTE : For Policy Areas See MAP ChSt/28

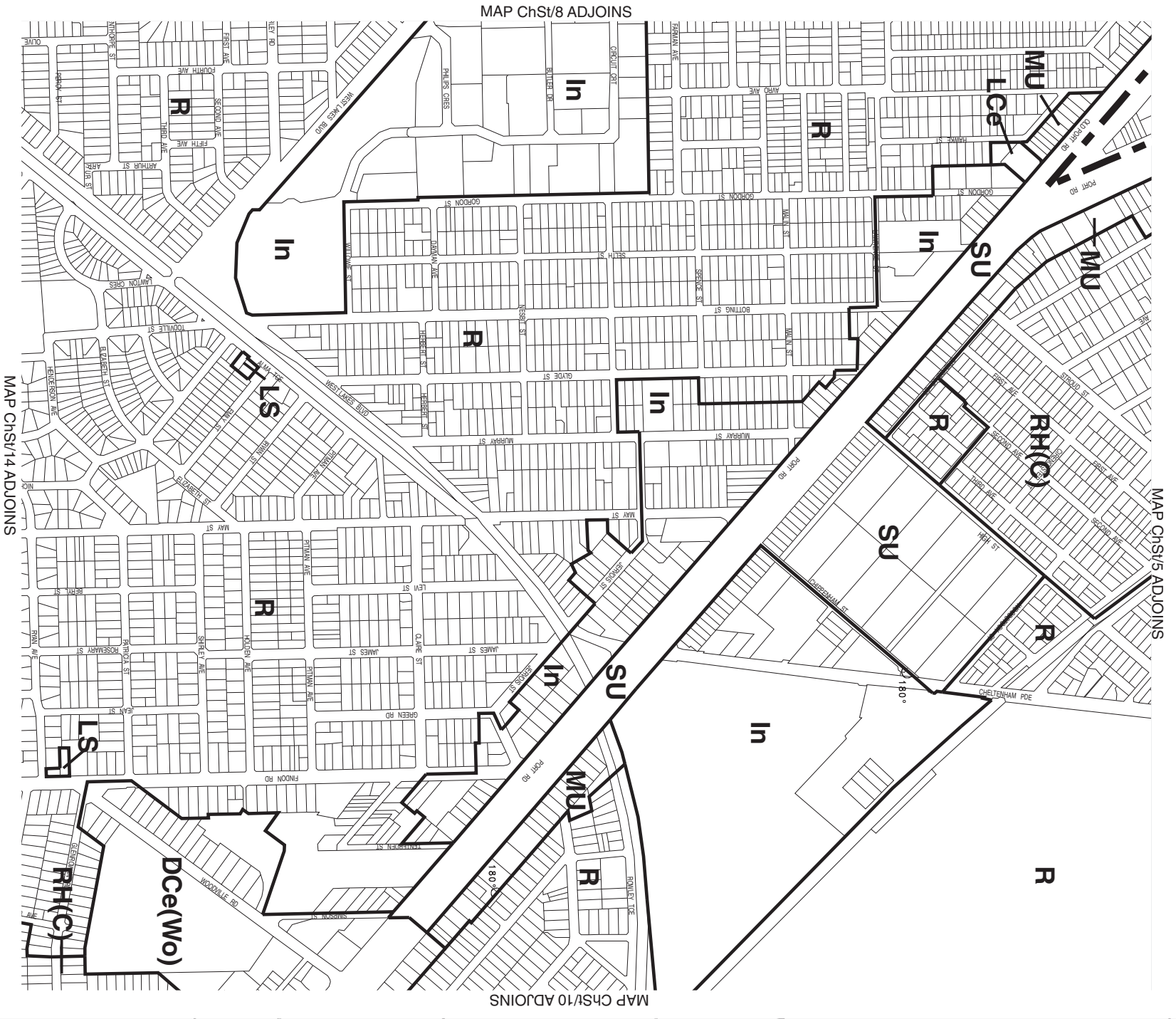
- In Industry
- LCe Local Centre
- LS Local Shopping
- R Residential

-  Zone Boundary
-  Development Plan Boundary

Scale 1:10000



**CHARLES STURT (CITY)
ZONES
MAP ChSt/6**



NOTE : For Policy Areas See MAP ChSt/31
Dce(Wo) District Centre (Woodville)
 In Industry
 LCe Local Centre
 LS Local Shopping
 MU Mixed Use
 R Residential
 RH(C) Residential Historic (Conservation)
 SU Special Use

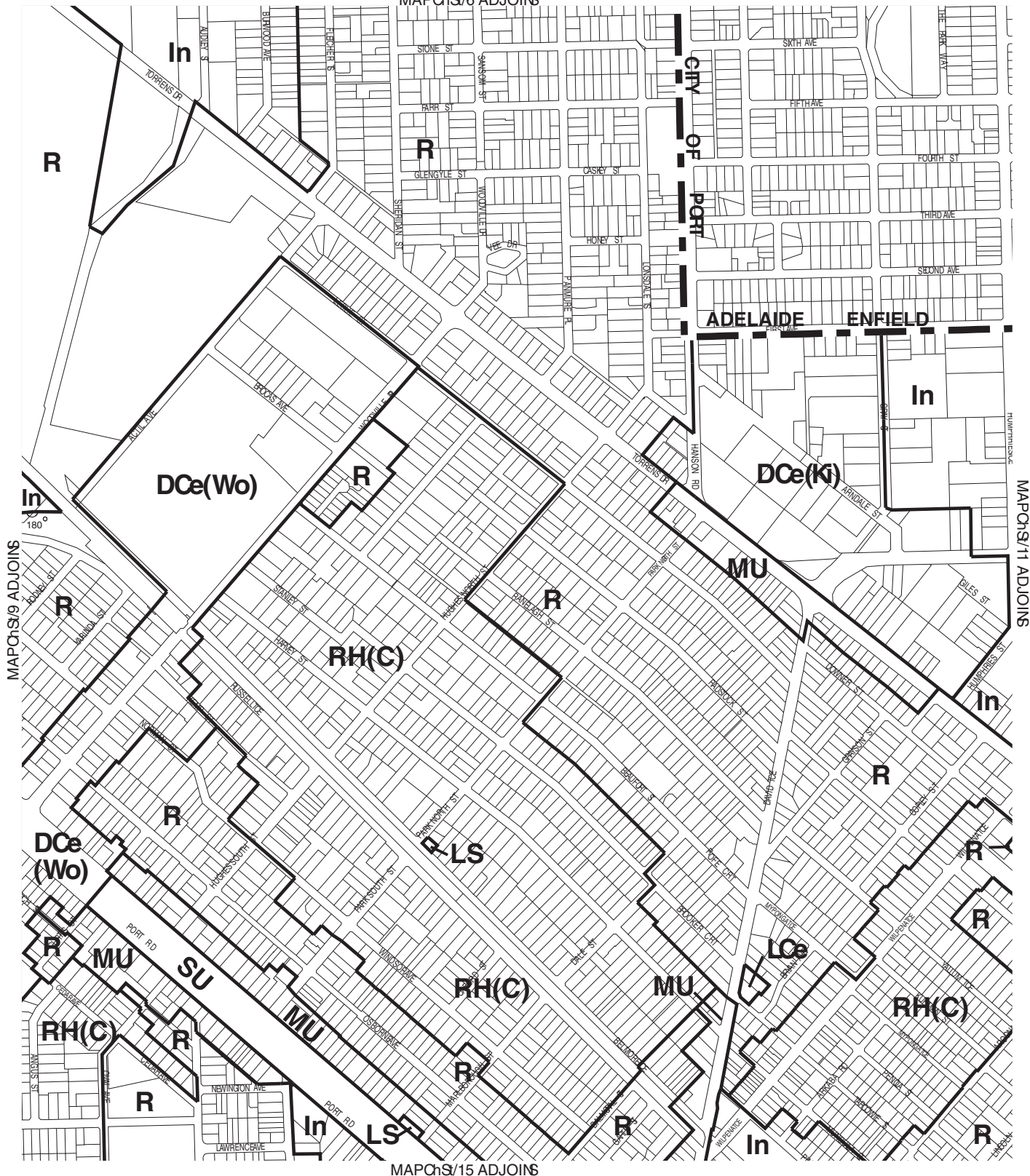
— Zone Boundary
 - - - - - Development Plan Boundary

CHARLES STURT (CITY)
ZONES
MAP ChSt/9



Scale 1 : 10000

MAPChS/6 ADJOINS



NOTE: For Policy Areas See MAP ChSt/32

- DCe(Ki)** District Centre (Kilkenny)
- DCe(Wo)** District Centre (Woodville)
- In** Industry
- LCe** Local Centre
- LS** Local Shopping
- MU** Mixed Use
- R** Residential
- RH(C)** Residential Historic (Conservation)
- SU** Special Use

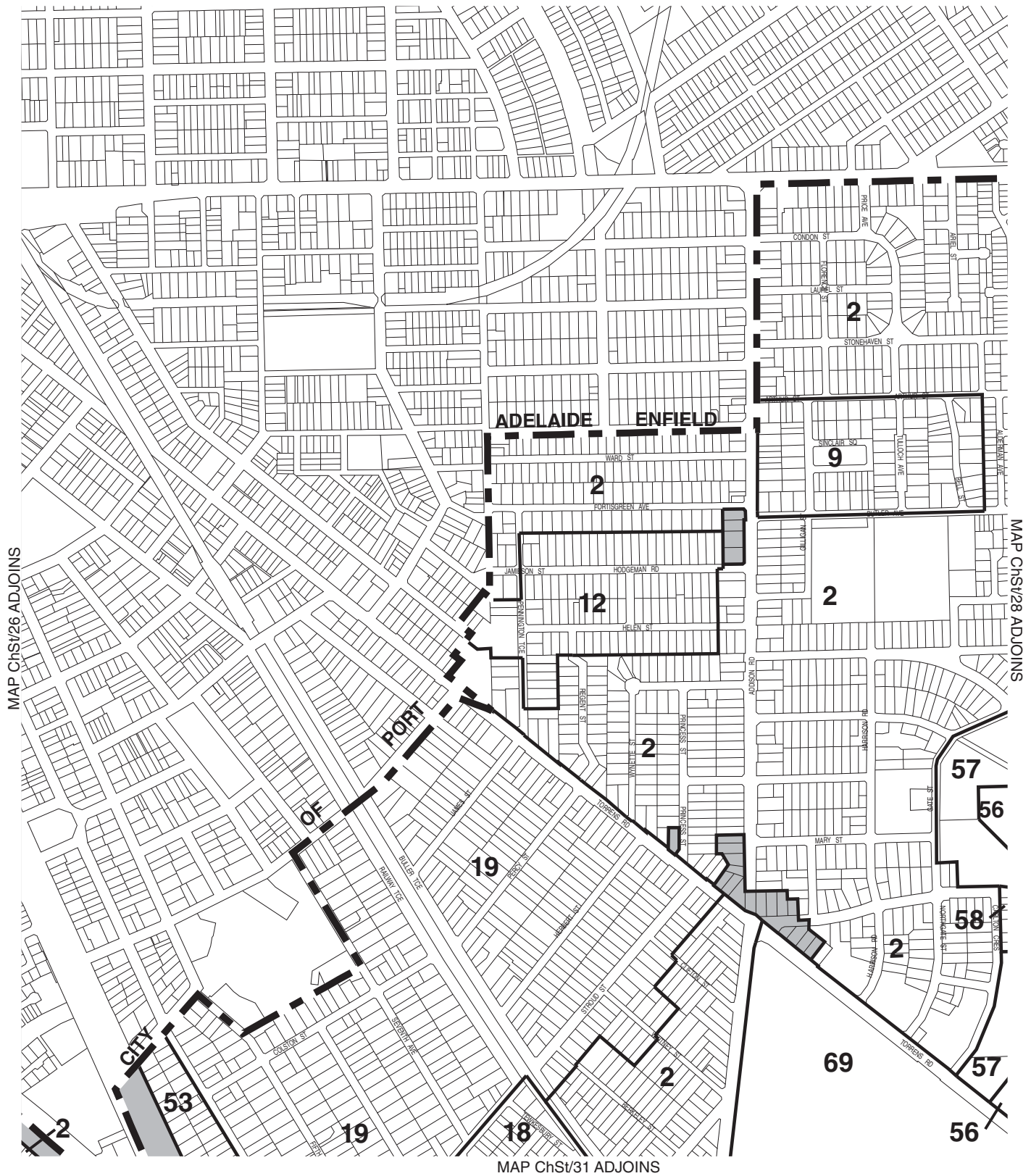
- Zone Boundary
- Development Plan Boundary



Scale 1:10 000

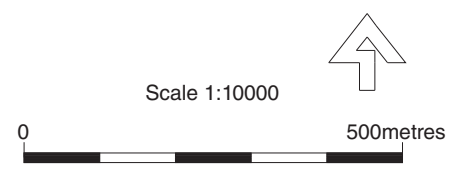


CHARLES STURT (CITY) ZONES MAP ChSt/10

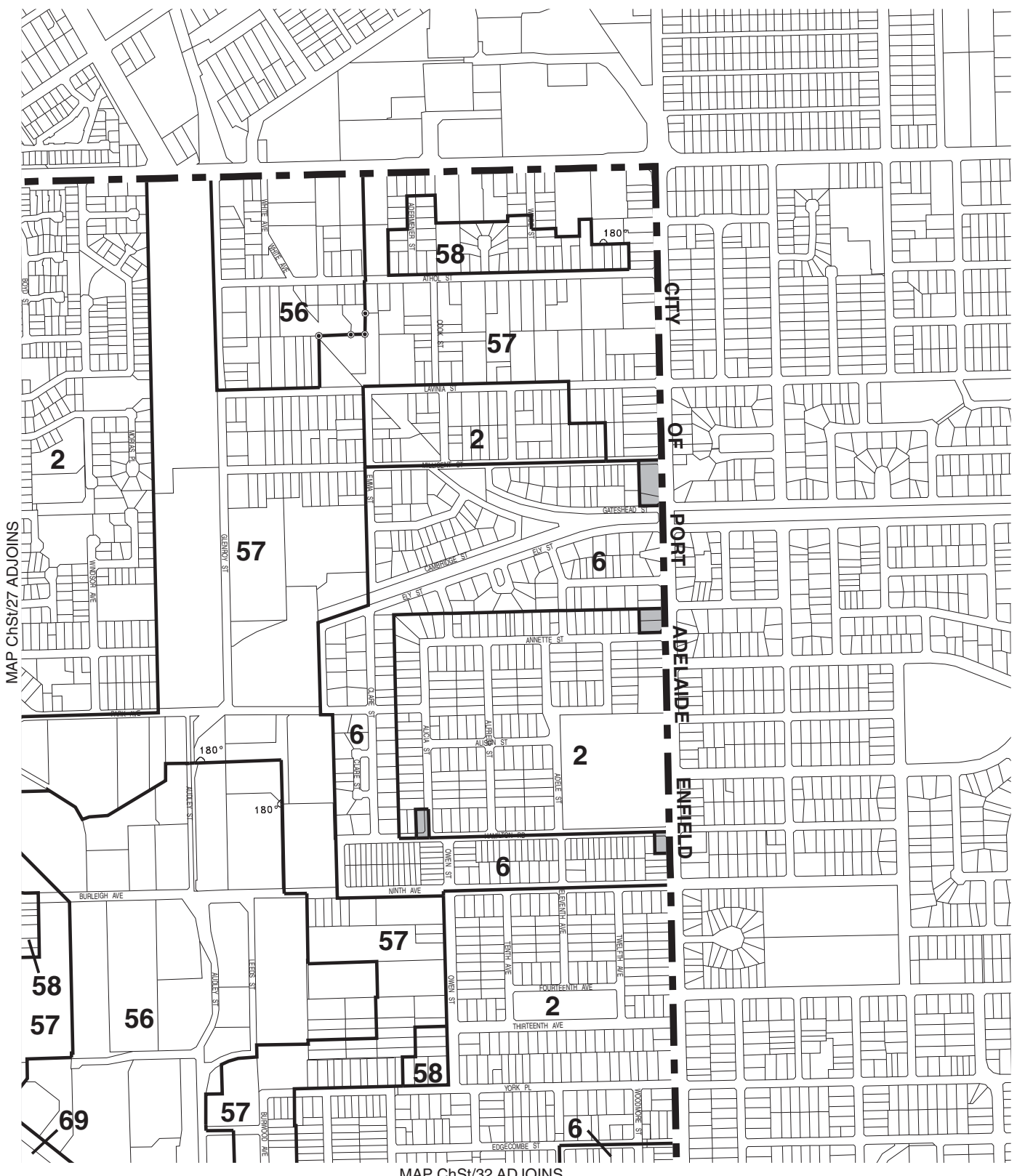


- 12 RH(C) Zone (Pre World War One PA 12)
- 18 RH(C) Zone (Cheltenham East PA 18)
- 19 RH(C) Zone (Cheltenham West PA 19)
- 2 Res Zone (Mid Suburban PA 2)
- 53 MU Zone (Mixed Use PA 53)
- 56 In Zone (Core PA 56)
- 57 In Zone (Interface PA 57)
- 58 In Zone (Home Industry PA 58)
- 9 RH(C) Zone (early SAHT PA 9)
- 69 Res Zone (Cheltenham Park PA 69)




- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy Area

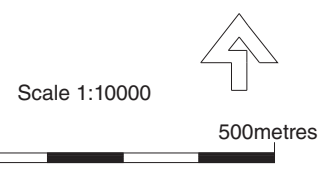


CHARLES STURT (CITY) POLICY AREAS MAP ChSt/27



- 2 Res Zone (Mid Suburban PA 2)
- 56 In Zone (Core PA 56)
- 57 In Zone (Interface PA 57)
- 58 In Zone (Home Industry PA 58)
- 6 Res Zone (Integrated Medium Density PA 6)
- 69 Res Zone (Cheltenham Park PA 69)

-  Policy Area Boundary
-  Development Plan Boundary
-  Area not covered by Policy Area



CHARLES STURT (CITY) POLICY AREAS MAP ChSt/28

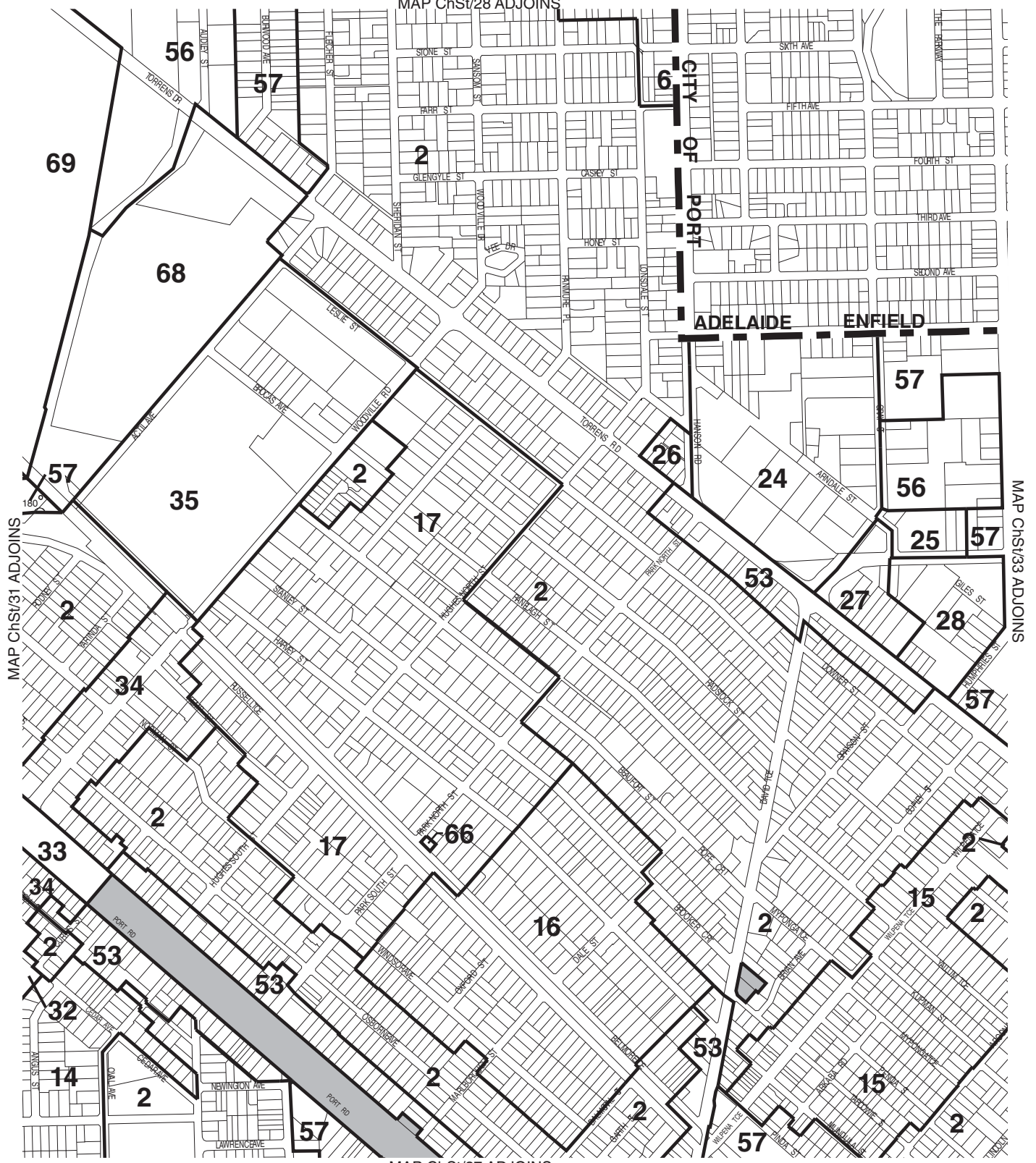


- 14 RH(C) Zone (Woodville South PA 14)
- 18 RH(C) Zone (Cheltenham East PA 18)
- 19 RH(C) Zone (Cheltenham West PA 19)
- 2 Res Zone (Mid Suburban PA 2)
- 32 DCe(W) Zone (Hospital/Medical/Residential/Community PA 32)
- 33 DCe(W) Zone (Landscaped Open Space PA 33)
- 34 DCe(W) Zone (Retail/Civic PA 34)
- 53 MU Zone (Mixed Use PA 53)
- 56 In Zone (Core PA 56)
- 57 In Zone (Interface PA 57)
- 6 Res Zone (Integrated Medium Density PA 6)
- 64 Res Zone (Bulky Goods PA 64)
- 69 Res Zone (Cheltenham Park PA 69)

- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy Area

CHARLES STURT (CITY) POLICY AREAS MAP ChSt/31

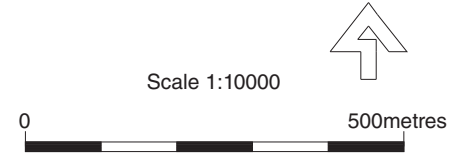




- 14 RH(C) Zone (Woodville South PA 14)
- 15 RH(C) Zone (Kilkenny PA 15)
- 16 RH(C) Zone (Woodville Park PA 16)
- 17 RH(C) Zone (Woodville PA 17)
- 2 Res Zone (Mid Suburban PA 2)
- 24 DCe(K) Zone (Retail Core PA 24)
- 25 DCe(K) Zone (Large Space Retail/Retail Services PA 25)
- 26 DCe(K) Zone (Business PA 26)
- 27 DCe(K) Zone (Commercial/Office/Large Space Retail PA 27)
- 28 DCe(K) Zone (Residential PA 28)
- 32 DCe(W) Zone (Hospital/Medical/Residential/Community PA 32)
- 33 DCe(W) Zone (Landscaped Open Space PA 33)
- 34 DCe(W) Zone (Retail/Civic PA 34)
- 35 DCe(W) Zone (Recreation/Education PA 35)
- 53 MU Zone (Mixed Use PA 53)
- 56 In Zone (Core PA 56)
- 57 In Zone (Interface PA 57)
- 6 Res Zone (Integrated Medium Density PA 6)

- 66 LS Zone (Historic (Con) PA 66)
- 68 Residential Zone (Woodville Medium Density PA 68)
- 69 Res Zone (Cheltenham Park PA 69)

Policy Area Boundary
 Development Plan Boundary
 Area not covered by Policy Area



CHARLES STURT (CITY) POLICY AREAS MAP ChSt/32