



Government of South Australia

Department of Planning  
and Local Government

## Charles Sturt Council Development Plan

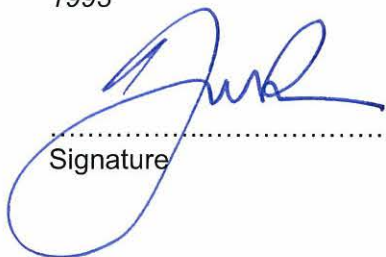
## Woodville West Neighbourhood Renewal

## Approval Development Plan Amendment

## THE AMENDMENT

**By the Minister**

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

  
.....  
Signature

.....  
Date of Gazette

5-11 DEC 2011

# Approval DPA

## Background

The Woodville West Neighbourhood Renewal Development Plan Amendment (DPA) by the Minister amends the Charles Sturt Council Development Plan.

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

- an Initiation Document agreed on 1 June 2010
- a DPA released for concurrent agency, council and public consultation from 2 December 2010 to 10 February 2011
- Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 2 March 2011.

The DPA was brought in on Interim Operation at the same time it was released for public and council consultation (2 December 2010).

## Consultation

A total of seven public submissions, one council submission and eight agency submissions were received in relation to the DPA during the consultation period. Three verbal submissions were made at the Public Meeting.

## Approval Stage

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

### Objectives

- Amend Objective 1 by including a requirement for a 'minimum 15 per cent affordable housing'

### Desired Character

- In the paragraph commencing 'Character will be established through:' replace part (c) with:  
*(c) front fencing and landscaping (or a combination of these elements) to delineate between public and private spaces, in a manner that allows visual permeability and avoids large blank surfaces*
- After the paragraph commencing 'Character will be established through:' and associated points (a) to (f), insert a new paragraph as follows:  
*The new built form and pattern of development is expected to drive the streetscape character along roads or sections of roads that are subject to comprehensive redevelopment. Where relevant, development will take cues from the primary road setback of existing dwellings adjacent to and/or opposite the development site to promote cohesive streetscapes*
- In the paragraph addressing the character of the Core Precinct:
  1. replace part (e) with:  
*(e) activated public space through:*

- (i) *the inclusion of non-residential uses at ground level along pedestrian thoroughfares linked to transit stops, and the edges of public reserves*
- (ii) *parking areas being located other than at ground level and/or designed to contribute to vibrant place making.*

2. Insert a new part (g) as follows:

*(g) The tallest buildings in the Policy area, up to a maximum of five storeys (17.5 metres) from natural ground level.*

- Delete the following paragraph:

*The height of development is not expected to exceed six storeys (21 metres) from natural ground level.*

#### Principles of Development Control

- Replace Principle of Development Control 2 part (c) with:

*Areas for the management of stormwater, which may be integrated as part of an open space area provided it does not unreasonably compromise the recreation or amenity value and use of the open space*

- Replace Principle of Development Control 3 and 4 with:

*Residential development should achieve a net site density in accordance with the following:*

- (a) *outside the Core Precinct – between 35 and 70 dwellings per hectare*
- (b) *in the Core Precinct – a minimum of 70 dwelling per hectare*

- Replace Principle of Development Control 6 with:

*The height of development should not exceed (from natural ground level) those indicated on Concept Plan Map ChSt/22 – Woodville West.*

- Replace Principle of Development Control 10 with:

*Four storey or more components of buildings should be sited and designed to minimise adverse impacts on neighbouring development*

- Amend Principle of Development Control 11 by inserting the following at the end of the Principle of Development Control:

*Unless a larger setback is required to meet noise and/or air quality standards*

- Insert a new Principle of Development Control as follows:

*Development should provide a primary road setback to:*

- (a) *complement the existing street setback of existing buildings when fronting any portion of a road that forms part of the boundary to this Policy Area, other than where opposite a public reserve or fronting Alma Terrace*
- (b) *create a cohesive streetscape character along other roads or sections of roads subject to comprehensive redevelopment.*

- Insert a new Principle of Development Control as follows:

*Residential development close to high noise and/or air pollution sources (e.g. major roads, railway lines, tram lines and industry) should be designed or measures taken to minimise adverse impacts from those sources.*

- Delete Principle of Development Control 16 regarding undercroft parking (reflecting changes to the Desired Character)

### Mapping

Replace Concept Plan ChSt/22 with an amended Plan incorporating building heights, additional open space areas and a proposed railway station.

## Amendment Instructions Table – Development Plan Amendment

**Name of Local Government Area: City of Charles Sturt**

**Name of Development Plan: Charles Sturt Council Development Plan**

**Name of DPA: Woodville West Neighbourhood Renewal DPA**

*The following amendment instructions (at the time of drafting) relate to the [Charles Sturt Council Development Plan consolidated on 2 December 2010](#). Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.*

### **Amendment instructions**

*To give effect to the amendments authorised for Interim Operation on [2 December 2010](#), except where varied as follows:*

Amendment Instruction Number	Method of Change  • Replace • Delete • Insert	Detail what is to be replaced or deleted or detail where new policy is to be inserted.  • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify)	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)</b>					
Amendments required (Yes/No): No					
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>					
Amendments required (Yes/No): Yes					
<b>Woodville West Policy Area 23</b>					
1	Replace	Objective 1 with:	<i>A range of housing forms at medium to high densities, including a minimum 15 per cent affordable housing</i>	N	N
2	Replace	In the paragraph beginning with “Character will be established	<i>front fencing and landscaping (or a combination of these elements) to</i>	N	N

		<i>through:</i> ” of the Desired Character, the whole of part (c) with:	<i>delineate between public and private spaces, in a manner that allows visual permeability and avoids large blank surfaces</i>		
3	Insert	After the paragraph beginning with “ <i>Character will be established through:</i> ” and associated parts (a) to (f) in the Desired Character, a new paragraph as follows:	<i>The new built form and pattern of development is expected to drive the streetscape character along roads or sections of roads that are subject to comprehensive redevelopment. Where relevant, development will take cues from the primary road setback of existing dwellings adjacent to and/or opposite the development site to promote cohesive streetscapes.</i>	N	N
4	Replace	In the paragraph beginning with “ <i>A Core Area will be established.....</i> ” in the Desired Character, the word “area” when it first appears with:	<i>Precinct</i>	N	N
5	Replace	In the paragraph beginning with “ <i>A Core Area will be established.....</i> ” of the Desired Character, part (e) with:	(e) <i>activated public spaces through:</i> (i) <i>the inclusion of non-residential uses at ground level along pedestrian thoroughfares linked to transit stops, and the edges of public reserves</i> (ii) <i>parking areas being located other than at ground level and/or designed to contribute to vibrant place making</i>	N	N
6	Insert	In the paragraph beginning with “ <i>A Core Area will be established.....</i> ” of the Desired Character, new part (g) as follows:	(g) <i>the tallest buildings in the policy area, up to a maximum five storeys (17.5 metres) from natural ground level.</i>	N	N
7	Delete	The following paragraph from the Desired Character:  <i>The height of Development is not expected to exceed six storeys (21 metres) from natural ground level.</i>		N	N
8	Replace	PDC 2 part (c) with the following:	<i>areas for the management of stormwater, which may be integrated as part of an open space area provided it does not unreasonably compromise the</i>	N	N

			<i>recreation or amenity value and use of the open space</i>		
9	Replace	PDC 3 and 4 with new PDC 3:	<i>Residential development should achieve a net site density in accordance with the following:</i> <i>(a) outside the Core Precinct – between 35 and 70 dwellings per hectare</i> <i>(b) in the Core Precinct – a minimum of 70 dwellings per hectare</i>	Y	N
10	Replace	PDC 6 with:	<i>The height of development should not exceed (from natural ground level) those indicated on Concept Plan Map ChSt/22 – Woodville West.</i>	N	N
11	Replace	PDC 10 with:	<i>Four storey or more components of buildings should be sited and designed to minimise adverse impacts on neighbouring development.</i>	N	N
12	Insert	A new PDC after PDC 10:	<i>Development should provide a primary road setback to:</i> <i>(a) complement the established streetscape character when fronting any portion of a road that forms part of the boundary to this Policy Area, other than where opposite a public reserve or fronting Alma Terrace</i> <i>(b) create a cohesive streetscape character along other roads or sections of roads subject to comprehensive redevelopment</i>		
13	Insert	In PDC 11 after the words “.... and public spaces”:	<i>unless a larger setback is required to meet noise and/or air quality standards</i>	N	N
14	Insert	A new PDC after PDC 11:	<i>Residential development close to high noise and/or air pollution sources (e.g. major roads, railway lines, tram lines and industry) should be designed or measures taken to minimise adverse impacts from those sources.</i>	Y	N
15	Delete	PDC 16		Y	N
<b>TABLES</b>					
Amendments required (Yes/No): No					

**MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)**

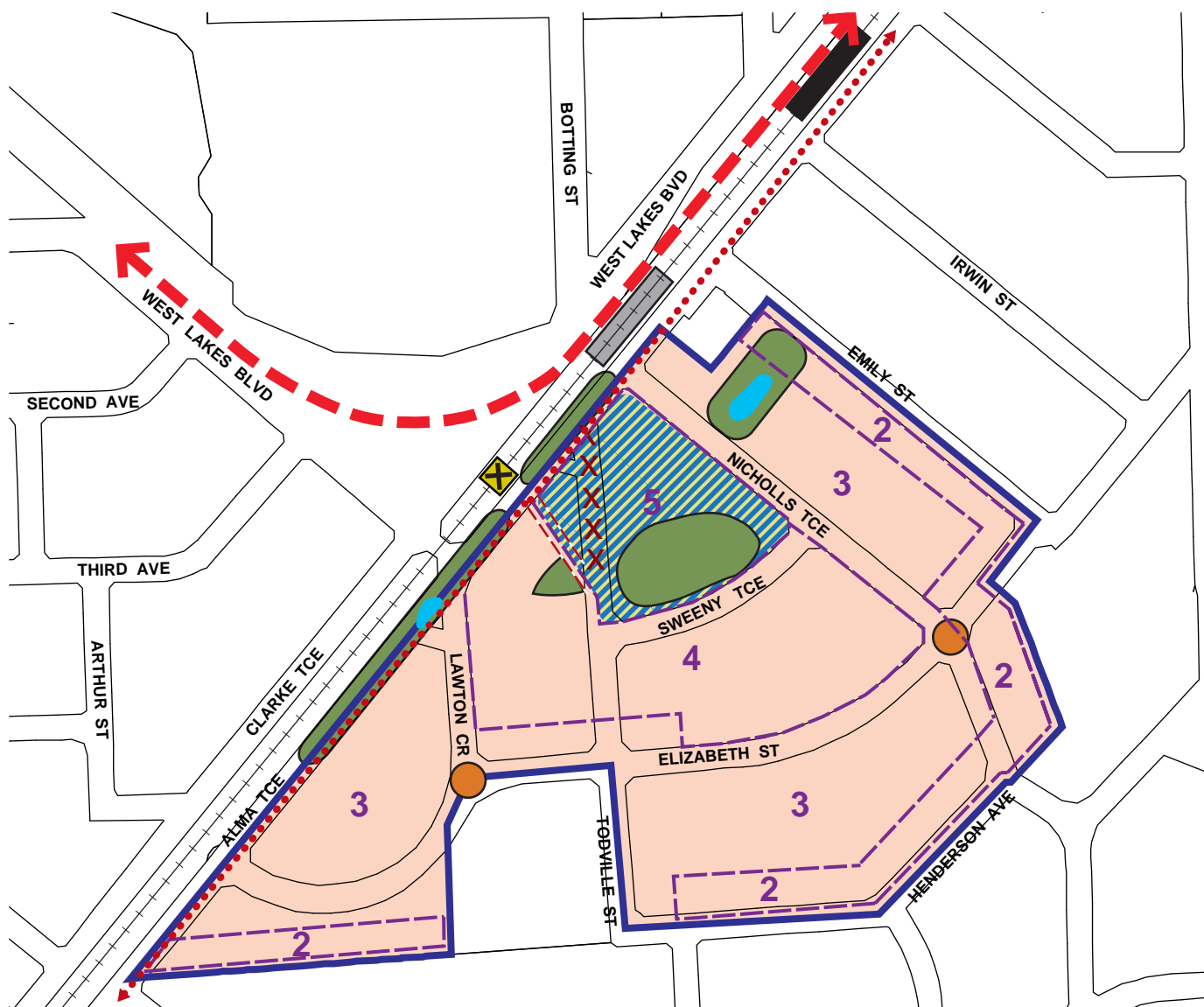
Amendments required (Yes/No): Yes

16	Replace	Concept Plan Map ChSt/22 – Woodville West	With the contents of Attachment A.	N	N
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## ATTACHMENT A





- Concept Plan Boundary
- Railway
- Railway Station
- Potential Railway Station
- Potential mass transit
- Existing Rail Crossing
- Possible roundabout
- Shared pedestrian / bicycle link
- Possible stormwater detention
- Future road alignment
- Future road closure

- Public reserve (indicative)
- Core Precinct
- 23 Woodville West Policy Area 23
- 3 Maximum Building Height (Storeys)







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and Local Government

**Charles Sturt Council Development Plan**

**Woodville West Neighbourhood Renewal**

**Approval Development Plan Amendment**

**By the Minister**

**EXECUTIVE SUMMARY AND ANALYSIS  
RELEASED FOR CONSULTATION FROM  
2 DECEMBER 2010 to 10 FEBRUARY  
2011**



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# EXECUTIVE SUMMARY

## INTRODUCTION

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

This Development Plan Amendment (DPA) has been prepared by the Minister for Urban Development and Planning in accordance with Sections 24(1)(a)(ii) and 26 of the Development Act. Section 24(1)(a)(ii) allows the Minister to prepare an amendment when acting at the request of the council.

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

A DPA may consist of:

- Executive Summary (this section)
- Analysis
- The Amendment.

## NEED FOR THE AMENDMENT

The population of Greater Adelaide is forecast to increase to 1.85 Million by 2036. A key objective for the State Government is to provide the supply of land and housing opportunities to keep pace with this growth and to ensure that housing affordability remains a key competitive advantage for the State. It is projected that the State needs to grow affordable and high need housing by some 38,700 by 2030 and that housing supply is able to provide suitable and well located options for the significant increase in aged care housing.

A Government Steering Group considered a range of opportunities in which the Government could facilitate a major redevelopment in middle ring suburbs to demonstrate the housing supply dynamics needed for the State. A short list of sites, including Woodville West, was subjected to further assessment by the Department for Families and Communities (DFC), which led to the preparation of a Master Plan that incorporated community participation in February and March 2010 via a community workshop and community open day respectively.

The project, which is supported by Commonwealth and State governments via the Nation Building Economic Stimulus Plan (NBESP), Social Housing National Partnership Agreement (SHNP) and Housing Affordability Fund (HAF), is expected to deliver up to 170 affordable houses and assist in the relocation of tenants.

The purpose of this DPA is to investigate the suitability of the current zoning which applies to the Affected Area in the context of the project objectives outlined through the Master Plan process and strategic targets and policies relevant to the area more generally contained in The 30-Year Plan for Greater Adelaide.

The Affected Area is located within the Integrated Medium Density Policy Area 20 of the Residential Zone as contained in the Charles Sturt Council Development Plan. The provisions of the Integrated Medium Density Policy Area 20 do not envisage some of the housing types being contemplated, particularly in respect to building height, building setbacks and land division standards.

A need therefore exists to review the provisions of the Residential Zone to ensure scope exists to guide more innovative and affordable housing.

To support the redevelopment and stimulate a community based and vibrant hub of activity, consideration has also been given to the range of non-residential uses that might be included to complement more intensive housing forms.

The changes proposed in this DPA primarily affect the Residential Zone as it affects the Woodville West Neighbourhood Renewal Project Area in the Charles Sturt Council Development Plan. However, some changes are also proposed to the provisions in the General Section of the Development Plan under the heading 'Residential Development' to ensure a consistent message is provided in respect to the future development of the area.

- under the Residential Development provisions in the General Section, amending Principles of Development Control to align private open space requirements to higher density housing forms
- introduction of a new Woodville West Policy Area 23 with associated Objectives and Principles of Development Control that will guide a wider range of housing forms at various densities
- amending the Residential Zone non-complying table to allow consideration of additional forms of development on a merit basis including small scale offices, shops and consulting rooms
- introduction of a Concept Plan that identifies key desired characteristics in new Policy Area 23 including the location of open space and a 'core precinct' that supports the formation of a community hub and meeting place.

The Woodville West Neighbourhood Renewal Project Area (Affected Area) is shown in Figure 1 and covers approximately 13 hectares. The area is located within the City of Charles Sturt, approximately 12 kilometres west of Adelaide CBD, south west of Cheltenham Racecourse and south east of West Lakes.

[illegible]

## **LEGAL REQUIREMENTS**

Prior to the preparation of this DPA, the Minister received advice from a person or persons 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 council's Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations.

## **CONSULTATION**

This document is now released for concurrent Council, agency and public consultation.

The organisations and agencies that will be consulted on the DPA include:

- Department for Families and Communities
- Department for Transport, Energy and Infrastructure
- Department of Treasury and Finance
- Department of Education and Children's Services
- Department of Planning and Local Government
- City of Charles Sturt
- SA Water
- ETSA Utilities
- ElectraNet
- Jay Weatherill (MP), Member for Cheltenham
- Jennifer Rankine (MP), Minister for Housing
- Department of Environment and Natural Heritage
- Department of Health
- Department for Water
- Origin Energy
- Adelaide and Mount Lofty Ranges Natural Resources Management Board
- Environment Protection Authority
- Conservation Council of SA

All written and verbal agency and public submissions made during the consultation phase will be recorded and considered 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 DPAC has considered the comments received and heard all the public representations, 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

A Master Plan for the Woodville West project area has been developed by the Department for Families and Communities in response to community consultation on earlier visions and draft concepts in the early parts of 2010. The consultation involved an Open Day held on Tuesday 3 March, 2010 at the Woodville Soccer Clubrooms where community members were invited to view and comment on a draft plan.

The feedback from the open day provided some indications of the degree of community support or otherwise for elements of a proposed redesigned layout including realignment of roads, road closures, pedestrian and bicycle access, provision of open spaces, types of activities and built form.

A modified Master Plan emerged as a preferred concept which is shown as Figure 2.

Key features of the Master Plan are explained as follows:

- between 430 and 570 dwellings, ranging from single storey detached dwellings to six-storey apartment buildings, of which up to 170 are anticipated to be affordable housing product
- creation of a core precinct which provides density, activation and place making opportunities located adjacent to a possible future/relocated transit station
- establishment of three new open space areas, these being a centrally located village square, a new local park established between Emily Street and Nichols Terrace, and a linear open space corridor located within portion of the existing Alma Terrace road reserve and rail corridor
- partial closure of the northern portion of Todville Street, portions of Alma Terrace, portions of Lawton Crescent and portions of Sweeney Terrace
- establishment of new local roads and laneways
- orientation of development towards Frank Mitchell Park
- provision of a new road extending from the Alma Terrace Railway crossing, which will be of sufficient length to accommodate the queuing of vehicles
- improved stormwater management with detention basins and oversized stormwater pipes established, primarily within the Alma Terrace/rail corridor.

To support the vision for a new urban form, the Department for Families and Communities has been working with design professionals to assist in the preparation of sample house designs for corner allotments and land with frontage to laneways in order to address the laneway and provide appropriate surveillance.

The number of new houses constructed in the affected area will be influenced by factors including requirements set out in the relevant Development Plan and market preferences and choices. In particular, the construction of 500 plus houses is likely to be impacted by the market response to multi-level apartment products of 3 or more storeys, which would deliver a relatively high suburban density in the Adelaide context.



Figure 2: Preferred Master Plan



## 2. STRATEGIC CONTEXT AND POLICY DIRECTIONS

### 2.1 South Australia's Strategic Plan

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

Amending Development Plan policy so that it guides the redevelopment of the Woodville West Neighbourhood Renewal Area will assist in achieving a number of the Strategic Plan's objectives and targets.

The proposed changes would provide for an increased range of housing forms and densities together with a complementary range of non-residential land uses (arising from the rezoning and development of the Area Affected). There is therefore potential for the Area Affected to deliver against a broad range of targets including those discussed below.

**Table 1: Strategic Plan summary**

Strategic Plan Objective / Targets	Response
<p><b>Objective 1: Growing Prosperity</b></p> <p><b>T1.2 Competitive business climate:</b> <i>Maintain Adelaide's rating as the least costly place to set up and do business in Australia and continue to improve our position internationally.</i></p> <p><b>T1.12 Employment participation:</b> <i>Increase the employment to population ratio, standardised for age differences, to the Australian average.</i></p> <p><b>T1.22 Total population:</b> increase South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014.</p>	<p>The DPA seeks to provide a planning framework for the Area Affected that will progress this objective and associated targets by:</p> <ul style="list-style-type: none"> <li>introducing policies in the Development Plan that will facilitate the establishment of higher density housing providing affordable and diverse housing opportunities to accommodate the future population growth of the state;</li> <li>introducing policies that will facilitate the establishment of small scale non-residential uses to service the needs of the local population; and</li> <li>promoting efficient use of existing infrastructure and services, including the adjacent passenger rail service.</li> </ul>
<p><b>Objective 2: Improving Wellbeing</b></p> <p><b>T2.9 Road safety - fatalities:</b> <i>by 2010, reduce road fatalities to less than 90 persons per year.</i></p> <p><b>T2.10 Road safety - serious injuries:</b> <i>by 2010 reduce serious injuries to less than 1000 per year.</i></p>	<p>The DPA has the potential to contribute to these targets by reviewing traffic management (roads, railway intersections) as an integral part of the redevelopment of the Area Affected.</p>
<p><b>Objective 3: Attaining Sustainability</b></p> <p><b>T3.6 Use of public transport:</b> <i>increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.</i></p> <p><b>T3.5 Greenhouse gas emissions reduction:</b> <i>achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by</i></p>	<p>The DPA has the potential to contribute to these targets by:</p> <ul style="list-style-type: none"> <li>increasing the density of development (and range of potential land uses) in a location which is well serviced by public transport (Adelaide to Grange Passenger Rail Line). This may potentially reduce energy consumption associated with transport;</li> <li>introducing policies that encourage stormwater</li> </ul>

<p>60% (to 40% of 1990 levels) by 2050.</p> <p><b>T3.9 Sustainable water supply:</b> <i>South Australia's water resources are managed within sustainable limits by 2018.</i></p> <p><b>T3.12 Renewable energy:</b> support the development of renewable energy so that it comprises 20% of the state's electricity production and consumption by 2014.</p>	<p>management initiatives as a reflection of the State Government's water conservation focus.</p>
<p><b>Objective 6: Expanding Opportunity</b></p> <p><b>T6.7 Affordable housing:</b> increase affordable home purchase and rental opportunities by 5 percentage points by 2014.</p> <p><b>T6.8 Housing stress:</b> halve the number of South Australians experiencing housing stress by 2014.</p>	<p>The DPA advances this objective and associated targets by including policy that promotes diversity in housing types, including 15% for affordable housing.</p>

## 2.2 Consistency with Planning Strategy - The 30 Year Plan for Greater Adelaide

### The Planning Strategy

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

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

The main aim of The Plan is to outline how the South Australian Government proposes to balance population and economic growth with the need to preserve the environment and protect the heritage, history and character of Greater Adelaide. The Plan seeks to create inclusive, vibrant and liveable communities, while protecting the regional hinterlands and primary production lands and sustaining natural resources. Finally, the Plan is one of the key tools to assist the State Government, local government and the entire community in building resilience to the risks and impacts of climate change.

#### 2.2.1 Context and Vision

The context and vision for The Plan is outlined in detail in Chapters B and C. While it is not intended to reiterate the content of these chapters in any detail, it is worth providing a snapshot of those comments of most relevance to formulating a land use planning framework for areas adjacent to transit corridors.

The Plan's context provides discussion on a number of main themes including population characteristics, form of new development and employment. In relation to expected changes to the size and make-up of the population within the Greater Adelaide Region:

- a total forecast population for Greater Adelaide of 1.85 million people by 2036 – the population is growing faster than was forecast in *South Australia's Strategic Plan* (2004) and the *Prosperity Through People* population policy (2004), which both forecast a target of 2 million people by 2050 for the entire state; this is now projected to be reached 23 years ahead of target, in 2027.
- Greater Adelaide's population is older than the Australian average and our share of people aged over 65 is growing faster than the national average:

- those aged over 65 will increase from 194,000 in 2006 to 407,000 in 2036, a 110 per cent increase
  - the proportion of aged people (over 65 years) in the population will increase from 18 per cent in 2006 to 22 per cent in 2036
  - the number of South Australians aged 85 years or more is projected to increase by 222 per cent by 2036, with those living in non-private accommodation projected to increase by more than 220 per cent from about 10,000 in 2006 to in excess of 31,000 in 2036.
- the three dominant household types in Greater Adelaide (couples with children, couples without children and lone-person households) will comprise about 84 per cent of total occupied private dwellings and of these:
  - lone-person households were the fastest-growing household type in the past decade and are projected to account for 33 per cent of all household types in Greater Adelaide by 2036
  - lone-person households reflect the ageing of the population and changes in family relationships
- changes in population dynamics has resulted in the need for more dwellings to accommodate the same number of people - in the 1950s to 1970s, when households were made up of large families, 300 extra homes were needed for every 1000 extra people; today, 420 homes are required for every 1000 people; and by 2036, 435 homes will be required for every 1000 people.

To meet the demands of a larger population and household needs, The Plan outlines a vision for a 'new urban form' (see page 60 of The Plan) including:

- *Concentrating new housing in existing areas (page 60):*
  - The Plan proposes locating a greater share of new housing in the existing urban lands and particularly within transit corridors.
- *Locating new housing and new jobs in transport corridors (page 60):*
  - The Plan contains a detailed strategy to locate the bulk of new housing in established areas around the existing public transport networks and transit corridors to create a transit-connected city
- *Increasing densities around stations and transport interchanges ((page 61):*
  - The new urban form will result in a significant increase in densities in the established areas, particularly around shops, railway and tram stations, bus interchanges, and within transit corridors.
- *Placing an emphasis on good design and creating unique precincts (page 62)*
- *Creating vibrant mixed-use precincts (page 62):*
  - A greater co-location of a greater mixture of building uses (e.g. street facing shops and services located under residential apartments, providing walkable neighbourhoods and easy access to services)
- *Achieving a diversity of dwelling types (page 63):*
  - Achieve a greater mixture of dwelling types to cater for the changing make-up of the population. These would range from single detached dwellings to low-rise attached accommodation, such as townhouses and villas, and medium-density housing, such as well designed three-to-five storey apartment blocks in appropriate locations.
- *Water and energy efficiency (page 63)*
- *Greenways and a network of open spaces (page 63):*
  - A network of connected open spaces would characterise the major activity centres and transit corridors. These very distinct green buffers would improve amenity, have a cooling effect and provide a noise buffer between residential accommodation and transport thoroughfares.

The translation of the above elements to the Woodville West area is relevant to the formulation of a land use policy framework for the proposed new urban form being contemplated. Importantly, the vision provides a challenge in the sense that the deliverable physical outcomes for the Affected Area should take into account the effects on the established neighbouring residential areas and the transition to the desired new built form through siting and design opportunities, use of open space and streetscapes.



### 2.2.2 Western Adelaide: Targets and Policies

The Plan contains policies and targets that address a range of development matters. The table contained in **Appendix A** identifies the policies and targets of relevance to this DPA and how they are being addressed.

Table 2 summarises targets for population and dwelling growth for the Western Adelaide Region.

**Table 2: Western Adelaide Region targets 2009-2038**

Population Growth Target	Dwelling Growth Target	Jobs
83,000	42,560	40,500

Source: *The 30-Year Plan for Greater Adelaide, February 2010, Government of South Australia*

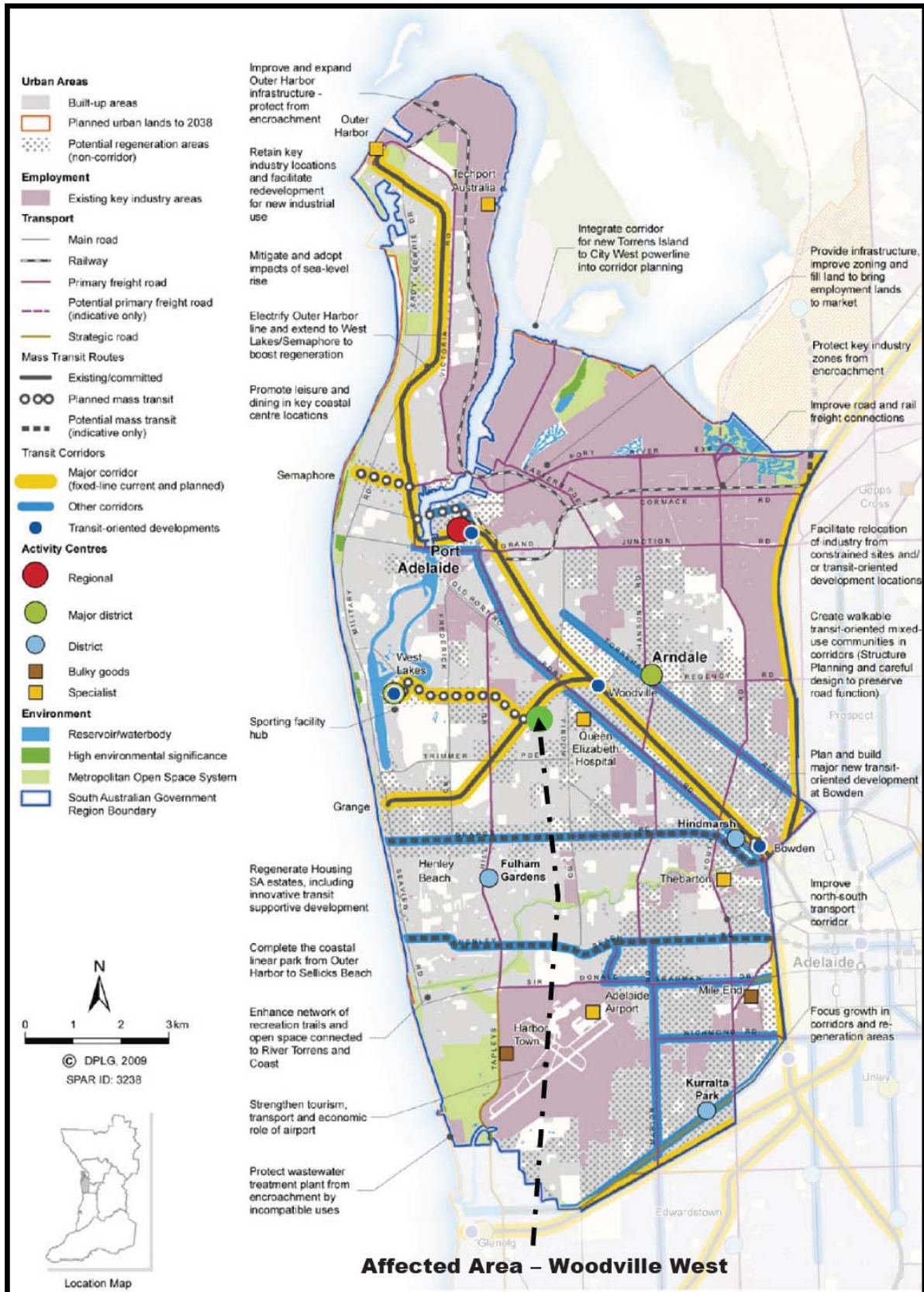
The targets for the Western Adelaide Region are further distributed based on location within and outside transit corridors. On a regional level most of the additional housing (33,060) is expected to be located within corridors (including transit orientated developments). Less than one quarter of the additional dwellings (9500 dwellings) are anticipated in non-corridor areas.

The Project Area is more specifically situated at the eastern end of a planned mass transit corridor between West Lakes Boulevard and West Lakes as shown in Figure 3. The strategic directions, targets and policies applicable to the affected area place it within a transit corridor/potential regeneration area. The Plan describes regeneration areas as follows:

*‘the process of improving the economic, social and environmental sustainability of a particular urban area. It typically involves urban redesign, infrastructure renewal and investment and increased residential densities.’*

It is important to note at this juncture that the new urban form is described in general terms within The Plan.

Figure 3: Western Adelaide directions



Source: The 30-Year Plan for Greater Adelaide, SA Government 2010 (modified)

## 2.3 Other key documents

The DPA has been prepared cognisant of a number of other documents, and the goals and objectives contained within them. The following sections provide a summary of these as they relate to the planning needed to contribute to the new urban form envisioned at Woodville West.

### 2.3.1 Strategic Infrastructure Plan for South Australia (2005/06 - 2014/15)

The Strategic Infrastructure Plan for South Australia is a coordinated long-term approach to infrastructure provision throughout the state. It provides an overarching framework for the planning and delivery of infrastructure by all government and private sector infrastructure providers. The Plan identifies strategic priorities for 14 infrastructure sectors such as transport, energy, health, and recreation and sport.

Although Woodville West is not specifically mentioned in the Infrastructure Plan, it does list a number of strategic priorities that have a bearing on the area's redevelopment.

The plan sets out both broad and specific priorities concerning all aspects of the State's infrastructure – physical and social. The infrastructure priorities of relevance to this DPA include:

#### Water

The State Government, working closely with local government, is to prioritise a future work program including accounting for emerging trends of urban consolidation, and achieving improved quality of stormwater discharged to the environment supported by appropriate harvesting of stormwater flows for urban amenity or beneficial reuse, where economically feasible.

The DPA has due regard to this priority by identifying the potential use of new public open space areas for stormwater management initiatives.

### 2.3.2 Adelaide and Mount Lofty Ranges Natural Resource Management Plan

The Adelaide and Mount Lofty Ranges Natural Resource Management (NRM) Plan targets and outcomes relevant to the DPA are contained in Table 4 below.

**Table 4: Adelaide and Mount Lofty Ranges NRM Targets**

Relevant NRM Targets		Outcomes
T1	Stormwater and waste water used	75% of stormwater used. 100% of waste water reused.
T2	Surface water and groundwater	All water resources meet water quality guidelines to protect defined environmental values.
T3	Water resources managed within sustainable limits	All water resources used within sustainable yield (allowing for variability).
T4	Flood damage	Reduce average annual cost of flood damage
T10	Land based impacts on coastal, estuarine and marine processes	Impacts reduced from current levels.

The attainment of the water related targets are supported by existing policy in the Charles Sturt Council Development Plan. These requirements promote water sensitive urban design measures in all developments, protect stormwater from pollution sources (refer to General Section under the heading *Natural Resources*) and mitigate the effect of flood waters (refer to General Section under the heading *Hazards*).

There are also provisions in the General Section of the Development Plan that specifically addresses *Significant Trees*.

### 2.3.3 City of Charles Sturt Community Plan

The Community Plan is Council's 20 year vision for its community and provides a focus for activities and action. The Community Plan contains four key themes (Outcomes) supported by objectives and strategies. The following table contains a selection from the Plan considered relevant to and supported by the DPA

**Table 5: Council Community Plan**

Outcome/Theme	Objectives	Strategies
<b>1</b> A safe and healthy City that supports a vibrant community life	<b>1.1</b> Encourage strong, supportive local communities  <b>1.2</b> Contribute to the quality of life of all individuals in the community  <b>1.4</b> Contribute to an improved sense of safety	<b>1.1.5</b> Cultivate a strong sense of identity and community across local neighbourhoods  <b>1.2.1</b> Facilitate equitable access to facilities, activities and services and information particularly by those most in need  <b>1.4.2</b> Design for and promote safe and responsible use of streets and public places.
<b>2</b> An economically prosperous, attractive and functional City	<b>2.2</b> Support and encourage a diverse mix of complementary land uses  <b>2.3</b> Provide and facilitate a safe, connected and well maintained transport network  <b>2.4</b> Create attractive, well maintained streetscapes  <b>2.5</b> Establish and maintain a linked system of open space  <b>2.7</b> Encourage local business and employment opportunities	<b>2.2.1</b> Provide for appropriately located, mixed density housing that caters for our diverse population;  <b>2.3.1</b> Develop and maintain a safe network of connected cycle and pedestrian routes  <b>2.4.2</b> Create and maintain attractive landscaped streetscapes which incorporate principles of water sensitive urban design  <b>2.5.1</b> Create an accessible network of developed open space that responds to the recreation and sporting needs of the community  <b>2.5.2</b> Develop environmentally sustainable landscapes within public open space.  <b>2.5.3</b> Ensure that new developments have access to useable private and public open space;  <b>2.7.1</b> Encourage the establishment of business hubs and home based employment
<b>3</b> A City which values, protects and enhances the natural environment	<b>3.3</b> Promote ecologically sustainable urban development within the City	<b>3.3.2</b> Encourage water sensitive urban design in all new developments;  <b>3.3.3</b> Investigate and implement sustainable stormwater management practices that reduce discharge into the Gulf

The vision for the Woodville West redevelopment is consistent with the above objectives and strategies in that it provides:

- a full range of housing outcomes
- redevelopment within a location with minimal interface with existing housing

- pedestrian and cycling network along Alma Terrace
- stormwater detention within open space areas
- opportunities for small scale, locally based jobs
- the creation of additional public open space.

All of these key elements are reinforced by policies to be introduced by this DPA.

## **2.4 The State's Planning Policy Library**

The State Government is improving South Australia's planning and development assessment system by encouraging and assisting in the conversion of Development Plans using the State's Planning Policy Library. Many metropolitan Adelaide and country councils have already undertaken a conversion of Development Plans to the new format.

The Charles Sturt Development Plan has already been converted into the Better Development Plans (BDP) format and therefore is consistent with the policy outcomes contained within the BDP Planning Policy Library (version 5).

The DPA proposes to establish a new Policy Area which will apply to the whole of the Area Affected. The proposed format will be consistent with the BDP policy protocol and the existing Development Plan format.

# **3. INVESTIGATIONS INFORMING THIS DPA**

## **3.1 Introduction**

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

- Connor Holmes: *Woodville West Base Information Report* (January 2010) – this document undertakes an analysis of opportunities and constraints which informed the preparation of the Woodville West Master Plan. It included a review of physical infrastructure and services and identified flooding and traffic management issues appurtenant to the area.
- Connor Holmes: *Woodville West Master Plan* (March 2010) – this DFC commissioned Master Plan, including details of projected yield, housing forms and density, open space distribution, service provision and traffic management.
- AEC Phase 1 Environmental Site Assessment (Site History) (March 2010).
- Arborman Tree Solutions: *Woodville West Urban Renewal Project – Tree Report* (March 2010).
- Arborman Tree Solutions: *Various Sites within the Woodville West Urban Renewal Project*.\*\*

The key elements of these documents and their impact on the development of planning policy for the Area Affected are discussed in the following sections of this DPA.

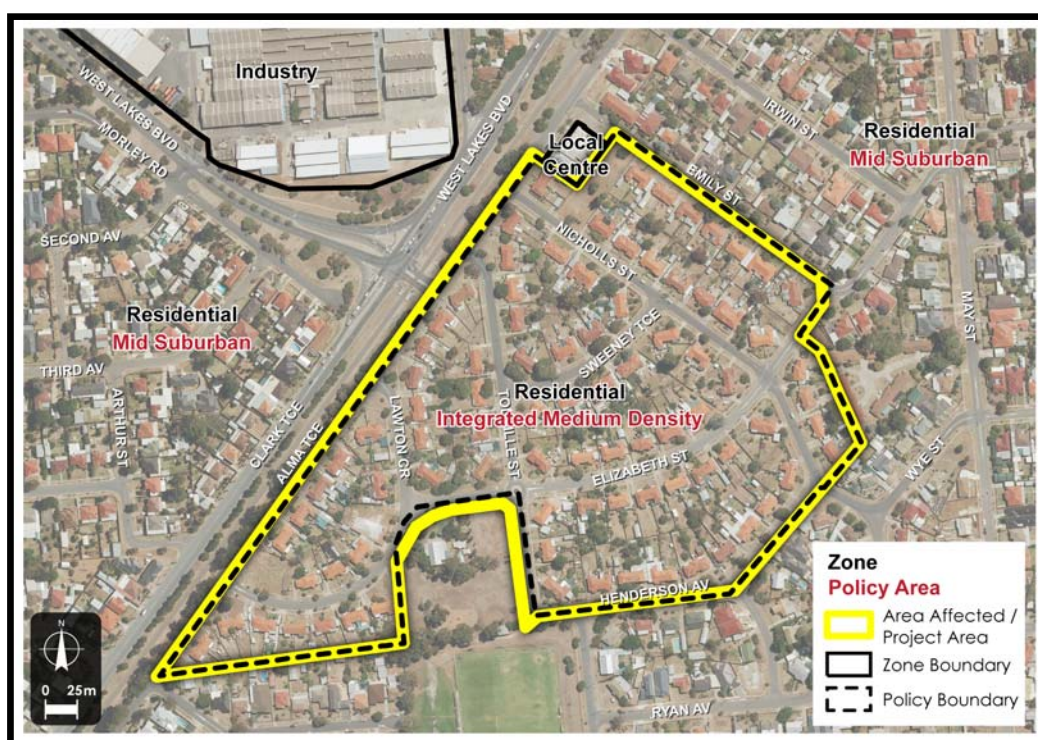
## **3.2 Existing Zoning**

The zones which presently apply to the Area Affected and locality are shown on Figure 4.

The Area Affected is currently located within the Integrated Medium Density Policy Area 20 of the Residential Zone as identified by the Charles Sturt Council Development Plan, being the relevant planning instrument for the City of Charles Sturt.



Figure 4: Zoning and Policy Areas



Key provisions of the Residential Zone and Policy Area 20 are outlined as follows:

### ***Residential Zone***

#### Objectives

**Objective 1:** *A zone of residential character, high level of amenity and safe, convenient and distinctive living environments for all residents, provided by housing and local community facilities that complement the living environment.*

**Objective 2:** *A zone accommodating dwellings of various types and tenures at low and medium densities and of one to two storeys height.*

#### Principles of Development Control

**1** *Development should not exceed two storeys in height except where specified in the relevant Policy Area.*

### ***Integrated Medium Density Policy Area 20***

#### Desired Character

*This policy area should be characterised by integrated subdivisions at medium densities, with a wide range of dwelling types and which demonstrate best practice urban development. Development should contribute to a cohesive housing form and style. Buildings of up to two-storeys height are appropriate, with three storey buildings appropriate in the middle of the policy area.*

#### Principles of Development Control

**5** *No density limitations apply in the Policy Area.*

Whilst the existing zone and policy area provisions support a comprehensive redevelopment of the Area Affected, there are some limitations to achievement of higher density housing forms being contemplated and hence the delivery of housing that could contribute more successfully to the attainment of dwellings targets along transit corridors identified for development in The Plan. Particular factors that have been identified as potentially limiting include:

- density - low and medium density envisaged is in contrast to the desired medium to high density being sought
- building height - three storeys are envisaged in the central portion of the Policy Area, however taller buildings could be accommodated in appropriate locations given the scope to address negative externalities of development given the size of the Affected Area
- boundary wall height and length - limitations apply which do not support the two storey terrace style housing
- private open space - the area of open space applicable to Policy Area 20 may impact on delivery of some higher density housing forms, particularly housing on smaller sites
- boundary setbacks - the boundary setbacks applicable to Policy Area 20 could also impact the delivery of some housing forms including boundary to boundary development on smaller sites.

Immediately adjacent to the north-eastern corner of the Area Affected is a small Local Centre Zone. This zone is primarily for local shopping purposes and contains derelict buildings. The majority of the zone is the subject of a mixed use development application.

The only other zone near the Affected Area is the Industry Zone, which is situated immediately to the north-west and on the opposite side of West Lakes Boulevard. The zone is intended primarily for industrial uses.

West Lakes Boulevard is a wide arterial road providing an effective separation between the Affected Area and industrial uses. Consequently it is not expected that interface conflict will arise, however, potential nevertheless exists. This potential is addressed by policy existing within the current Industry Zone and General policy.

The land surrounding the Affected Area is within the Residential Zone.

### **3.3 Land Use Characteristics and Site Features**

#### **3.3.1 Land Use**

The Area Affected primarily encompasses semi-detached housing stock constructed by the South Australian Housing Trust post 1940's. The majority of housing stock remains in public ownership and many are now vacant in anticipation of redevelopment.

Housing in the broader locality displays similar characteristics to the housing within the Affected Area, being largely single storey detached and semi-detached dwellings, the majority of which are privately owned, as shown in Figure 5. There are several examples of infill development as the original housing stock is gradually being displaced.

Immediately adjacent to the Area Affected are the following key land uses:

- Frank Mitchell Park – located immediately to the south of the Area Affected. The park comprises an area of 0.89ha. Established within the park is the Woodville West Kindergarten together with recently upgraded children's play equipment. Immediately to the south is the Woodville White City Soccer Club.
- A vacant group of privately owned shops is located on Alma Terrace. Adjacent is a small medical clinic.
- The Albert Park Railway Station, to the north of the Area Affected.
- The Adelaide to Grange Passenger Rail line, to the west of the Area Affected.

Figure 5: Key Land uses



### 3.3.2 Vegetation

Protection for trees within the Area Affected is provided by the 'significant tree' provisions under the *Development Act 1993*, which defines a significant tree as:

- (a) a tree within a class of trees declared to be significant trees by the regulations; or
- (b) a tree declared to be a significant tree, or a tree within a group of trees declared to be significant trees, by a Development Plan.

The *Development Regulations 2008*, which underlie the *Development Act 1993*, describe significant trees as:

- trees that have a trunk with a circumference of 2.0 metres or more or;
- in the case of trees with multiple trunks, that have trunks with a total circumference of 2.0 metres or more and an average circumference of 625 millimetres or more, measured at a point 1.0 metre above natural ground level.

The Area Affected contains a number of mature trees, including several which are defined as significant. Because of difficulty in obtaining access to all properties, a comprehensive survey of all trees within private land has not been undertaken. However two audits have been undertaken to date.

It is important to note that the trees which have been audited reflect a mix of significant and non-significant trees. The health and anticipated lifespan of the trees is variable. Ultimately the existence of and location of vegetation has more relevance to the detailed land division and development applications and the retention or clearance of vegetation will be assessed against the relevant provisions of the Development Plan as appropriate.



Implications for DPA policy amendments:

*Existing Council Wide/General policy regarding significant trees contained in the Charles Sturt Council Development Plan provides comprehensive guidance regarding significant tree matters.*

*As such, this DPA does not propose any changes and/or additions to significant tree policy in the Development Plan.*

### **3.3.3 Contamination**

Given the long-term use of the Area Affected for residential purposes it is expected that there will be low risk of land contamination. This has been verified by the report from AEC.

Implications for DPA policy amendments:

*Existing Council Wide/General policy regarding site contamination contained in the Charles Sturt Council Development Plan provides comprehensive guidance regarding site contamination matters.*

*As such, this DPA does not propose and changes and/or additions to site contamination policy in the Development Plan.*

### **3.3.4 Service Infrastructure**

A review of infrastructure available to service the Area Affected was undertaken (Connor Holmes Base Information Report 2010) and the following comments were made:

<b>Service</b>	<b>Comments</b>
Potable Water Supply	The potable water supply currently has direct connection to a number of mains surrounding the Area Affected, these mains vary in size from 80mm to 200mm.  SA Water has advised that the current network has the capacity to service the re-development area. Therefore approach mains are not required.
Sewer Disposal	SA Water advised that the current network has the capacity to service the proposed re-development area. Therefore approach mains are not required.
Electricity Supply	The electricity supply will come from the Findon substation via the Woodville West Feeder 11kV feeder line.
Gas Supply	Gas is currently supplied to the area via both standard steel pipe pressure and elevated pressure gas. APA Group (APA) has advised that the proposed redevelopment would replace old asset that is currently due for asset renewal in the next 10 years.  APA also advised that the area can be upgraded to run on the elevated pressure gas feed that is currently located at the intersection of Clark Terrace and West Lakes Boulevard.

Augmentation of utility services will need to be considered at the land division and / or development stages. Requirements relating to the provision of such services, including the need for reserves and easements, are already stipulated in the Charles Sturt (City) Development Plan under the General section.

### **3.3.5 Stormwater Management**

A portion of the Affected Area has been identified as being subject to inundation during a 1:100 ARI event. The majority of inundation occurs in the south-western portion of the Affected Area and is generally confined to the road network.

In order to address this existing situation and to account for a projected increase in impervious surfaces, the following stormwater management measures were proposed as part of the Master Plan:

- provision of detention basins within the new local park and the Alma Terrace green corridor. The area and depth of the basins can vary depending on the detailed landscape design for the reserves, which is to be negotiated with Council; and
- provision of oversized stormwater pipes within new roads and within the Alma Terrace green corridor.

Implications for DPA policy amendments:

*Existing Council Wide/General policy regarding stormwater management contained in the Charles Sturt Council Development Plan provides comprehensive guidance regarding stormwater management matters.*

*As such, this DPA does not propose any changes and/or additions to stormwater management policy in the Development Plan.*

### **3.3.6 Roads, Site Access and Traffic**

Details about the road network were considered as part of the Master Plan developed for the Affected Area. This included options for closure and realignment of the existing road network and placement of new roads to support a new urban form and housing styles. The following is a summary of the main findings.

#### Road Closures/Traffic Management

Several traffic issues have been identified within the Project Area including:

- anecdotal evidence of speeding within local streets, which is plausible due to the length and design speed of the roads
- anecdotal evidence of use of roads within the Project Area as a shortcut or rat run
- inadequate queuing and extensive delays at the existing railway crossing.

Whilst some structural elements associated with traffic management have been dealt with, more detailed traffic management measures such as slow points will be subject to detail design at and post the land division stage.

#### New Roads

The preferred Master Plan envisages the establishment of several new roads, being primarily local roads and lanes. In addition to new roads, the preferred Master Plan recommends alteration to the existing profile of several roads.

The proposed road profiles place greater focus on pedestrian and cycling networks. As such carriageway widths (other than for the re-alignment of Todville) have been minimised in preference for generous footpaths and in some cases indented parking bays. Negotiation and approval of road profiles will occur at the land division stage.

It is not considered appropriate to formalise road profiles via Development Plan policy. Over the life of the project there is likely to be revisions to the designs as innovation is tested and designs refined.

## Traffic Generation

Traffic generation rates appropriate for assessment of the Master Plan have been agreed to by Council and Murray F Young & Associates, on behalf of DFC.

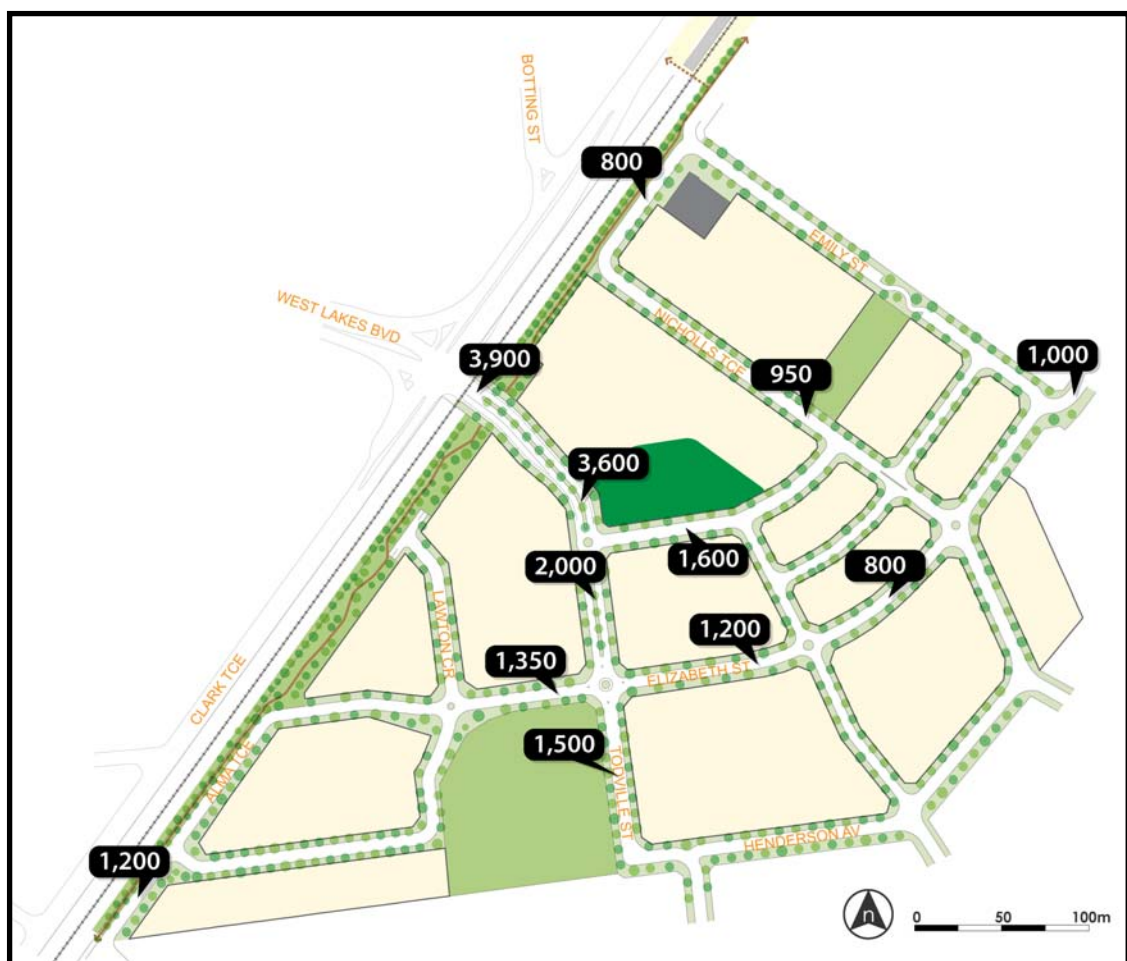
The additional traffic volumes are expected to be distributed relatively evenly on the proposed and established surrounding road network, with the greatest proportion of trips (approximately 40%) being undertaken to/from the signalised West Lakes Boulevard/Clark Terrace intersection. Figure 6 illustrates the forecast daily traffic volumes the Affected Area's road network resulting from the urban renewal.

The forecast volumes include consideration of redistribution of existing movements that will result from alteration to the existing road network layout (i.e. the proposed Alma Terrace closures will redistribute movements to Todville Street).

Initial traffic modelling indicates that approximately 1,900 additional trips per day could be generated by the redevelopment of the Affected Area, with 180 additional trips occurring during the morning and evening peak hour periods. Should higher retail/commercial yields be achieved these volumes could increase to up to 2,500 daily trips and 250 peak hour trips.

Such volumes are relatively low and would be distributed evenly to the surrounding road network, albeit the pattern of distribution will be dependent on the ultimate road network layout. It is forecast that approximately 30% of the additional trips will be distributed via the West Lakes Boulevard / Clark Terrace/Alma Terrace intersection. This equates to up to 75 additional trips during the peak hour periods.

Figure 6: Traffic Generation



Preliminary micro-simulation indicates that there will be an improvement in queuing and delays at this intersection as a result of the road network realignment and that the additional volumes will be accommodated without the requirement for further intersection upgrades. While drivers will continue to experience delays associated with rail crossing events, average delays at the intersection will be reduced as a result of the road closures and realignment. Furthermore, the closure of Alma Terrace either side of the Todville Street extension will significantly reduce the conflict risk associated with queued vehicles and the railway level crossing.

The remaining trips will be distributed to the north, east and south of the Affected Area to existing local roads and potential (future) collector roads.

Generally the traffic assessment considered there to be adequate capacity within the surrounding network to accommodate the forecast increase in traffic volumes, albeit some intersection upgrades may be required on adjacent roads to safely and efficiently accommodate additional movements.

Specific identification of traffic control requirements will be identified during detailed design. However, at the master-planning stage, roundabouts have been proposed for key four-way intersections to appropriately manage traffic movements and vehicle speeds and slow points will be provided on uncontrolled lengths of road in excess of 150 metres to ensure an appropriate speed environment for the altered road network.

Should a higher level of retail and commercial use yields be achieved, there may be a requirement for additional traffic control treatment on the road network adjacent the Affected Area. In particular, Todville Street, south of the Affected Area, could experience higher volumes in the range associated with minor collector roads and may accordingly require an upgrade. As with the Affected Area, detailed assessment of traffic control requirements on the adjacent road network will be reviewed as part of detailed design.

In summary, it has been demonstrated that the redevelopment can be designed to accommodate the additional traffic volumes generated by the increased number of dwellings.

*Implications for DPA policy amendments:*

*Existing Council Wide/General policy regarding transport and access contained in the Charles Sturt Council Development Plan provides comprehensive guidance regarding transport and access matters.*

*As such, this DPA does not propose any changes and/or additions to transport and access policy in the Development Plan.*

### **3.3.7 Road and Rail Safety**

The proposed re-alignment of Todville Street, as identified on the proposed Master Plan, is intended to improve the access arrangements and in particular queuing arrangements with the intersection. Providing an increased queuing length should assist in the flow of traffic through the crossing. The re-alignment is considered to be a key outcome to be reinforced via a Concept Plan for the proposed Policy Area.

### **3.3.8 Non-Residential Use**

In order to support the establishment of mixed use development adjacent to the 'neighbourhood open space', non-residential land uses such as a small supermarket and specialty shops, health and community facilities and other service facilities are anticipated. Such activities are encouraged at the ground floor of mixed use/apartment buildings and sited adjacent to open spaces and streets, and facing the rail corridor, to create activated frontages and promote the establishment of a community hub. This mixed use area will cater primarily to the needs of rail commuters and residents within the Woodville West area. Car parking areas will be shared between facilities and be provided beneath buildings.

To further support employment opportunities, small home based offices and consulting rooms are also encouraged.

### 3.3.9 Open Space

Given that there is potential to significantly increase housing density within the Affected Area, the provision of additional public open space has been viewed as an important element to:

- establish amenity and a meeting place for local residents;
- provide opportunities for passive recreation;
- account for the reduced levels of private open space that will be provided by most housing products.

The three new public open space areas are described as:

- *Neighbourhood Open Space (Village Square)*

Proposed within the core of the Affected Area, it is positioned adjacent to the realigned section of Todville Street and the realigned section of Sweeney Road and will be clearly visible upon entry to the Affected Area from the north, thereby encouraging visitation and passive surveillance.

The incorporation of a neighbourhood open space/village square provides opportunity to accommodate a mixed use development and other multi-storey apartment opportunities. It is also a place making opportunity within close proximity of the possible future transit station.

The intention is for the space to be activated and have high levels of surveillance, with small scale local shops/cafés and offices designed to open out onto the square and also for adjacent dwellings to front onto the space.

The Master Plan provides for an area in the order of 4000 square metres; however this could change depending upon the integrated design outcome being formulated for the area located between Todville Street, Sweeney Road, Alma Terrace and Nicholls Terrace.

- *Local Open Space*

A new local park is proposed between Emily Street and Nicholls Terrace. The intention is for adjoining dwellings to front onto the reserve to frame the reserve and also to provide necessary surveillance. The local park would assist in providing connectivity to the Albert Park Railway Station or a new/relocated station.

It is anticipated that a portion of the reserve may include a stormwater management function in order to deal with a 1:100 ARI flood event. The size of the reserve will be determined following detailed design and resolution of intended function.

- *Alma Terrace Green Corridor*

A portion of Alma Terrace is proposed to be closed (via a current land division process) in order to facilitate the establishment of the new entry road (realigned Todville Street) and improved access to the existing railway crossing.

Additional sections of Alma Terrace are also proposed for closure in the longer term as part of the preferred Master Plan. The partial closure of the road corridor, together with the parallel location of the railway corridor, provides opportunity to establish an enhanced multi purpose space.

Concept proposals for the green corridor are premised on the intention of:

- providing enhanced visual amenity along the corridor;

- reducing the length of uncontrolled road;
- facilitating improved pedestrian and cycling linkages with the Albert Park Railway Station, via a shared path;
- accommodating stormwater detention.

The existing rail corridor already contains a relatively solid screen of mature Eucalypts. These trees act as a visual and physical barrier adjacent to the western boundary of the project area. It is likely that the final design of the Alma Terrace Green Corridor will provide a more open vista and enhance visitation and use of this corridor.

Any use of the railway corridor, changes to the level rail crossing or changes to rail transit facilities will require approval of DTEI to ensure appropriate operational and safety outcomes.

*Implications for DPA policy amendments:*

*Existing Council Wide/General policy regarding public open space contained in the Charles Sturt Council Development Plan provides comprehensive guidance regarding open space matters.*

*As such, this DPA proposes only locally-specific additions that will be reflected in Woodville Policy Area 23 regarding the location and function of new areas of open space, and integration with nearby Frank Mitchell Park.*

## **4. CONCLUSIONS AND RECOMMENDED POLICY CHANGES**

The Woodville West Neighbourhood Regeneration Project has been informed by a Master Plan prepared on behalf of DFC and endorsed by the City of Charles Sturt. The investigations suggest that it is appropriate to amend the existing Development Plan policy as it applies to the Area Affected in order to better facilitate the desired development outcomes, consistent with wider strategic objectives and targets.

### **4.1 Recommended Policies**

It is proposed that all of the Area Affected will remain in the Residential Zone. However the existing Integrated Medium Density Policy Area 20 will be replaced by a new Woodville West Policy Area 23. The new Policy Area 23 includes requirements relating to:

- desired character elements
- land division
- housing diversity, density and form
- building height
- building setbacks
- private open space
- improved connectivity, particularly pedestrian and cycling linkages
- transition to established low rise residences.

The requirements in proposed Policy Area 23 seek to capitalise on various locational attributes and other advantages including:

- the high concentration of DFC owned properties within the Area Affected, which creates a unique opportunity to undertake a comprehensive urban regeneration project supported by a Master Plan
- promoting and achieving the principles of transit-oriented development, in particular, increasing residential densities adjacent to existing and possible future transit nodes
- access of the Affected Area to existing infrastructure

- access of the Affected Area to the Adelaide to Grange Passenger Rail Line (planned to be electrified) and the Albert Park Railway Station
- anticipated servicing of the Affected Area by a third pipe system which will provide access to recycled water.

Other changes are proposed to allow non-residential uses to be integrated into the land use pattern around a core precinct and rail line, and to provide new opportunities for people to work from home.

#### **4.2 Council Wide Policies**

Some minor changes are proposed to the existing policies in the General Section of the Development Plan to reduce potential conflict with the proposed policies for new Policy Area 23.

#### **4.3 Non-complying Development**

Amendments are proposed to the Residential Zone non-complying table to allow consideration of additional forms of development within the Affected Area on a merit basis including small scale offices, shops and consulting rooms. These changes are consistent with directions in The Plan and intended land use directions for the Woodville West project.

#### **4.4 Categories of Notification**

Residential land uses generally desired in Policy Area 23 are already listed as Category 1 development for the purposes of public notification. This will facilitate the delivery of most desired housing outcomes, consistent with the revamped policy setting.

However, some changes are proposed to the Category 2 column in the Public Notification table for the Residential Zone to better align notification requirements with changes proposed to the non-complying table that seek to allow some forms of non-residential development to take place that complement a more intensive residential living environment, encourage appropriate employment opportunities close to homes, support home-based employment, and can assist in creating a more vibrant community. Category 2 is deemed appropriate in such circumstances as it provides opportunity for potentially affected neighbouring parties to comment on development applications involving non-residential land uses.

## **5. STATEMENT OF STATUTORY COMPLIANCE**

### **5.1 Introduction**

Section 26 of the *Development Act 1993*, prescribes that a Development Plan Amendment must assess the extent to which the proposed amendment:

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

### **5.2 Accords with the Planning Strategy**

Relevant strategies from The 30-Year Plan for Greater Adelaide (2010) (The Plan) are summarised in the Analysis section of this DPA and Appendix A, along with comments as to how the DPA accords with these strategies. As indicated, the DPA complies with the strategies set out in The Plan and it is the intent of the DPA to support the achievement of relevant targets and policies.

The area affected by this DPA is adjacent to a major transit corridor as defined in The Plan, therefore making it a suitable location to consider higher density housing and other forms of development.

### **5.3 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 Council Development Plan.

The area affected by this DPA includes policy employed elsewhere in the Council area that is supportive of innovative housing forms and affordable housing products. The proposed provisions have been formulated cognisant of the established development adjacent to proposed Policy Area 23.

### **5.4 Complements the policies in the Development Plans for adjoining Council Areas**

The amendment does not affect the intent of the Development Plan policies of the adjoining Council areas.

### **5.5 Satisfies the requirements prescribed by the Regulations**

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

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



## REFERENCES/BIBLIOGRAPHY

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5. *Charles Sturt City Development Plan*, (10 June 2010), Government of South Australia.
6. *Community Plan – Shaping the Western Suburbs 2027* (2007), City of Charles Sturt.
7. *Woodville West Base Information Report* (February 2010), Connor Holmes.
8. *Woodville West Master Plan* (March 2010), Connor Holmes.
9. *Woodville West Urban Renewal Project – Tree Report* (March 2010), Arborman Tree Solutions.
10. *Various Sites within the Woodville West Urban Renewal Project*, Arborman Tree Solutions.
11. *Phase 1 Environmental Site Assessment (Site History)* (March 2010), AEC.
12. *Adelaide and Mount Lofty Ranges Natural Resource Management Plan – Volume B: Ten Year Plan for the Region* (May 2009), Government of South Australia.
13. *Significant Trees at Stage 1-4* (8 separate reports, October 2010), M. G. Annells.



## THE 30-YEAR PLAN FOR GREATER ADELAIDE: POLICIES AND TARGETS

<i>The 30-Year Plan</i>	<i>DPA Response</i>
<b>Overall spatial distribution</b>	
<p><b>Policies</b></p> <ol style="list-style-type: none"> <li>1 Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan.</li> <li>2 Locate the majority of urban growth within existing built-up areas through increases in density in strategic locations.</li> <li>3 Concentrate new growth within metropolitan Adelaide in transit corridors, transit orientated developments and activity centres so that the existing urban character of the majority of neighbourhoods remains largely unchanged.</li> <li>7 Ensure that the bulk of new residential development in Greater Adelaide is low- to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.</li> </ol> <p><b>Targets</b></p> <ol style="list-style-type: none"> <li>A Eighty per cent of the existing urban character of Adelaide will remain largely unchanged as a result of the Plan.</li> <li>B By the end of the Plan's 30 years, 70 per cent of all new housing will be being built in established areas.</li> <li>C About 60 per cent of metropolitan Adelaide's (50 per cent of the Greater Adelaide region's) new housing growth will be located within 800 metres of current or extended transit corridors.</li> </ol>	<p>The DPA is consistent with all four policies. The proposed changes are expected to assist in doubling the existing density, with approximately 430 dwellings achieved, accommodating approximately 1000 persons.</p> <p>The Area Affected is a location strategically identified to accommodate such growth being within a transit corridor and one of a number of areas identified for potential regeneration. Given the significant role that the Department for Families and Communities has in the affected area, there is considered to be capacity to achieve a coordinated redevelopment of land.</p>
<b>Transit Corridors</b>	
<p><b>Policies</b></p> <ol style="list-style-type: none"> <li>8 Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth and net jobs growth can be generally</li> </ol>	<p>The Woodville West redevelopment will support a range of dwelling densities and building heights. Typically taller buildings will be encouraged adjacent to existing and proposed open</p>

<b>The 30-Year Plan</b>	<b>DPA Response</b>
<p>located within 800 metres of a major transit corridor and within 400 metres of other transit corridors.</p> <p>14 Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.</p> <p>15 Ensure that there is effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise detached housing. Structure plans for transit corridors will prescribe that densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This means that traditional detached dwellings will generally be bordered by low-rise dwellings such as townhouses.</p> <p><b>Targets</b></p> <p>F Complete Structure Plans and initiate key rezoning through Ministerial Development Plan Amendments (DPAs) for the major transit corridors within five years of implementation of the Plan. Rezoning will occur in stages with priority given to major precincts such as transit-orientated developments.</p> <p>J Provide a net contribution of active and passive open space in corridors.</p>	<p>space. The DPA reinforces these anticipated outcomes with detailed policy which ensures a transition in densities and an appropriate interface with existing housing. More specifically, a maximum height of two storeys applies to land within the affected area when facing neighbouring residential areas.</p> <p>Moreover, the co-ordinated development of the affected area will assist in the delivery of open space that is integrated into the design and layout on roads and buildings.</p>
<b>Urban design</b>	
<p><b>Policies</b></p> <p>2 Maximise and increase the quality of public spaces, and require excellent design in the public realm.</p> <p>3 Require new mixed-use medium- and high-rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.</p> <p>10 Promote a highly permeable and connected grid street structure in new growth areas and transit-oriented developments to encourage walking and cycling.</p> <p>11 Provide safe and attractive streetscapes in growth areas and transit-oriented developments through street tree plantings and lighting.</p>	<p>The DPA is consistent with these policies. Requirements are proposed to be introduced into the Development Plan to ensure that active street frontages are achieved for mixed use buildings. In addition the tallest buildings will be confined to a 'Core Precinct' (being the central portion of the Area Affected) and facing open space reserves rather than at the low-rise residential interface.</p>

<b>The 30-Year Plan</b>	<b>DPA Response</b>
<p><b>Targets</b></p> <p>B Develop guidelines for safe, attractive residential streetscapes that provide for vegetation, lighting and potentially, water sensitive urban design techniques.</p>	
<b>Communities and social inclusion</b>	
<p><b>Policies</b></p> <p>5 Plan for the projected increase in the number and proportion of elderly people and respond to their preference to remain living in their existing community.</p> <p>7 Create safe and inviting public spaces that will encourage community participation by a wide range of people.</p> <p>8 Provide engaging spaces where young people can congregate for social activities in a positive setting.</p> <p>10 Ensure urban renewal activity focuses on place making and building stronger communities.</p>	<p>The DPA places a clear focus on place making and urban design outcomes, which are reinforced by the desired future character statement for the new policy area.</p>
<b>Housing mix, affordability and competitiveness</b>	
<p><b>Policies</b></p> <p>2 Ensure housing affordability is a key input to annual and long-term housing supply targets.</p> <p>3 Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings.</p> <p>5 Increase the total share of smaller housing, particularly around transport interchanges and collocated with services such as health and retail.</p> <p><b>Targets</b></p> <p>C At least 30 per cent of new housing is available at competitive house</p>	<p>The Woodville West Neighbourhood Renewal Project is expected to deliver more than 60 per cent of new housing as affordable housing. The DPA, by facilitating appropriate housing diversity and density, and flexibility in design will enable the project objective to be achieved.</p>

<b>The 30-Year Plan</b>	<b>DPA Response</b>
prices (that is, at or below the median house sale price in its market) to ensure affordability.	
<b>Affordable housing</b>	
<p><b>Policies</b></p> <p><b>1</b> Reinforce the state government policy that at least 15 per cent of new dwellings should meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in significant new developments and growth areas, including:</p> <ul style="list-style-type: none"> <li>- rezoning that substantially increases dwelling potential (including new greenfield growth areas)</li> </ul> <p><b>4</b> Provide for the integration of new affordable housing with other new dwellings in developments to avoid inappropriate concentrations of social housing.</p> <p><b>5</b> Ensure that the standard of affordable housing is at least consistent with other dwellings in a development, for example, in appearance, construction, materials, energy efficiency and water conservation measures.</p> <p><b>Targets</b></p> <p><b>A</b> Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including five per cent for high-needs people.</p>	<p>Policies have been introduced requiring a minimum of 15% Affordable Housing to be provided in a manner that is consistent with other forms of housing.</p> <p>Importantly, the project is anticipated to result in an overall reduction in housing owned by DFC from the current rate of more than 80% and thereby reduce the concentration of social housing.</p>
<b>Health and wellbeing</b>	
<p><b>Policies</b></p> <p><b>4</b> Increase housing density and encourage a variety of high-quality shops to locate near railway stations and major bus stops so people can buy groceries and fresh food on their way home, rather than making a separate car journey.</p> <p><b>Targets</b></p>	<p>The DPA provides for small scale non-residential activities (including shops) to locate in an area adjacent to the railway line that is integrated with higher density residential development to support the concept of walkable communities and assist in reducing car journeys.</p> <p>Existing and proposed open spaces within and adjacent to the affected area will support passive and active recreation.</p>

<b>The 30-Year Plan</b>	<b>DPA Response</b>
<p><b>A</b> Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation.</p> <p><b>B</b> Closely connect new dwellings to local parks within walking range.</p>	
<b>Transport</b>	
<p><b>Policies</b></p> <p><b>1</b> Protect the transport functionality of road and rail corridors through planning policy in Development Plans.</p> <p><b>5</b> Increase the amount of new housing in those transit corridors earmarked for network expansion and upgrade</p> <p><b>Targets</b></p> <p><b>B</b> Prioritise residential and employment growth in area where transport infrastructure is planned (see Table D3).</p> <p>(Note: Table D3 identifies the planned tram extension to West Lakes, scheduled for completion in 2016).</p>	<p>The strategic policies and targets are supported by existing Development Plan policy and are reinforced by new policy proposed to be introduced by the DPA.</p> <p>The redevelopment opportunities facilitated by this DPA are well placed to take advantage of public transport as the Area Affected is located near the Albert Park Railway Station. The existing passenger rail line is intended to be electrified by 2015, which should assist in further encouraging public transport use.</p>
<b>Water</b>	
<p><b>Policies</b></p> <p><b>1</b> Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits (see Box 4 for examples of WSUD techniques</p> <p><b>Targets</b></p> <p><b>A</b> Reduce demand on mains water supply from new development through the introduction of water-sensitive urban design.</p> <p><b>B</b> Require all new dwellings to be connected to alternative water sources, which must supply at least 15 per cent of the internal water needs of these households.</p>	<p>The existing Development Plan supports the principles of water sensitive urban design. The Desired Future Character Statement for the policy area can reinforce such outcomes and refer to on site detention of stormwater.</p>

<i><b>The 30-Year Plan</b></i>	<i><b>DPA Response</b></i>
<b>C</b> Achieve independence from mains water supplies for new public open spaces in transit corridors through WSUD techniques.	
<b>Emergency management and hazard avoidance</b>	
<p><b>Policies</b></p> <p><b>5</b> Minimise risk to people, property and the environment from exposure to hazards (including bushfire, flooding, erosion, dune drift and acid sulphate soils) by designing and planning for development in accordance with the following risk hierarchy:</p> <p>Avoidance—avoid permanent development in and adjacent to areas at significant risk from hazards unless it can be demonstrated that there is an overriding social, economic or environmental benefit.</p> <p>Adaptation—design buildings and infrastructure to minimise long-term risk.</p> <p>Protection—undertake works to protect existing development or facilitate major new developments; such works include stormwater discharge management to accommodate higher tide levels.</p> <p><b>6</b> Identify and rehabilitate areas and sites where land is contaminated as part of development processes.</p>	<p>The existing Development Plan establishes requirements for development regarding various hazards including site contamination and flooding. While the affected area is not known to be contaminated, care will need to be taken in relation to development potentially in those parts of the Woodville West site affected by flood waters.</p>