



Government of South Australia

Department of Planning,
Transport and Infrastructure

Port Adelaide Enfield Council

NORTHGATE

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

15 NOV 2012

Approval DPA

Background

The Northgate Development Plan Amendment (DPA) by the Minister amends the following Development Plan:

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

- An Initiation Document agreed on 16 October 2010.
- A DPA released for concurrent agency, council and public consultation from 10 May 2012 to 4 July 2012
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 26 July 2012

Consultation

A total of six public submissions, including one council submission and nine agency submissions were received in relation to the DPA during the consultation period. Eight 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:

Activity Centres

- Remove the retail cap reference of 4,000 square metres, for the Neighbourhood Activity Centre, contained within the Desired Character Statement of the Suburban Neighbourhood Zone.
- Amend the retail cap reference of 1,000 square metres to 500 – 1,000 square metres for Local Activity Centres contained within the Desired Character Statement of the Suburban Neighbourhood Zone.
- Provide more descriptive text as to the type and nature of envisaged retail activities within the Neighbourhood Activity Centre and Local Activity Centres, within the Desired Character Statement and policies of the Suburban Neighbourhood Zone.
- Ensure the bulky goods outlets are envisaged only with the Neighbourhood Activity Centre not the broader Suburban Neighbourhood Zone.
- Ensure policies reflect additional uses that complement the existing Hampstead Rehabilitation Centre.
- Amend Categories of Notification lists and Non-complying development lists to reflect above amendment and additional envisaged uses within the Suburban Neighbourhood Zone.

Car Parking and Access

- Amend car parking standards for on-site, residential parking requirements to more closely reflect the standards contained in the Suburban Neighbourhood Zone Module, within the South Australian Planning Policy Library (version 6.0).
- Add an additional provision in the car parking table to provide opportunity for a reduction in off-street vehicle parking rates for innovative housing products on lots which are 165m² or less.
- Amend car parking maximum for commercial activities to '6' car parking spaces per 100 square metres of gross leasable floor area.
- Add text to the Desired Character Statement of the Suburban Neighbourhood Zone to reflect potential access options along Hampstead Road and in reference to pedestrian and cyclist safety and amenity.

Open Space and Stormwater

- Amend text within the Desired Character Statement of the Suburban Neighbourhood Zone to;
 - reflect the proximity of open space to residential properties as a distance
 - provide additional text to reflect that stormwater management will be considered at catchment level
 - ensure that pocket parks are clearly linked to part of an open space network by walkways and paths, to provide connectivity and access
 - encourage stormwater management approaches that reduce inundation impacts in larger areas of open space and optimise the proportion of useable active areas.

Miscellaneous Amendments

- Amend text contained within the Desired Character Statement reflect an overall edit and review to ensure a clear envisaged 'character' for the Suburban Neighbourhood Zone is provided.
- Amend both Concept Plan Map PAdE/21 Northgate Neighbourhood Activity Centre and Concept Plan Map PAdE/48 to:
 - reflect as indicative land uses, recently approved land division configurations for Lot 152
 - delineate a future round-a-bout on the corner of Folland Avenue and Fosters Road
 - reflect a fourth Local Activity Centre (referred to in the Analysis but inadvertently left off Concept Plan Map PAdE/48)
 - extend the delineation of 'Major Pedestrian/Bicycle Links' through to Redward Avenue and Hampstead Road
 - remove a State Heritage Place that was incorrectly placed on the plan
- Update Zone and Policy area maps to reflect recent land division amendments and remove the State Heritage Place that was mistakenly included.

Port Adelaide Enfield (City)

NORTHGATE

Development Plan Amendment

By the MINISTER

THE AMENDMENT

AMENDMENT INSTRUCTIONS TABLE					
Name of Local Government Area:		City of Port Adelaide Enfield			
Name of Development Plan(s):		Port Adelaide Enfield Council			
Name of DPA:		Northgate			
These amendment instructions are based on the Port Adelaide Enfield Council Development Plan dated 16 February 2012.					
Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.					
Amendment Instruction Number	Method of change (Delete, Replace insert)	<ul style="list-style-type: none">• 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)	Re-numbering required (Y/N)	Subsequent policy Cross-references Requiring update (Y/N)
COUNCIL WIDE OR GENERAL PROVISIONS (including figures and illustrations contained in the text)					
Centres and Retail Development					
1.	Insert	PDC 13	Insert the following text “(c) <i>within a local activity centre or the neighbourhood activity centre of the Suburban Neighbourhood Zone</i> ”	N	N
2.	Insert	PDC 14	Insert the following text after the words ‘designated centre zone’: “, <i>the Suburban Neighbourhood Zone</i> ”	N	N
3.	Insert	PDC 18	Insert the following after the words ‘within centres’: “ <i>except those in the Suburban Neighbourhood Zone</i> ”	N	N
Land Division					
4.	Insert	PDC 23	<p>Following Principle of Development Control 23 insert the following new PDCs:</p> <p><i>Land division within the Suburban Neighbourhood Zone resulting in residential allotments should be designed to provide on street car parking that complies with the following:</i></p> <p><i>(a) a minimum of 1 car parking space for every 2 residential allotments</i></p> <p><i>(b) the on street car parking spaces are located within 50 metres of the associated allotments.</i></p> <p><i>and</i></p> <p><i>On-street car parking spaces should only be included in the minimum car parking requirements for non-residential development where:</i></p> <p><i>(a) they are located within 100 metres of the associated non-residential land use</i></p>	Y	N

			<i>(b) the number of off-street car parking spaces comprises more than 50 per cent of the minimum car parking requirements</i>		
Medium and High Rise Development (3 or more storeys) - new					
5.	Insert	Before the section headed 'Metropolitan Open Space System'	Insert the contents of Attachment A as a new General Module to the Port Adelaide Enfield Development Plan.	N	Y (update contents page)
Open Space and Recreation					
6.	Replace	PDC 7	Replace Principle of Development Control 7 with <i>"Local parks should comply with one of the following: (a) where located outside of the Suburban Neighbourhood Zone have a minimum of 0.25 hectares and be centrally located within a residential area, close to schools, shops and generally within 300 metres of households that they serve (b) where located within the Suburban Neighbourhood Zone have a minimum of 200 square metres and have a high standard of design and amenity that provides intimate open space areas that are located within close proximity to residential allotments".</i>	N	N
7.	Insert	PDC 20	Insert the following text after the words 'Regional Centre Zone', <i>"and the Suburban Neighbourhood Zone"</i>	N	N
Orderly and Sustainable Development					
8.	Replace	PDC 8 (u) Concept Plan map PAdE/21 – Northgate Neighbourhood Centre	Replace Principle of Development Control 8 (u) with <i>Concept Plan Map PAdE/21 - Northgate Neighbourhood Activity Centre</i>	N	N
9.	Replace	PDC 8 (vv) Concept Plan Map PAdE/48 – Northgate Residential	Replace Principle of Development Control 8 (vv) with <i>Concept Plan Map PAdE/48 - Northgate Land Use and Access</i>	N	N
Residential Development					
10.	Delete and Replace	PDC 25 (c) and PDC 26 (b) <i>"except where the rear boundary adjoins a service or access lane within the Northgate Policy Area 60"</i>	Delete and replace reference to "Northgate Policy Area 60" in PDC's 25 (c) and 26 (b) with the words "Suburban Neighbourhood Zone"	N	N

11.	Delete and Replace	PDC 64 (a) and PDC 64 (b) <i>"except where they are located in the Northgate Policy Area 60"</i>	Delete and replace reference to "Northgate Policy Area 60" in PDC's 64 (a) and 64 (b) with the words "Suburban Neighbourhood Zone"	N	N
Transportation and Access					
12.	Insert	New heading and new PDC 54	Insert heading "Vehicle Parking for Mixed Use and Corridor Zones" and under it insert new PDC 54 "In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site"	Y	N
Overlays					
13.	Insert	Following the General Module titled ' Waste Management Facilities '	Insert the contents of Attachment B1 (Affordable Housing)	N	N
14.	Insert	Following the Affordable Housing Overlay	Insert the contents of Attachment B2 (Strategic Transport Routes Overlay)	N	N
15.	Insert	Following the Strategic Transport Routes Overlay	Insert the content of Attachment B3 (Noise and Air Emissions)	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Neighbourhood Centre Zone – Policy Area 28					
16.	Delete	Northgate Shopping Centre Policy Area 28	Delete the whole contents of the 'Northgate Shopping Centre Policy Area 28'.	N	N
Residential Zone					
17.	Delete	PDC 1	Delete the following words from Principle of Development Control 1: <i>'shop no greater than 250 square metres floor area within the Northgate Policy Area 60'.</i>	N	N
18.	Delete	Non-complying development list	Under the reference to 'Restaurant' within the non-complying development list, delete the following exception (text): <i>'Except in association with a shop located within the Northgate Policy Area 60'.</i>	N	N
19.	Delete and replace	Non-complying development list	Delete all the exception text for 'Shop or group of shops' within the non-complying development list, and replace with the following	N	N

			<p><i>Except where it achieves all of the following:</i></p> <p><i>(a) the gross leasable area is 50 square metres or less</i></p> <p><i>(b) it is attached and integrated with a dwelling</i></p>		
20.	Delete and replace	Public Notification Categories	Delete and replace the Residential Zone – Public Notification Categories with the contents of Attachment C .		
Northgate Policy Area 60					
21.	Delete	Northgate Policy Area 60	Delete the entire contents of the 'Northgate Policy Area 60'.	N	N
Suburban Neighbourhood Zone					
22.	Insert	(new) Suburban Neighbourhood Zone	Immediately following the 'Residential Character Zone' insert the new Suburban Neighbourhood Zone' as contained in Attachment D .	N	Y
Tables					
23.	Insert	(new)Table PAdE/10 - Off-street Vehicle Parking Requirements for Suburban Neighbourhood Zone	<i>Following Table PAdE/9 – State Heritage Places insert the new, 'Table PAdE/10 – Off-street Vehicle Parking Requirements for Suburban Neighbourhood Zone' as contained in Attachment E.</i>	Y	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
Map Reference Tables					
24.	Insert	Map Reference Table - Zone Name and Zone Map Numbers	<p>Following the reference to the 'Residential Character Zone' insert the following:</p> <p><i>'Suburban Neighbourhood Zone'</i></p> <p>With the relevant references to:</p> <p><i>'PAdE/32, PAdE/33'</i></p>	N	N
25.	Delete	Map Reference Table – Policy Area Name and Policy Area Map Numbers	Delete reference (including Policy Area Map Numbers) to the 'Northgate Shopping Centre Policy Area 28'.	N	N
26.	Delete	Map Reference Table – Policy Area Name and Policy Area Map Numbers	Delete reference (including Policy Area Map Numbers) to the 'Northgate Policy Area 60'.	N	N
27.	Delete and Replace	Overlay Maps (Table)	Delete the 'Overlay Maps' Table and replace with the contents of Attachment F .	N	N

28.	Delete and Replace	Concept Plans (Table)	Delete the 'Concept Plan Maps' Table and replace with the contents of Attachment G .	N	N
Spatial Extent Maps					
29.	Delete and replace	<ul style="list-style-type: none"> •Location Map PAdE/32 •Zone Map PAdE/32 •Policy Area Map PAdE/32 •Zone Map PAdE/33 •Policy Area Map PAdE/33 	Delete the following maps: <ul style="list-style-type: none"> •Location Map PAdE/32 •Zone Map PAdE/32 •Policy Area Map PAdE/32 •Zone Map PAdE/33 •Policy Area Map PAdE/33 and replace with the with the contents of Attachment H : <ul style="list-style-type: none"> •<i>Location Map PAdE/32</i> •<i>Zone Map PAdE/32</i> •<i>Policy Area Map PAdE/32</i> •<i>Zone Map PAdE/33</i> •<i>Policy Area Map PAdE/33</i> 	N	N
30.	Insert	(new) Overlay Maps: <ul style="list-style-type: none"> •Overlay Map PAdE/32 - Affordable Housing •Overlay Map PAdE/32 - Noise and Air Emissions •Overlay Map PAdE/32 - Strategic Transport Routes •Overlay Map PAdE/33 – Affordable Housing •Overlay Map PAdE/33 – Noise and Air Emissions 	Insert the following Maps as per contents of Attachment I within the mapping sequences for PAdE/32 and PAdE/33 map sets: <ul style="list-style-type: none"> •<i>Overlay Map PAdE/32 - Affordable Housing</i> •<i>Overlay Map PAdE/32 - Noise and Air Emissions</i> •<i>Overlay Map PAdE/32 - Strategic Transport Routes</i> •<i>Overlay Map PAdE/33 – Affordable Housing</i> •<i>Overlay Map PAdE/33 – Noise and Air Emissions</i> 	N	N
Concept Plan Maps					
31.	Delete and replace	<ul style="list-style-type: none"> •Concept Plan Map PAdE/21 – Northgate Neighbourhood Centre •Concept Plan Map PAdE/48 – Northgate Residential 	Delete the following Concept Plans: <ul style="list-style-type: none"> •Concept Plan Map PAdE/21 – Northgate Neighbourhood Centre •Concept Plan Map PAdE/48 – Northgate Residential and replace with the contents of Attachment J : <ul style="list-style-type: none"> •<i>Concept Plan Map PAdE/21 – Northgate Neighbourhood Activity Centre</i> •<i>Concept Plan Map PAdE/48 – Northgate Land Use and Access</i> 	N	N

ATTACHMENT A

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

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

Visual Privacy

- 4 Where dwellings are located on the ground floor of multi-storey buildings visual privacy should be protected through the inclusion of appropriate design features such as the elevation of ground floors above street level, verandas, porticos or setbacks.

Building Separation and Outlook

- 5 Residential buildings (or the residential floors of mixed use buildings) should:

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

Dwelling Configuration

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

Adaptability

- 8 Multi-storey buildings should enable flexibility in their internal design and layout to support adaptive reuse, including accommodation for larger tenancies or the conversion of student accommodation to self contained apartments.

Environmental

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

Site Facilities and Storage

- 12 Dwellings should provide a covered storage area of not less than 8 cubic metres in one of the following areas:
 - (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding

(c) within an on-site communal facility.

- 13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

ATTACHMENT B

Overlay policies

Overlay – Affordable Housing

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Affordable Housing*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Affordable housing that is integrated into residential and mixed use development.
- 2 Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.

Overlay – Strategic Transport Routes

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Strategic Transport Routes*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
 - (a) avoid the provision of parking on the main carriageway
 - (b) be accessible via service roads, where possible, that provide:
 - (i) parking off the main carriageway
 - (ii) a buffer from the main carriageway for pedestrian and cycle activity
 - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

Overlay – Noise and Air Emissions

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay. The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
 - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
 - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

ATTACHMENT C

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding that: <ul style="list-style-type: none">(a) has a height of not more than 2 metres(b) is located on the site of an existing lawful shop and/or bulky goods outlet. Recreation area Spa pool Swimming pool	Community centre Dwelling of two storeys or more where the two storey component is located on a boundary of the subject land. Educational establishment Nursing home Pre-school Retirement village

ATTACHMENT D

Suburban Neighbourhood Zone

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

OBJECTIVES

- 1 A predominantly low and medium density residential area that comprises a range of dwelling types together with local and neighbourhood activity centres that are located within a walkable distance of most residents.
- 2 Provision of medium density residential development adjacent to activity centres, public transport stops and public open space.
- 3 Local and neighbourhood activity centres that provide a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 4 The orderly expansion or intensification of urban areas to support the effective and economic provision of public infrastructure and community services.
- 5 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This mixed use zone will be developed to provide a wide variety of dwelling types, at a range of densities, established around local and neighbourhood scale activity centres. The average net residential density will be in the order of 45-70 dwellings per hectare across the zone with pockets of development that may be lesser or greater than this target in order to achieve an overall average. Higher residential densities are contemplated adjacent Hampstead Road, along public transport routes, adjacent larger areas of public open space or in mixed use development within the designated activity centres. The layout of the area will be developed in accordance with [Concept Plan Map PAdE/48-Northgate Land Use and Access](#) in order to provide equitable access to public open space, shops, education facilities and a range of community services.

The site occupied by the Hampstead Rehabilitation Centre represents a significant land holding within the zone. The Centre currently provides regional level health care services. Opportunities to improve the integration between the centre and surrounding land uses is supported through the development of improved pedestrian, cycling and vehicular linkages to adjacent land parcels.

Form and Character

The built form will have a strong contemporary urban character where buildings will address the street or adjacent civic or open space and will have minimal setbacks which will contribute to passive surveillance. Private open space may be provided at the front of dwellings where the design of front fencing and landscaping will encourage surveillance of public spaces but also provide privacy for residents. A variety of materials, colours and façade articulation will be used to provide interest and amenity. Street trees will provide shade as well as soften the built form.

The dominant character of the zone is expected to be low and medium density built forms of up to 3 storeys, with taller buildings (up to 6 storeys), envisaged either as part of or directly

adjacent to mixed use activity centres which are to be located along public transport routes and adjacent open space.

The development will take advantage of scenic views of the city in the arrangement of streets, open spaces, linear space and the orientation of buildings. The historical values of the previous agricultural and research uses will be reflected in the arrangement of open space to protect natural features and reflected in public art.

The heritage building associated with the site currently occupied by the Hampstead Rehabilitation Centre, will be adapted to maintain its heritage qualities and development will be encouraged to locate to the rear and behind the front facade of this building. Buildings adjacent to the heritage building will be sympathetic to the heritage nature in their design.

Housing

The zone will offer an alternative form of lifestyle and a range of dwelling types to provide greater choice and variety in the regional context including:

- (a) a minimum of 15 per cent of residential dwellings for affordable housing
- (b) a greater proportion and range of smaller dwelling types on smaller allotments that have access to open space, local and community services and public transport
- (c) a range of densities, including higher density near centres, public transport routes and open space
- (d) dwellings designed to cater for different household sizes, life cycle stages and housing preferences.

Housing diversity, particularly the provision of smaller housing types, is a priority for the zone and a range of housing types will be delivered through innovative land division, allotment sizes, layout, design, access and parking arrangements. A variety of setbacks are envisaged to create a range of streetscape types, although some small pockets may have minimum setbacks where the public and private realm is carefully pre-planned.

Activity Centres and Non-residential Uses

A neighbourhood activity centre and four local activity centres are envisaged within the zone in accordance with [Concept Plan Map PAdE/48-Northgate Land Use and Access](#) and [Concept Plan Map PAdE/21-Northgate Neighbourhood Activity Centre](#). These activity centres will provide the greatest intensity of land use and will generally comprise multi-storey, mixed use buildings where the street level uses are primarily non-residential. Upper floor land uses will primarily be residential with some complementary non-residential uses such as offices or consulting rooms.

The only exception to this will be single storey non-residential uses (eg kiosk) that may be integrated within open space settings, within the local activity centres on public transport routes as shown on [Concept Plan Map PAdE/48-Northgate Land Use and Access](#), where the intention is to create active use and appreciation of high quality open space areas.

Neighbourhood Activity Centre – Envisaged Uses

Development within the neighbourhood activity centre will be in keeping with that of a larger neighbourhood activity centre providing a mix of;

- retail (including an expansion of the existing supermarket north of Folland Avenue)
- weekly convenience shopping
- local services (eg. hair dresser, post office, chemist)
- small offices and businesses
- restaurants

- hotel
- retail showroom
- civic uses that meet the needs of the local community.

The neighbourhood activity centre will have the greatest level of non-residential activity and will continue to cater for the needs of surrounding areas as well as the needs of the community within the zone. The centre will have a contemporary main street focus along Folland Avenue with shared parking located between the existing shopping centre and new buildings fronting Folland Ave. Larger retail uses such as a supermarket will be located north of Folland Avenue allowing for predominantly convenience shops and services to establish south of Folland Avenue.

Development within the neighbourhood activity centre orientated toward Folland Avenue should be set back a sufficient distance to provide allowance for shady walkways with verandas and outdoor seating areas. Shared car parking areas including cycle parking and short-term parking areas will be located in the area between buildings. Attractive walkways should be developed along Fosters and Folland Ave frontages and connected to parking areas via pedestrian arcades and plazas.

The public realm of the neighbourhood activity centre will include landscaping comprising of established upper canopy trees consistent with the scale and height of buildings. The public realm will also feature a civic plaza highlighting an iconic civic feature or monument. A landscaped buffer is located along Fosters Road and at the interface of the centre and Greengate Close screening the activities of the centre and the built form from adjoining residential development.

Local Activity Centres – Envisaged Uses

Development within a local activity centre will be integrated with surrounding residential uses and areas of open space providing a mix of;

- daily convenience shopping
- small offices and business
- coffee shops and cafes (providing outdoor eating places).

Each local activity centre may provide in the order of 500 to 1000 square metres of total retail floor space and comprise smaller tenancies that cater for a mix of uses which establish the activity centre as a day to day focal point for the local community and local employees. Local activity centres may also be developed for mixed use and residential purposes. These local activity centres are located to encourage access via a network of pedestrian and bicycle linkages as well as being adjacent public transit stops and will be integrated with public open space to provide a high amenity setting and support active public open spaces.

Active frontages within activity centres will be achieved by a variety of design solutions including ground floor uses that have a clear street presence through setbacks that enable buildings to connect to public areas and spaces. Features and activities that attract people to activity centres are encouraged, such as frequent doors and display windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths and public spaces.

A distinctive urban form, adjacent to and within activity centres, will frame squares and courtyards and reinforce the main-street theme. Where possible, development will provide shade and shelter to footpaths by providing verandas, awnings and overhanging building design.

Allied health services, community facilities and recreation and cultural activities are also contemplated within the zone, to complement and expand on services currently provided on the site occupied by the Hampstead Rehabilitation Centre. These uses are envisaged on land in and around the current Hampstead Rehabilitation Centre. The establishment of these uses will support the integration of activity and mix of uses desired along the Hampstead Road end of the Zone.

Access

The zone will provide a high level of internal and external connectivity giving residents in the zone and those from surrounding areas access to local and neighbourhood services and facilities, key destinations, local activity centres and open space. A priority will be given to walking, cycling and public transport connections and integrated into the layout of the zone based on Crime Prevention Through Environmental Design principles and Healthy by Design principles to achieve improved outcomes in relation to healthy lifestyles, social equity and affordable lifestyles.

Street patterns and walkways will be integral to subdivision and neighbourhood design with the aim to minimise the need for local vehicle trips, reduce travel distances and promote low vehicle speeds in local streets. These networks will encourage active travel such as walking and cycling to local services and facilities.

Design for pedestrian and cyclist safety, convenience and amenity will take priority over design for cars and car parking including reduced speeds and reduced on-street car parking locations. Visitor parking may be provided on-street within 50 metres of the relevant residence and up to 50% of customer car parking may be provided on-street within 100 metres of the relevant non-residential use. The balance of non-residential parking will be sited behind buildings, where possible, to reinforce the pedestrian feel.

The major collector road identified on [Concept Plan Map PAdE/48-Northgate Land Use and Access](#), will be established as the pre-eminent movement corridor through the zone and will be identifiable as a landscaped boulevard. The minor local access road network will connect the key features of the zone including centres, schools, key open space areas and recreation and community hubs. Local roads will have a more intimate feel and support walking and cycling with lower traffic volumes and speeds, smaller street setbacks, consistent street tree planting, architectural variety, a pedestrian scale of development and street lighting that meets relevant Australian Standards.

Hampstead Road is a strategic route where the function of the road as a major heavy vehicle transport corridor will be protected through minimal on-street vehicle parking and access points. Where appropriate access will be provided via secondary road frontages and rear access ways as identified on [Concept Plan Map PAdE/48-Northgate Land Use and Access](#). Controlled pedestrian crossing points will be focussed and consolidated at key locations.

Open Space

A wide variety of public open spaces will be included in the 12.5 per cent provision and will range in size from intimate pocket parks of 200 square metres, to 2500 square metres as well as larger areas of up to 2 hectares and including linear connections that facilitate community interaction, exercise and active access between destinations. Pocket parks will be established and linked by walkways and paths, providing connectivity and access between them. The number of smaller pocket parks should be consistent with that indicated on the Concept Plan and each park should be in close proximity to residential allotments and provide a high standard of design and amenity. An open space area will be located within a reasonable walking distance of approximately 300 metres of all residences and will be designed to a high standard of quality, safety and amenity.

Collectively, the public open spaces in the zone will contain a variety of facilities that encourage active use, passive use, fitness activity, play and social activity. Larger open spaces will support Water Sensitive Urban Design principles and dual use for stormwater water management as identified on [Concept Plan Map PAdE/48-Northgate Land Use and Access](#).

Water Sensitive Urban Design systems will be integrated throughout the area at the neighbourhood, street, site and building level. Storage of stormwater will improve the aesthetic and functional value of public open spaces, including public access ways and greenways. These open spaces which incorporate stormwater will appear in a number of forms including green reserves, spaces with permanent water bodies and areas where

temporary inundation associated with high rainfall events will create informal temporary watercourses. For those larger areas of open space, endeavours to manage stormwater impacts should ideally result in useable active areas where permanent stormwater infrastructure (detention basins) are limited in number or preferably not required. Stormwater management in open space will be designed to address issues of access and safety and include facilities that enable some level of use or appreciation during wet periods. Stormwater management will be planned at a catchment rather than stage level with open space and stormwater generally distributed in accordance with [Concept Plan Map PAdE/48-Northgate Land Use and Access](#).

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development, or any combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation
 - community centre
 - consulting room
 - domestic outbuilding
 - dwelling
 - educational establishment
 - entertainment venue
 - hall
 - hospital
 - indoor recreation centre
 - office
 - pre-school
 - primary school
 - recreation area
 - residential flat building
 - restaurant
 - shop or group of shops (other than bulky goods retailing or retail showrooms)
 - supported accommodation
 - training centre.
- 2 The following additional types of development, or combination thereof, are envisaged within the designated neighbourhood activity centre, identified on [Concept Plan Map PAdE/21 - Northgate Neighbourhood Activity Centre](#):
 - advertisement
 - amusement machine centre
 - bulky goods outlet
 - hotel
 - petrol filling station
 - place of worship
 - tourist accommodation.
- 3 Development should be in accordance with the following Concept Plan Maps:
 - (a) [Concept Plan Map PAdE/21 - Northgate Neighbourhood Activity Centre](#)
 - (b) [Concept Plan Map PAdE/48 - Northgate Land Use and Access](#).

- 4 Non-residential development should be located within designated activity centres except where they:
 - (a) comprise small scale uses that serve the local community
 - (b) are of a nature and scale consistent with the character of the locality
 - (c) do not compromise the capacity to achieve coordinated activity centre development
 - (d) do not detrimentally impact on the amenity of nearby residents.
 - (e) comprise the establishment of allied health services adjacent to the existing Hampstead Rehabilitation Centre or with frontage to Hampstead Road that complement and expand the existing health services provided
- 5 Development should not be in the form of entertainment venues and/or licensed premises that provide live music.
- 6 Development listed as non-complying is generally inappropriate.

Form and Character

- 7 Development should be consistent with the desired character for the zone.
- 8 Development of three or more storeys in height should ensure that:
 - (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 9 Dwellings within designated activity centres, directly abutting designated activity centres or directly abutting public open spaces greater than 2000 square metres should achieve a minimum net residential site density of 45 dwellings per hectare.
- 10 Development should be 3 storeys or less except where located in a designated activity centre or adjacent to public open space where development should be 6 storeys or less.
- 11 The visual massing and height of buildings in activity centres should be progressively reduced at the interface with lower density residential development.
- 12 Garage top apartments that share the allotment and services of the main dwelling should:
 - (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
 - (b) front a street that provides rear access for vehicles
 - (c) complement the existing dwelling or mixed use building.

Vehicle Parking

- 13 Development should provide vehicle parking in accordance with Table PadE/10-Off-street vehicle parking for the Suburban Neighbourhood Zone.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

- 14 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with 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) constructed in accordance with any approved building envelope plan
 - (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height.
- 15 Dwellings developed to both side boundaries, except where there is less than 25 square metres of private open space, should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

Setbacks from the Side Boundary

- 16 Walls of dwellings set back from the side boundary should be designed in accordance with the following:

Wall height (measured from natural ground level)	Minimum setback from side boundaries (metres)
For any portion of the wall less than or equal to 7 metres	0.9
For any portion of the wall greater than 7 metres	0.9

Front Setbacks

- 17 Dwellings and residential flat buildings should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling) for residential uses and 3 for non residential uses
From the primary road frontage of all other roads	0 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage that is an arterial road	0 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the

Minimum setback	Value (metres)
	setback of that dwelling)
Minimum setback to a secondary road frontage that is not an arterial road	0

Setbacks from Rear Boundaries

- 18 The walls of detached, semi-detached and row dwellings should be set back from rear boundaries, except where the rear boundary adjoins an access way, in accordance with the following parameters:

Allotment size (square metres)	Ground floor minimum setback (metres)	Second storey minimum setback (metres)	Third storey or more minimum setback (metres)
≤300	0	0	0 plus any increase in wall height over 6 metres
>300	3	3	3 plus any increase in wall height over 6 metres

- 19 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with 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) constructed in accordance with any approved building envelope plan.

Site Area

- 20 A dwelling should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Minimum area (square metres)	Minimum frontage (metres)
Detached (except where constructed boundary to boundary)	200 minimum allotment area	8
Semi-detached	150 minimum allotment area	4.8
Row dwelling and detached dwelling constructed boundary to boundary	100 minimum allotment area	No minimum
Group dwellings and/residential flat building (1 and 2 storey)	100 average site area per dwelling	No minimum

- 21 The minimum site area requirements specified can be reduced where the division is accompanied by a building envelope plan detailing building footprints and wall heights that demonstrates that the development contributes to the desired character of the zone and where one of the following applies:

- (a) the allotment(s) is located within 300 metres of a neighbourhood activity centre
- (b) the development includes 15 per cent affordable housing
- (c) the allotment(s) is within 300 metres of public open space with a minimum area of 2000 square metres
- (d) immediately adjacent to an extensively landscape corridor linking public open space areas;

Open Space

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

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

Garages, Carports and Residential Outbuildings

23 Garages, carports and residential outbuildings should not dominate the streetscape and be designed within the following parameters:

Parameter	Value
Maximum floor area	No maximum
Maximum wall height	No maximum
Maximum building height	No maximum
Minimum setback from a primary road frontage	Garages and carports sited no closer to the primary road frontage than any part of its associated dwelling and in any other case, be set back a minimum of 5.5 metres Outbuildings should not protrude forward of any part of its associated dwelling
Minimum setback from a secondary road frontage	0.9 metres or in line with the existing dwelling

Parameter	Value
Minimum setback from a vehicle access way	0 metres
Maximum length along the boundary	8 metres or 50 per cent of the length along that boundary (which ever is the lesser)
Maximum frontage width of garage or carport with an opening facing a rear access lane	No maximum
Maximum frontage width of garage or carport with an opening facing the street	No maximum

Local and Neighbourhood Activity Centres

- 24 Neighbourhood activity centres identified on [Concept Plan Map PAdE/48-Northgate Land Use and Access](#), should be of a scale and distribution that does not impede the development of **four local and one** neighbourhood centres to be established within the zone and maximises households within walking distance.
- 25 Designated local and neighbourhood activity centres should:
 - (a) maximise their role as a neighbourhood focus by including a range of community facilities
 - (b) be physically connected with surrounding residential areas by:
 - (i) avoiding large expanses of vehicle parking that physically separates the activity centre from surrounding residential areas
 - (ii) including pedestrian and cycle linkages that enable residents to comfortably walk and cycle directly from residential areas to and also within activity centre facilities
 - (c) orient development towards and near to public spaces and street frontages
 - (d) incorporate, where possible, mixed use development along the edges to provide a transition from activity centre uses to residential areas
 - (e) include shelter for pedestrians along public streets and internal access ways
 - (f) ensure building façades create diversity of interest and have the appearance of an aggregation of small buildings
 - (g) ensure roof forms are varied and do not include large expanses of roofline that are visible from the public domain
 - (h) ensure buildings address the street frontage and open spaces with servicing areas generally accessed via rear lanes or internal to the centre and not visible from public streets.
- 26 Development within designated activity centres should have **a zero or minimal setback** to the primary road frontage.

Land Division

- 27 Land division should identify allotments capable of accommodating **four local and one** neighbourhood activity centres in the locations identified on [Concept Plan Map PAdE/48-Northgate Land Use and Access](#).

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Bulky goods outlet	Except within the Neighbourhood Activity Centre as shown on Concept Plan Map PAdE/21 Northgate Neighbourhood Activity Centre
Crematorium	
Dairy	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Industry	
Intensive animal keeping	
Public service depot	
Road transport terminal	
Service trade premises	
Stock slaughter works	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

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

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

Category 1	Category 2
------------	------------

Category 1	Category 2
Advertisement	All forms of development not listed as category 1, except for the following:
Aged persons accommodation	Shop or group of shops where it is located outside the Northgate Neighbourhood Activity Centre Concept Boundary as shown on <i>Concept Plan Map PAdE/21 – Neighbourhood Activity Centre</i> and it has a maximum gross lease able floor area of more than 500 square metres.
All forms of development that are ancillary and in association with residential development	
Community Centre	
Consulting Room	
Dwelling	
Educational Establishment	
Nursing home	
Office	
Place of worship	
Personal service establishment	
Pre-school	
Primary School	
Residential flat building.	
Retirement village	
Shop or group of shops where it is located within the Northgate Neighbourhood Activity Centre Concept Boundary as shown on <i>Concept Plan Map PAdE/48 – Land Use and Access</i> and it has a maximum gross lease able floor area of no more than 500 square metres.	
Supported accommodation	

ATTACHMENT E

Table PAdE/10 – Off-street Vehicle Parking Requirements for the Suburban Neighbourhood Zone

The following vehicle parking requirements apply to development specifically in the Suburban Neighbourhood Zone.

- 1 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.
- 2 Residential development, in the form of residential flat buildings and residential development in multi-storey buildings should provide vehicle parking in accordance with the following rates:

Location of development within the zone	Number of required vehicle parking spaces	
	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Whole of the Suburban Neighbourhood Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling

- 3 Row, semi-detached and detached dwellings should provide off-street vehicle parking in accordance with the following rates:

Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
1 or 2 bedrooms	1
3 bedrooms on sites 165m ² or less	1
3 + bedrooms	2

- 4 Non-residential development should provide off-street vehicle parking in accordance with the following rates:

Location of development in the zone	Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Whole of the Suburban Neighbourhood Zone	4 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

ATTACHMENT F

Overlay Maps Table

Overlay Maps

Overlay Map - Type	Overlay Map Numbers
Location	PAdE/1, PAdE/2, PAdE/3, PAdE/4, PAdE/5, PAdE/6, PAdE/7, PAdE/8, PAdE/9, PAdE/10, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Transport	PAdE/1, PAdE/2, PAdE/4, PAdE/5, PAdE/6, PAdE/7, PAdE/10, PAdE/11, PAdE/13, PAdE/14, PAdE/15, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Heritage	PAdE/4, PAdE/5, PAdE/6, PAdE/10, PAdE/11, PAdE/12, PAdE/16, PAdE/17, PAdE/18, PAdE/21, PAdE/22, PAdE/23, PAdE/25, PAdE/26, PAdE/27, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Development Constraints	PAdE/1, PAdE/6, PAdE/7, PAdE/8, PAdE/9, PAdE/10, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Natural Resources	PAdE/1, PAdE/3, PAdE/5, PAdE/7, PAdE/8, PAdE/9, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, PAdE/17
Affordable Housing	PAdE/32, PAdE/33,
Noise and Air Emissions	PAdE/32, PAdE/33,
Strategic Transport Routes	PAdE/32

ATTACHMENT G

Concept Plans Table

Concept Plan Maps

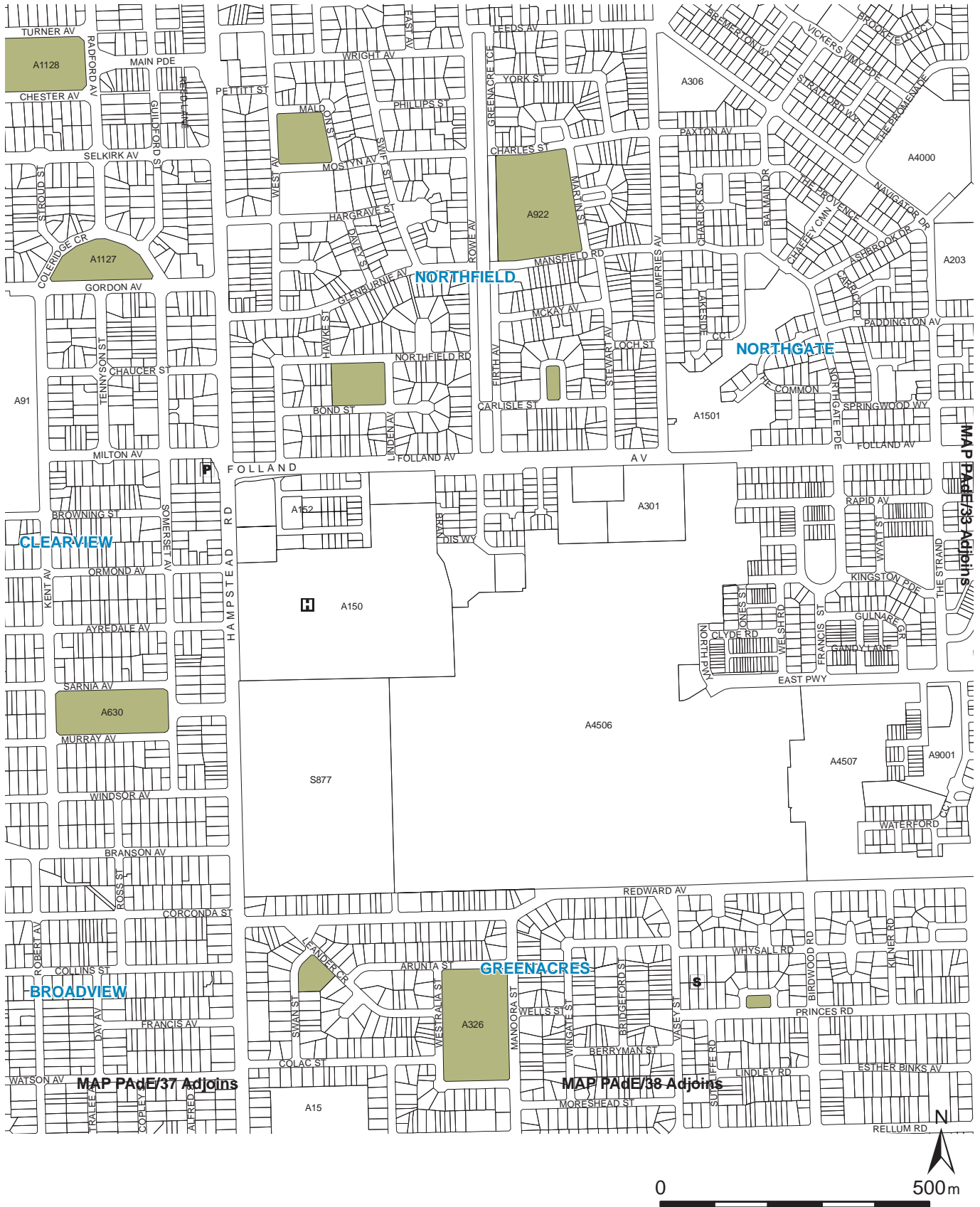
Concept Plan Title	Concept Plan Map Numbers
North Haven Marina	PAdE/1
Barker Inlet Wetlands	PAdE/2
Gilles Plains District Centre	PAdE/3
Greenacres District Centre	PAdE/4
Sefton Park District Centre	PAdE/5
Port Adelaide Stormwater Management	PAdE/6
Gillman Coastal Resource Recovery Precinct	PAdE/7
Angle Park Light Industry Zone	PAdE/8
State Sports Park Precinct	PAdE/9
State Sports Park Impervious Areas	PAdE/10
Islington Land Use and Interface	PAdE/11
Islington Access and Movement	PAdE/12
Oakden Mixed Land Use Arrangement	PAdE/13
Lefevre Peninsula/Barker Inlet	PAdE/14
Blair Athol Neighbourhood Centre	PAdE/15
Broadview Neighbourhood Centre	PAdE/16
Enfield Neighbourhood Centre	PAdE/17
Grand Junction Road Neighbourhood Centre	PAdE/18
Hampstead Gardens Neighbourhood Centre	PAdE/19
Klemzig Neighbourhood Centre	PAdE/20
Northgate Neighbourhood Activity Centre	PAdE/21
Pauls Drive Neighbourhood Centre	PAdE/22
The Parks Neighbourhood Centre	PAdE/23
Windsor Gardens Neighbourhood Centre	PAdE/24
Alberton Oval Recreation Zone	PAdE/25
Western Regional Park Recreation Zone	PAdE/26
Port Adelaide Centre Traffic and Transport	PAdE/27
Port Adelaide Townscape and Waterfront Development Areas	PAdE/28
Port Adelaide Key Visual Elements	PAdE/29
Avicennia Waters Policy Area	PAdE/30
Cruickshank's Corner Policy Area	PAdE/31
Dock One Policy Area	PAdE/32
East End Policy Area	PAdE/33
Fletcher's Haven Policy Area	PAdE/34

Concept Plan Title	Concept Plan Map Numbers
Hart's Mill Policy Area	PAdE/35
Mainstreet Policy Area	PAdE/36
McLaren's Wharf Policy Area	PAdE/37
Newport Quays Policy Area	PAdE/38
North Bank Policy Area	PAdE/39
Old Port Reach Policy Area	PAdE/40
Port Adelaide State Heritage Area Policy Area	PAdE/41
Port Approach Policy Area	PAdE/42
Railways Policy Area	PAdE/43
Retail Core Policy Area	PAdE/44
Southern Approach Policy Area	PAdE/45
Southern Gateway Policy Area	PAdE/46
Woolstores Policy Area	PAdE/47
Northgate Land Use and Access	PAdE/48
Boarding Houses	PAdE/49
Residential East	PAdE/50

ATTACHMENT H

Location Map, Zone Maps and Policy Area Maps

MAP PAdE/23 Adjoins



Location Map PAdE/32

- | | |
|----------|----------------|
| S | School |
| P | Post Office |
| H | Hospital |
| | Local Reserves |

PORT ADELAIDE ENFIELD COUNCIL

C	Commercial
Cu	Community
LCe	Local Centre
R	Residential
SN	Suburban Neighbourhood
	Zone Boundary

PORT ADELAIDE ENFIELD COUNCIL

[illegible]

C	Commercial
DCe	District Centre
HIn	Home Industry
In	Industry
Lin	Light Industry
LCe	Local Centre
MU(O)	Mixed Use (Oakden)
NCE	Neighbourhood Centre
R	Residential
SN	Suburban Neighbourhood
	Zone Boundary



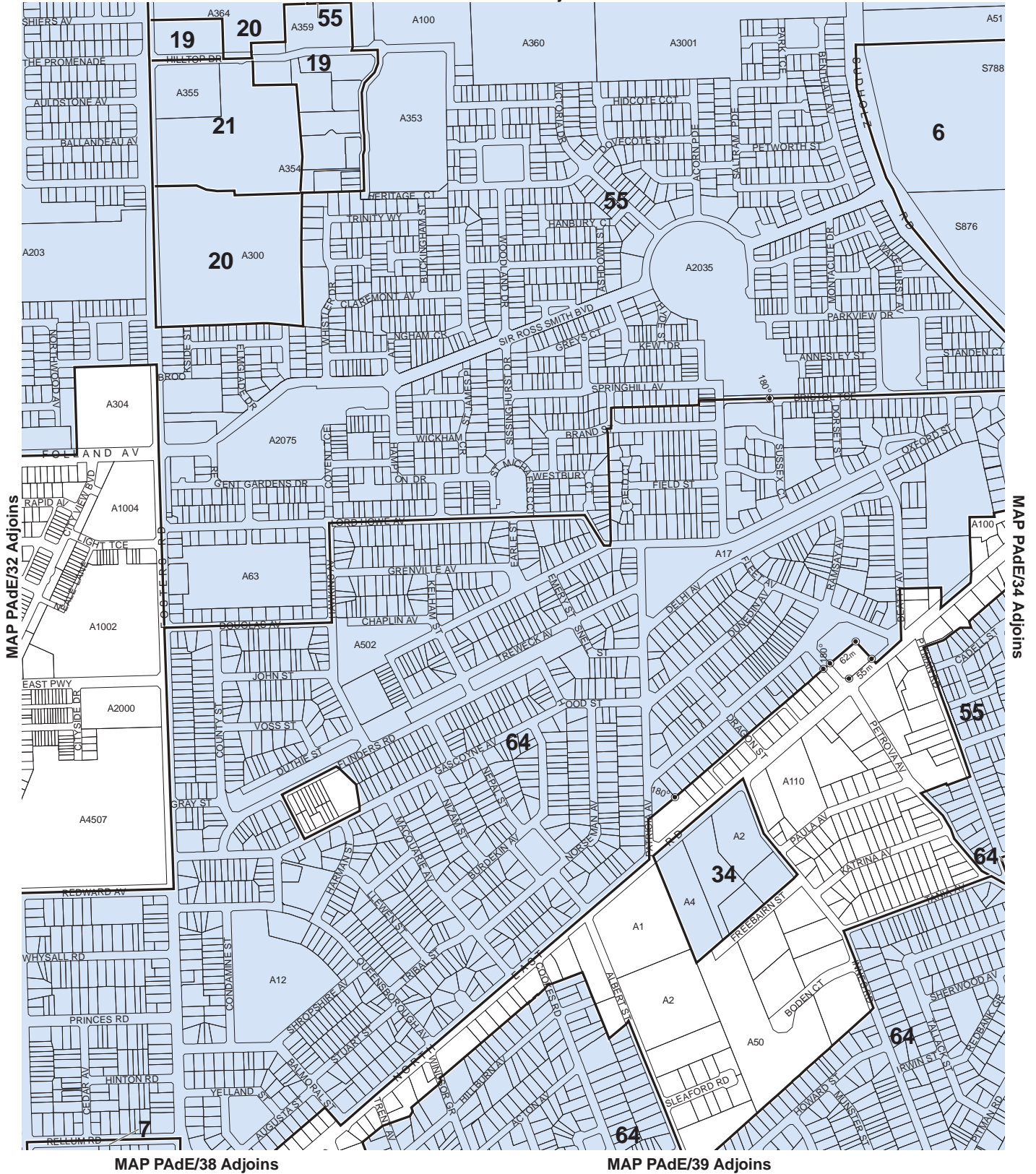
PORT ADELAIDE ENFIELD COUNCIL

[illegible]

PORT ADELAIDE ENFIELD COUNCIL

 Policy Area Boundary

MAP PAdE/24 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

- 19 Commercial
- 20 Institutions
- 21 Recreation and Sporting
- 34 Windsor Gardens
- 55 Comprehensive Development
- 6 Gilles Plains
- 64 Residential East
- 7 Greenacres



Policy Area Map PAdE/33

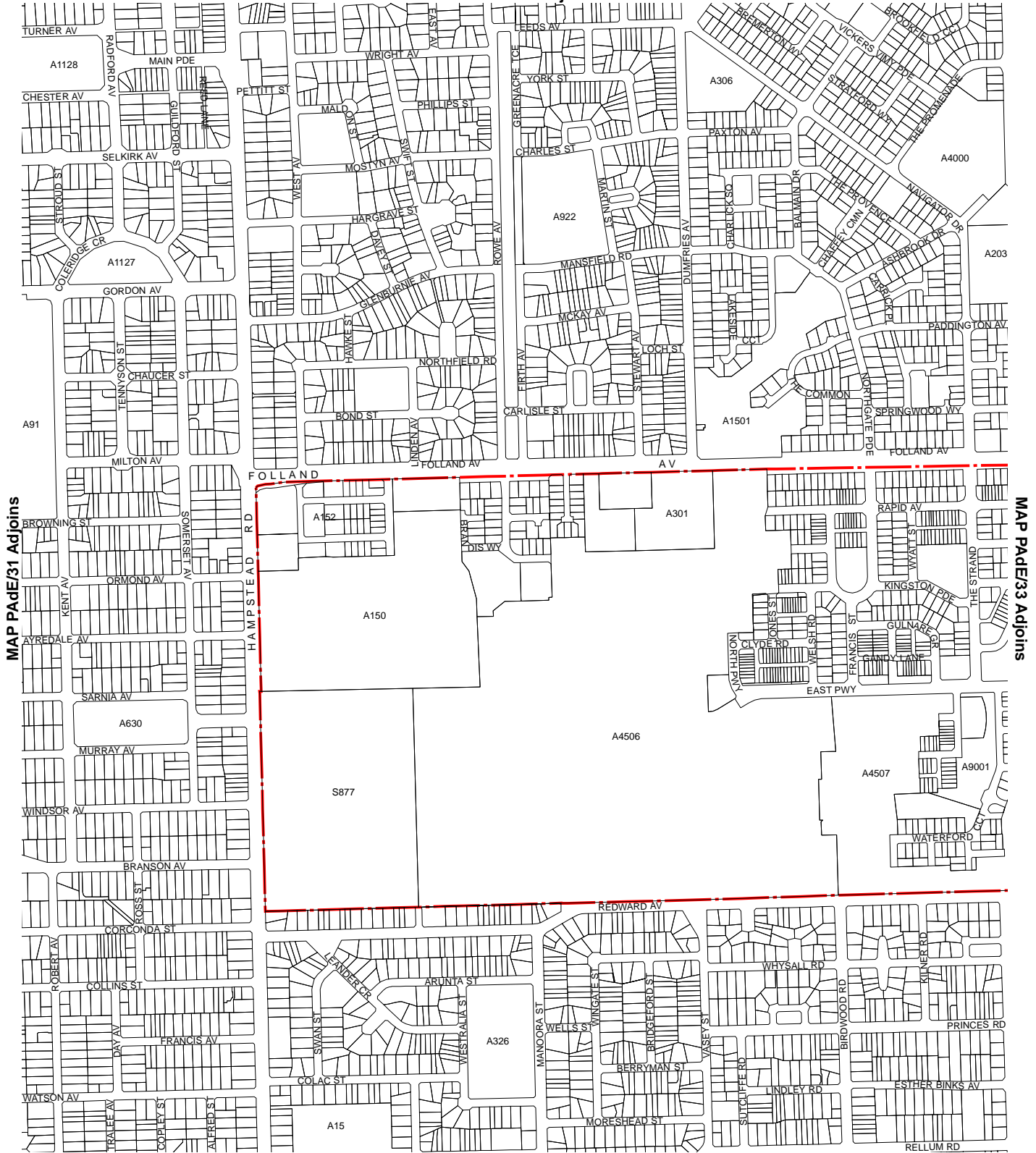
Policy Area Boundary

PORT ADELAIDE ENFIELD COUNCIL

ATTACHMENT I

Overlay Maps

MAP PAdE/23 Adjoins



MAP PAdE/37 Adjoins

MAP PAdE/38 Adjoins

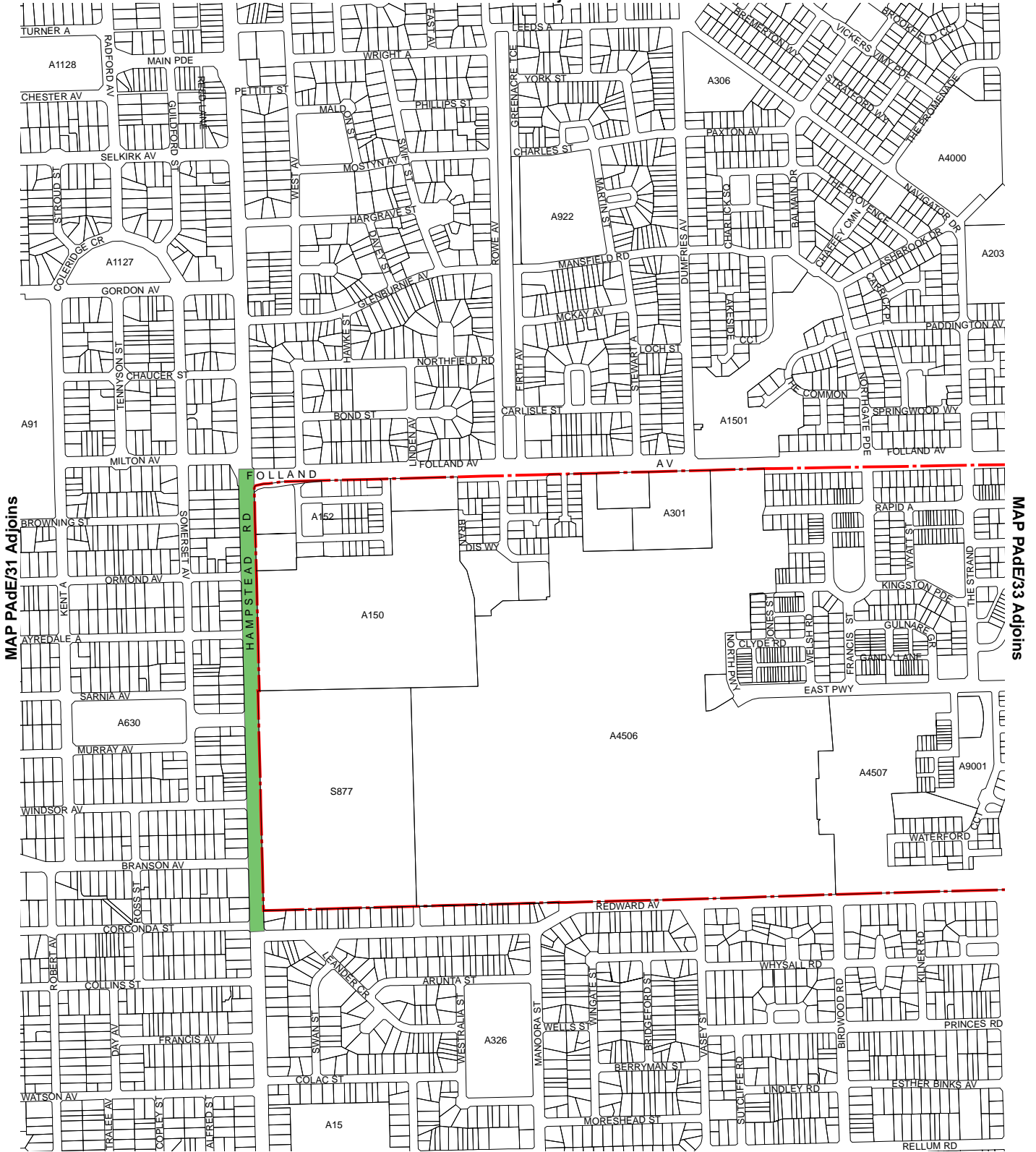


Overlay Map PAdE/32 AFFORDABLE HOUSING

PORT ADELAIDE ENFIELD COUNCIL

 Designated Area

MAP PAdE/23 Adjoins





MAP PAdE/37 Adjoins

MAP PAdE/38 Adjoins

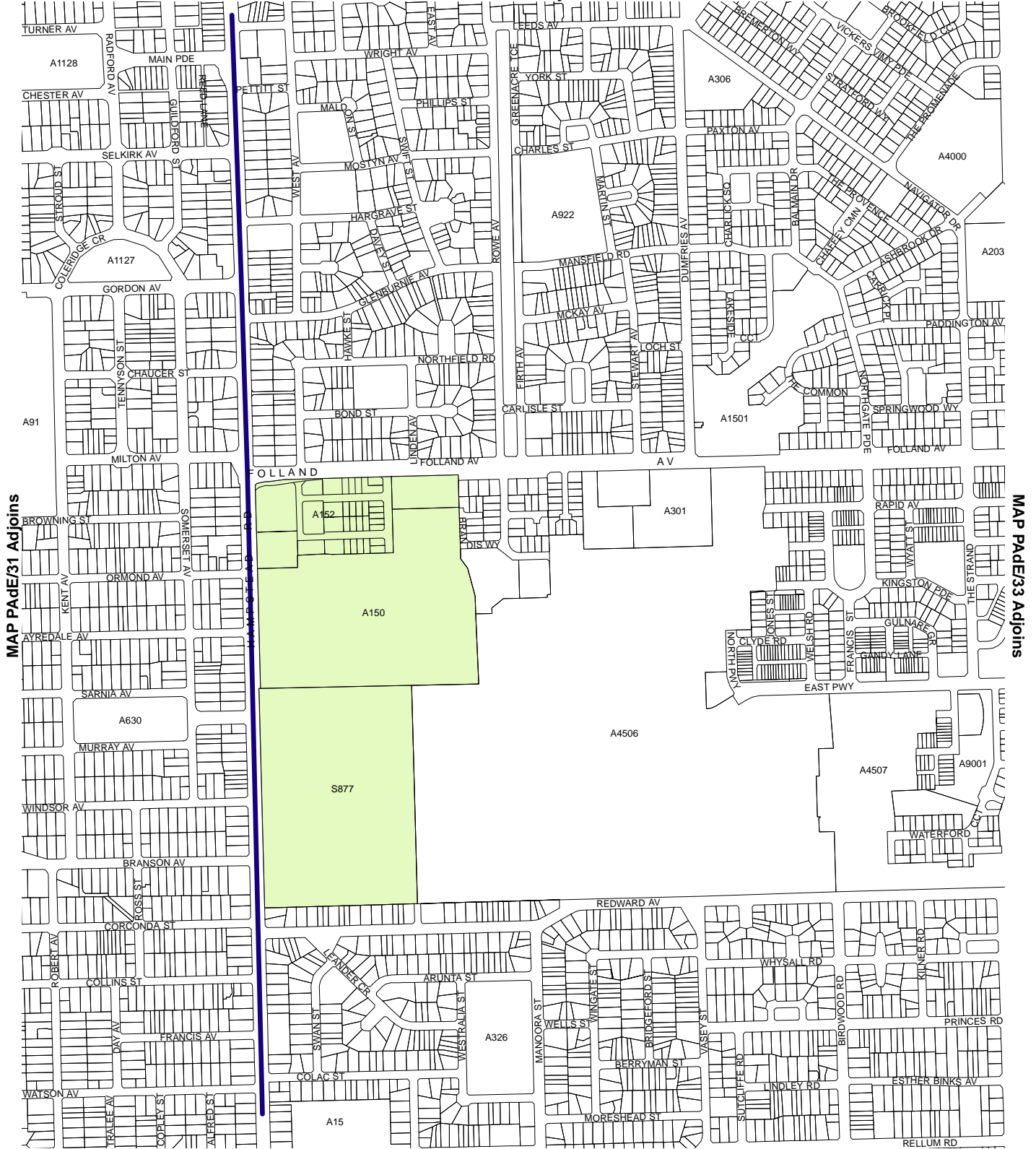


Overlay Map PAdE/32 NOISE AND AIR EMISSIONS

PORT ADELAIDE ENFIELD COUNCIL

-  Designated Area
-  Designated Road: type A road

MAP PAdE/23 Adjoins



MAP PAdE/37 Adjoins

MAP PAdE/38 Adjoins



Overlay Map PAdE/32

STRATEGIC TRANSPORT ROUTES

PORT ADELAIDE ENFIELD COUNCIL

- Designated Area
- Strategic Transport Route

MAP PAdE/39 Adjoins



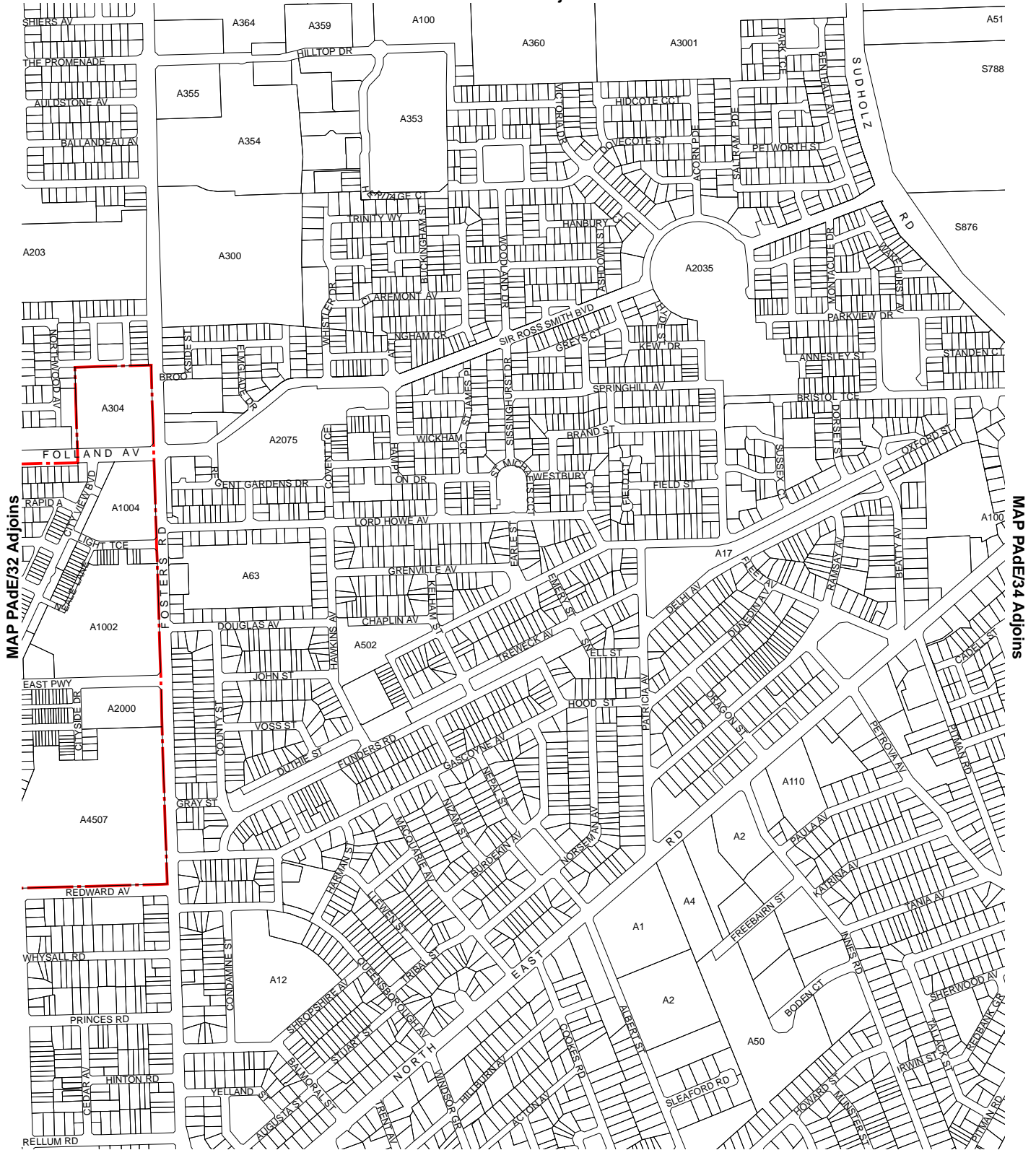
Overlay Map PAdE/33

AFFORDABLE HOUSING

PORT ADELAIDE ENFIELD COUNCIL



MAP PAdE/24 Adjoins



MAP PAdE/38 Adjoins

MAP PAdE/39 Adjoins



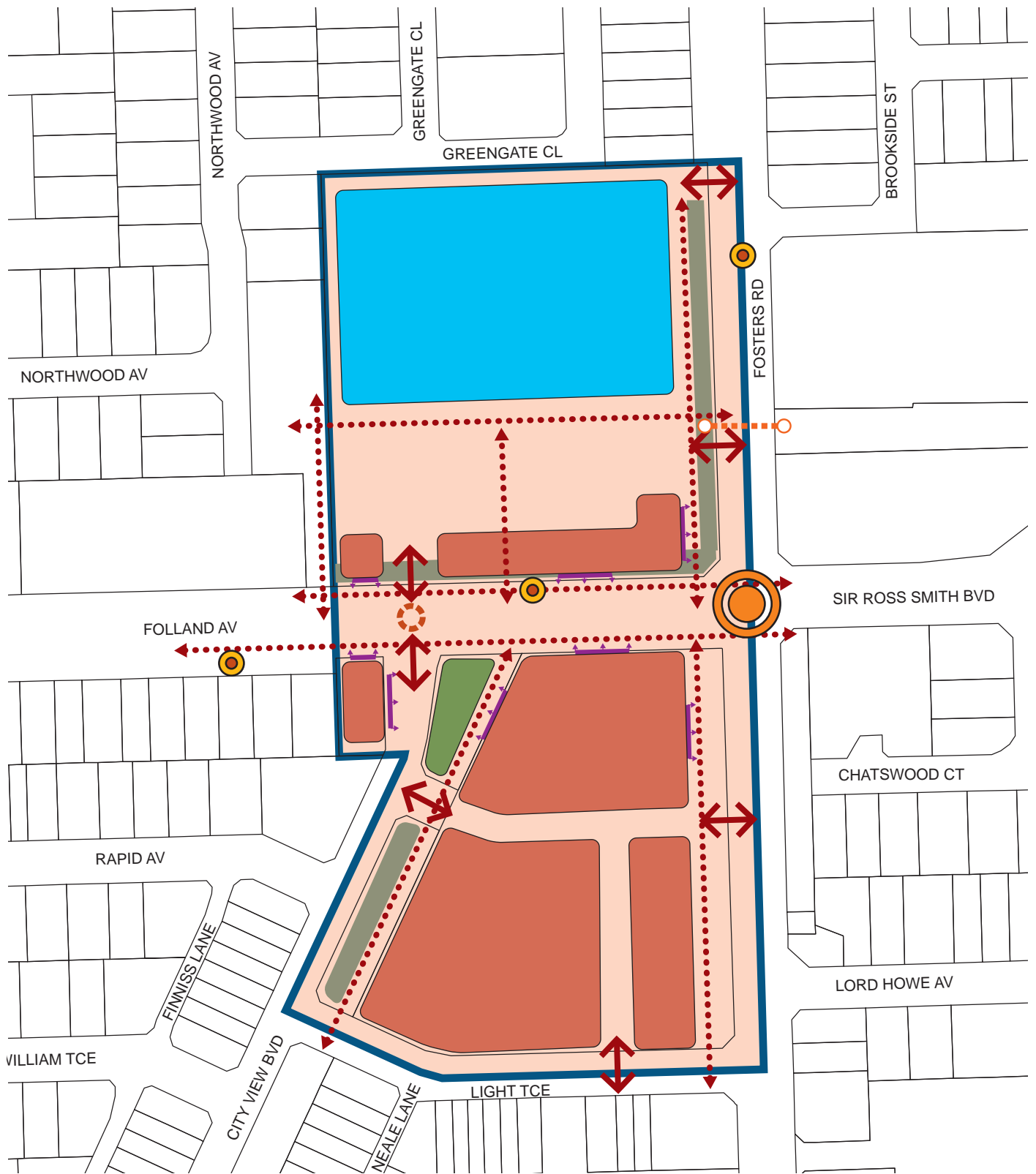
Overlay Map PAdE/33 NOISE AND AIR EMISSIONS

PORT ADELAIDE ENFIELD COUNCIL

 Designated Area

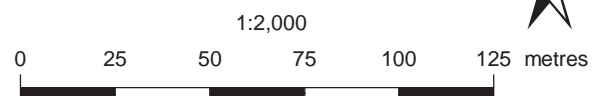
ATTACHMENT J

Concept Plan Maps



- Suburban Neighbourhood
- Mixed Use and Higher Density Development
- Civic / Plaza Space
- Retail and Commercial
- Active Frontage
- Landscaping
- New Signalised Intersection
- Public Transport Node (Bus Stop)
- Vehicle Access
- Pedestrian Links
- Pedestrian Crossing

- Concept Boundary
- Dual Lane Roundabout

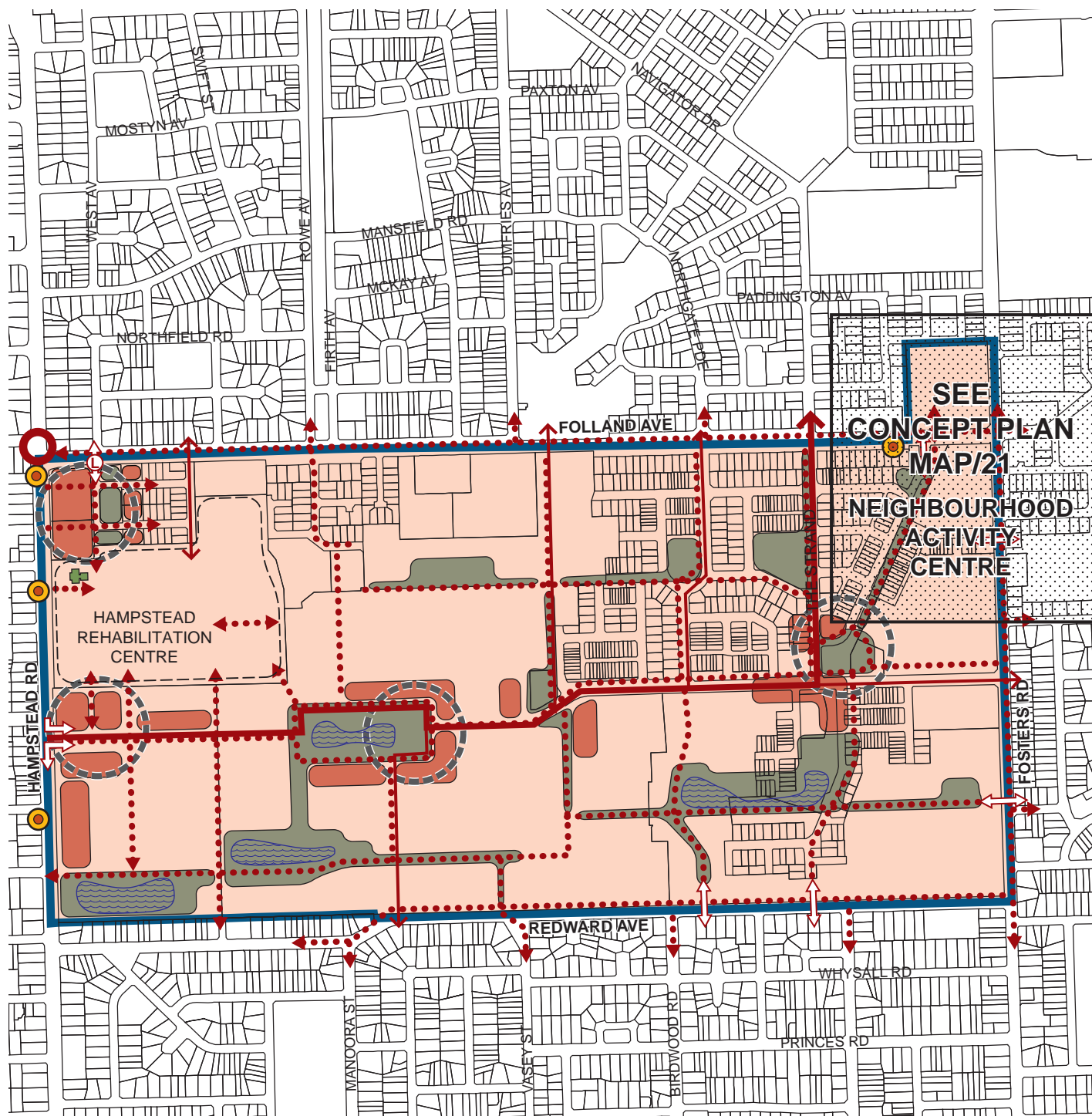


Concept Plan Map PAdE/21

NORTHGATE

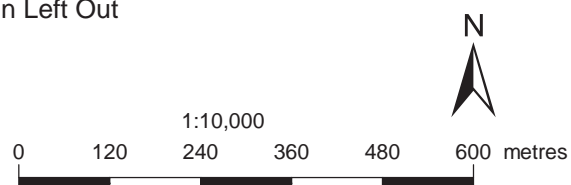
NEIGHBOURHOOD ACTIVITY CENTRE

PORT ADELAIDE ENFIELD COUNCIL



- Suburban Neighbourhood
- Mixed Use and Higher Density Development
- State Heritage Items
- Public Open Space
- Local Activity Centre
- Stormwater Management System
- Public Transport Node (Bus Stop)
- Major Collector Road and Bus Route
- Minor Local Road
- Major Pedestrian/ Bicycle Links
- Concept Boundary

- Existing Signalled Intersection
- Minor Local Vehicle Access
- New Intersection (Left In/Left Out/Right In)
- Left In Left Out



Concept Plan Map PAdE/48

NORTHGATE

LAND USE AND ACCESS

PORT ADELAIDE ENFIELD COUNCIL



Government of South Australia

Department of Planning,
Transport and Infrastructure

Port Adelaide Enfield Council

NORTHGATE

**Approval Development Plan
Amendment**

By the Minister

**EXECUTIVE SUMMARY AND
ANALYSIS RELEASED FOR
CONSULTATION FROM 10 May 2012
TO 4 July 2012**

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EXECUTIVE SUMMARY

INTRODUCTION

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

In this case, the Minister is undertaking the amendment because he is of the opinion that the issues are of significant social and economic importance (criteria specified in Section 24(1)(g) of the Act).

The amendment will also ensure that the development of the affected area occurs in a manner that is consistent with *The 30 Year Plan for Greater Adelaide* (The 30 Year Plan). The affected area is one of the few remaining larger infill areas close to the City centre that can be developed in a master planned manner. There is a need to take advantage of this opportunity to ensure that the development can make a full contribution to the dwelling targets for the northern region.

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

A DPA consists of:

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

NEED FOR THE AMENDMENT

This DPA is proposing to update the policies that apply to that part of Northgate generally bounded by Hampstead Road, Folland Avenue, Redward Avenue and Fosters Road and including the Northgate Shopping Centre.

Objectives of the DPA

The key aims of this DPA are to:

- Review policy as it relates to sites bounded by Folland Ave, Fosters Road, Hampstead Road and Redward Ave (including the Lightsview development site and Lot 152 at the corner of Hampstead Road and Folland Ave) to enable and guide new and innovative housing, including policy relating to:
 - affordable housing
 - on site and on street car parking
 - private open space
 - dwelling setbacks (front, side and rear)
 - maximum wall heights for dwellings constructed on side boundaries

- laneway development (including appropriateness of mews development, bin storage, car parking, shared pedestrian and vehicle use, landscaping and safety)
 - provision of public open space and stormwater management
 - residential flat buildings
 - complying development provisions.
- Review policies for the remainder of the area bounded by Folland Ave, Hampstead Road, Redward Ave and Fosters Road with a view to identifying a suitable range of uses, including higher density residential for newly created Lot 152 (on the corner of Folland Ave and Hampstead Rd-recently disposed land which was formerly part of the Hampstead Rehabilitation Campus).
 - Review policies over the Hampstead Rehabilitation Campus site to allow the Rehabilitation Campus to continue its operations on the site and expand or be improved as required.
 - Review policy of the Ross Smith Secondary School site to identify a suitable range of uses for this site and integrate it with the adjoining development site and remainder of the area affected.
 - Review policy to provide for a mixed use precinct within the north-east corner of the Lightsview site at Northgate to encourage and support links across Folland Avenue to the existing Neighbourhood Centre Zone (corner of Folland Ave and Fosters Road).
 - Review policy of the Northgate Shopping Centre to enable and guide provision of mixed use activities, including residential over retail/commercial, and to allow for greater integration with the Lightsview site.
 - Ensure overall integration of development within the area bounded by Folland Ave, Hampstead Road, Redward Ave and Fosters Road.

Envisaged outcome

It is envisaged that the amended policy will continue to promote predominantly residential development (including affordable housing) but will allow more local shopping, cafes, restaurants, community services, recreation activity and offices to be integrated into the development as well as allow residential development within the shopping precinct.

The review of the policy needs to take into account the following:

- the desire for policy that seeks a high standard of design outcomes for buildings, streetscapes, open space and public places;
- the requirement for alignment with the vision outlined in The 30 Year Plan and which allows a mix of dwelling types supported by public transport, local services and high quality public and open space set within a walkable neighbourhood;
- the potential impact that the above form of development could have on surrounding residential areas;
- the provision of adequate infrastructure, stormwater management and services to support the new development and community.

This amendment will apply relevant policy from the South Australian Planning Policy Library to the area affected where appropriate as well as local policy considered necessary in pursuit of envisaged and desired outcomes. This means that the policy will be consistent with policy in other parts of Adelaide that envisage a similar form of development.

AREA AFFECTED

The area covered by the DPA includes:

- the land within the block of Folland Avenue, Hampstead Road, Fosters Road and Redward Avenue; and
- the land within Policy Area 60, which relates to the Northgate Shopping Centre.

The majority of this area affected is within a Residential Zone and includes two policy areas which apply to different parts of the land. The shopping centre is currently zoned as a Neighbourhood Centre and is covered by a separate policy area.

The table below provides a summary of the key sites and their current zoning and policy areas:

Site	Current Zoning	Current Policy Area	Development Plan Map References
Lightsview Development	Residential Zone	Northgate Policy Area 60	32 & 33
Lot 152 - Cnr Hampstead Rd and Folland Ave	Residential Zone	Residential East Policy Area 64	32
Ross Smith Site	Residential Zone	Residential East Policy Area 64	32
Northgate Shopping Centre	Neighbourhood Centre	Northgate Shopping Centre Policy Area 28	33

The Area affected is shown in Figure 1- Area Affected Map

A large part of this area is currently being developed. This development is known as Lightsview and a redevelopment is planned for a site on the corner of Hampstead Road and Folland Avenue. Options for redeveloping the former Ross Smith Secondary School site, which has now been relocated to the new Roma Mitchell Secondary College, include the introduction of a mix of land uses including community, sporting and residential. In addition, the owners of the Northgate Shopping Centre plan to upgrade the centre.

- **FIGURE 1 – Area Affected Map**

- It should be noted that there are existing developments and land uses within and adjacent to this area that are not envisaged as being subject to re-development pressures (eg Hampstead Rehabilitation Hospital, existing residential areas) albeit they form an integral consideration when developing new policy for the area affected.

PROPOSED POLICY CHANGES

The DPA proposes the following changes:

- A rezoning of all areas with an existing Residential zoning to Suburban Neighbourhood Zone, allowing for a mixed use policy approach and higher density development.
- A rezoning of the existing Neighbourhood Centre to Suburban Neighbourhood Zone to allow for mixed uses which would allow expansion of existing uses and some residential.

New Concept Plans including one that supports a “main street’ approach to Folland Ave by facilitating integration between the north-east corner of Northgate and the existing Northgate Shopping Centre.

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 the Port Adelaide Enfield Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the Development Act 1993.

CONSULTATION

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

Preliminary consultation and/or discussions have occurred with the following key stakeholders (primarily undertaken by the Lightsview Joint Venture and their planning consultants):

- City of Port Adelaide Enfield
- North East Division of General Practice
- Hampstead Rehabilitation Hospital
- Wiltja Residential Centre
- Northfield Shopping Centre
- Land Management Corporation
- Department of Education
- Department of Health
- CIC Australia Ltd
- McGropolous Pty Ltd.

The organisations and agencies that will be consulted include: :

Government Agencies:

- Department of the Premier and Cabinet
 - Aboriginal Affairs and Reconciliation
 - Office for State / Local Government Relations
- Department for Planning ,Transport and Infrastructure
 - Public Transport Division
 - Transport Services
 - TransAdelaide
 - Office of Major Projects and Infrastructure
 - Land Services Group
 - Office of the Technical Regulator (Energy)
 - Office for Recreation and Sport
 - Strategic Policy Division
 - Planning and Assessment Division
 - Aviation and Planning Coordination
- Department of Justice
 - Police Department
 - State Emergency Service
 - SA Metropolitan Fire Service
- Department of Treasury and Finance
- Department for Environment and Natural Resources

- ZeroWaste SA
- Planning and Assessment Unit
- Environment Protection Authority
- Department for Water
- Department for Education and Child Development
- Department of Further Education, Employment, Science and Technology
- Department for Communities and Social Inclusion
 - Housing SA
 - SA Community Housing Authority (SACHA)
- Department of Health
 - Hampstead Rehabilitation Centre
 - Public and Environment Health
 - Wastewater Management
 - Asset Services
- Land Management Corporation.

Councils:

- City of Port Adelaide Enfield

Organisations likely to have an interest:

- Conservation Council of SA
- Adelaide and Mount Lofty Natural Resources Management Board
- ETSA Utilities
- Origin Energy
- ElectraNet
- South Australian Active Living Coalition
- SA Water
- SA Freight

Members of Parliament:

- Hon Robyn Geraghty, Member for Torrens

All agency and public submissions made during the consultation phase will be 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.

THE FINAL STAGE

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

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

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

ANALYSIS

1 BACKGROUND

1.1 LIGHTSVIEW DEVELOPMENT

The Lightsview development is being delivered jointly by the Land Management Corporation (on behalf of the State Government) and a private developer, CIC Australia Ltd. The planning for this project commenced a number of years ago and included the preparation of a Masterplan to guide the overall layout of the site and the development approach. The key aim was to achieve a development that:

- Created an attractive, well landscaped and liveable environment;
- Established clear movement networks for vehicles, pedestrians and cyclists;
- Offered a range and mix of innovative housing types at low to medium densities;
- Recognised the need for affordable housing;
- Achieved more sustainable outcomes in relation to energy efficiency and water use;
- Incorporated very high quality streetscapes and open space;
- Allowed mixed uses to support local needs.

To support this form of development a Development Plan Amendment was undertaken in September 2005 to introduce new policies that were considered innovative at that time. The main objective was to allow a mix of dwelling types set within a high quality suburban environment.

Over the last five years, a number of changes have occurred that have improved and refined the thinking in terms of the desired development outcomes for the development site (Lightsview). These include:

- *The 30 Year Plan for Greater Adelaide* (The 30 Year Plan) was released in March 2010, providing clearer long term direction and targets for new and infill development, with a particular emphasis on less car dependant, more walkable, mixed use development with good access to public transport;
- There is much greater understanding and support for promoting an active and healthy lifestyle by including high quality and well connected walking and cycling paths and encouraging active use of public and open space;
- A commitment to the provision of 15% affordable housing and more practical experience of how this can be delivered;
- Testing of the new Policy Area 50 provisions, which were the outcome of a Ministerial DPA in 2005, in the first stages of the development has highlighted the need for some refinement;
- Construction and sales records show a greater than expected market preference for an even greater mix of dwelling types, including smaller and more affordable dwellings;
- A stronger appreciation of the potential benefits of integrated mixed uses and clear community feedback that there needs to be a greater variety of local shopping and services;
- Emergence of a more sustainable form of residential development that includes comprehensive stormwater management, water use minimisation (eg through water wise landscaping) and water reuse as well as energy efficient layout and building design.

The Lightsview development and key sites in the affected area offer an opportunity to demonstrate the form of new higher density, mixed use development that is envisaged by The 30 Year Plan. However, it is necessary to review and refine the current policy in order to allow the form of development that is needed to achieve this outcome. More specifically this means:

- Ensuring that a mix of development can be achieved and that affordable housing can be delivered;
- Making better provision for mixed uses that service local needs and are easily accessible (i.e within a walkable range);
- Placing a greater emphasis on walking, cycling and public transport as a means of travel to reduce reliance on motor vehicles;

- Acknowledging the importance of providing a wide range of high quality public spaces (not just open spaces) as part of building community life and an alternative to private open space.

1.2 LOT 152 (CORNER HAMPSTEAD RD AND FOLLAND AVE)

Lot 152 (*Refer Figure 1*) has recently been created as a separate developable land parcel following a review of the land requirements associated with the ongoing operation of the Hampstead Rehabilitation Centre. The portion of land known as Lot 152 was identified as surplus to Government requirements and was recently sold via Tender into the private market.

Lot 152 previously formed part of the Hampstead Rehabilitation Centre and accommodated a variety of activities associated with the delivery of Health Care Services. A historical review of the site identifies that the site has accommodated a portion of the Hampstead Rehabilitation Centre since at least 1949.

The land was occupied by a number of buildings (which have since been demolished) together with an internal road network and landscaping comprising a number of significant trees.

The land falls within the Residential Zone of the Port Adelaide Enfield (City) Development Plan and more specifically Policy Area 43, which contains policies that are inconsistent with the policies in the adjacent Policy Area 50. The land has been cleared and is ready to be developed. It is located adjacent Hampstead Road which could facilitate the attainment of the policy direction as set out in The 30 Year Plan for the development of higher density development along identified transit corridors.

There is a need to ensure that the future development of Lot 152 is both consistent with The 30 Year Plan as well as integrated with development in the surrounding area.

1.3 ROSS SMITH SITE

The Ross Smith site is the land that previously accommodated the Ross Smith Secondary School (*Refer Figure 1*). This school has been relocated to a new campus forming part of the Roma Mitchell Secondary College. The site has now been declared surplus to need and investigations have been undertaken to explore its future development.

The site is located on Hampstead Road and, like Lot 152 is well located to support the policy direction relating to transit corridors set out in The 30 Year Plan. The site also abuts the Hampstead Rehabilitation Centre and the site of the Lightsvue Development. As such there is an opportunity to ensure that it is integrated with these developments.

1.4 NORTHGATE SHOPPING CENTRE

The Northgate Shopping Centre (*Refer Figure 1*) was developed relatively recently and it is anticipated as the Northgate development progresses that there may be a need to refine the zoning for the centre for the following reasons:

- Retail analysis undertaken in 2011 projected the need for a full-line shopping centre at Northgate. The demand for this is now becoming evident based on community surveys and feedback;
- Community surveys and feedback suggest that there is growing demand for a wider range of local services;
- The Lightsvue master planning process is seeking to create an integrated mixed use development which, ideally should be mirrored within the centre.

2 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 CONSISTENCY WITH SOUTH AUSTRALIA'S STRATEGIC PLAN

South Australia's Strategic Plan, which was updated on 8 September 2011, expresses the key priorities, visions, goals and targets that are intended to guide the activities of the South Australian Government and provides leadership to business and the wider South Australian community.

South Australia's Strategic Plan provides a framework for the activities of the South Australian Government, business and the entire South Australian community. It is also a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The following table sets out targets relevant to the DPA and the way in which Development Plan policy may advance those targets. This DPA will support the South Australia's Strategic Plan by integrating the policy directions identified below.

Strategic Plan Priorities & Targets	Commentary
<p>Priority: Our Prosperity</p> <p>Target 48: Ageing workforce participation Increase the proportion of older South Australians who are engaged in the workforce by 10 percentage points by 2020 (<i>baseline: 2010</i>)</p> <p>Target 49: Unemployment Maintain equal or lower than the Australian average through to 2020 (<i>baseline: 2004</i>)</p> <p>Target 56: Strategic infrastructure Ensure the provision of key economic and social infrastructure accommodates population growth (<i>baseline: 2010-11</i>)</p> <p>Target 45: Total population Increase South Australia's population to 2 million by 2027 (<i>baseline: 2003</i>)</p>	<p>There are a number of existing and planned operations that employ staff, some of which are 24 hour operations. The Development Plan policy can support business and local employment by:</p> <ul style="list-style-type: none"> ▪ providing an attractive working environment ▪ supporting walkable access to services and facilities ▪ ensuring a high quality public realm design including crime prevention design techniques. <p>There is a range of existing physical and social infrastructure in the region. Where there is capacity to support additional use, this should be facilitated by well designed walking and cycling links. In some cases the infrastructure is at capacity and the Development Plan policy should facilitate efficient delivery of additional infrastructure.</p> <p>The current policy supports the provision of additional housing to meet a growing population. However, the Development Plan can include policy that allows a mix of housing types is</p>

Strategic Plan Priorities & Targets	Commentary
	provided to cater for smaller households within the context of the regional setting.
<p>Priority: Our Health</p> <p>Target 82: Healthy weight Increase by 5 percentage points the proportion of South Australian adults and children at a healthy body weight by 2017 (<i>baseline: 2009</i>)</p> <p>Target 83: Sport and recreation Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020 (<i>baseline: 2011-12</i>)</p> <p>Target 78: Healthy South Australians Increase the healthy life expectancy of South Australians to 73.4 years (6%) for males and 77.9 years (5%) for females by 2020 (<i>baseline: 1999-01</i>)</p>	<p>Development Plan policy can influence these targets by creating places in which people can have a more active lifestyle with convenient access to local services.</p> <p>This can be achieved through:</p> <ul style="list-style-type: none"> ▪ a network of linear spaces that support walking and cycling and which are connected to local services, public transport and places of employment ▪ a high standard of amenity along local streets and linear spaces ▪ allowing a mix of uses that support local needs within a walkable distance ▪ providing a wide range of public and open spaces that allow active recreation and play and cater for a mix of ages and abilities
<p>Priority: Our Environment</p> <p>Target 59: Greenhouse gas emissions reduction 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 60% (to 40% of 1990 levels) by 2050 (<i>baseline: 1990</i>)</p> <p>Target 63: Use of public transport Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (<i>baseline: 2002-03</i>)</p> <p>Target 75: Sustainable water use South Australia's water resources are managed within sustainable limits by 2018 (<i>baseline: 2003</i>)</p> <p>Target 60: Energy efficiency – dwellings Improve the energy efficiency</p>	<p>Development Plan policy can contribute to this objective by reducing the reliance on private vehicles through:</p> <ul style="list-style-type: none"> ▪ supporting a more walkable, mixed use, urban form with good cycling and walking linkages to local services and facilities ▪ allowing greater density around public transport routes and activity nodes ▪ making public transport, walking and cycling as convenient and safe as possible <p>Policy can also support more efficient forms of development by:</p> <ul style="list-style-type: none"> ▪ incorporating energy efficiency into the design of dwellings (eg solar access) ▪ supporting stormwater collection and recycled water re-use in the overall design of new areas ▪ using land efficiently and where

2.2 CONSISTENCY WITH THE PLANNING STRATEGY – 30 YEAR PLAN FOR GREATER ADELAIDE (2010)

The 30 Year Planning Strategy presents current State Government directions and policy for future development in South Australia. It is the primary document that guides the nature of Development Plan zoning and policy. It also seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia.

The 30 Year Plan for Greater Adelaide (The 30 Year Plan) is the strategic document that is relevant to the area affected by this DPA. The relevant aspects of The 30 Year Plan seek to accommodate the changing needs and growth of Adelaide, by focusing development in targeted areas that have good access to public transport and by increasing the density and mix of development to cater for changing household needs. The 30 Year Plan also aims to improve the efficient use of infrastructure, reduce greenhouse gas emissions and address climate change by creating a more compact urban environment in which communities have good access to jobs, facilities and services but at the same time reducing reliance on private vehicles.

2.2.1 Strategic Context

The area affected is located within the inner-middle suburbs and is surrounded by existing development (predominantly residential), road networks, infrastructure and services. The area affected is one of the few remaining 'brownfields' sites situated relatively close to the city and therefore constitutes an important opportunity to implement The 30 Year Plan directions.

The policies and targets summarised below are those most relevant to the location and policy focus of this DPA.

2.2.2 Transport and Access

The 30 Year Plan contains a number of policies that link the location of development, particularly medium to higher density residential development, to locations that have good access to public transport and therefore good access to jobs and services.

Overall Spatial distribution

4 Locate new growth areas contiguous to transit corridors wherever possible

Transit Corridors

page 72 text Concentrate urban development around access to public transport.....transit corridors which are characterised by main road access and either have, or are earmarked to have, mass transit such as frequent bus or light rail services.

8 Designate and protect transit corridors so that a significant amount of Greater Adelaide's net dwellings growth and net jobs can be generally locatedor within 400 metres of transit corridors

The area affected abuts two designated transit corridors, Hampstead Road and Fosters Road. From January 2011 a new bus service commenced using a temporary route through the eastern end of Policy Area 50. The final route will provide a bus service between Hampstead Road and the shopping centre, along the internal major collector road, once the new access point is constructed through the Ross Smith site. Negotiations are also underway to extend the Hampstead Road 'Go Zone' from Regency Road up to Folland Ave once there is a sufficient residential population.

Based on The 30 Year Plan policy directions, land that is within 400 metres of Hampstead and Fosters Roads and the new bus route should be developed for:

- medium to higher density forms of residential development where this is compatible with the surrounding existing development;
- forms of development or activity that generate employment and have visitors or clients;
- forms of housing or supported accommodation that provide for people who may have a greater reliance on public transport (young people, older people, people with limited mobility); and/or
- non-residential development.

Recently, work has been undertaken to provide more detailed master planning for the development of the whole of Lightsview. This new Masterplan now reflects The 30 Year Plan in a more direct and consistent manner by:

- allocating sites for retirement living and aged care adjacent to Fosters Road;
- allocating land for an integrated, mixed use and higher density residential development on the corner of Fosters Road and Folland Ave;
- focusing nodes of medium density development along the new bus route in locations that are close to public open spaces.

2B *Implications for DPA:*

The current zoning and concept plans support the directions of The 30 Year Plan to some extent, however additional direction is needed to:

- *better define the type of development and mix of uses along Hampstead Road;*
- *more clearly reflect the new Masterplan for Lightsview;*
- *provide greater support for the delivery of affordable housing and dwellings for smaller households;.*
- *provide for increased residential densities along transit corridors identified within The 30 Year Plan.*

2.2.3 *Non-residential Development*

Traditionally, non-residential and residential uses have been separated to avoid impacts such as noise and traffic. However, this has meant that most people now need to rely on a private vehicle to access services, shops and facilities. The 30 Year Plan seeks to create limited areas in which there is a greater mix of uses (residential and non-residential) but at the same time, limiting the impacts on residential uses through good design and master planning.

Mixed use activity centres

28 Provide retail and other services outside designated activity centres where development will contribute to the principles of accessibility; a transit-focussed and connected city; world class design and vibrancy; and economic growth and competitiveness

29 Ensure activity centres promote mixed-use development rather than separate residential, commercial and retail developments

30 Develop higher-density residential development within and adjacent to activity centres

31 Minimise that impact of commercial activities on residential communities by ensuring that mixed-use centres comply with Structure Plan guidelines

Urban Design

3 Require new mixed-use and high-rise development to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety

The affected area includes Policy Area 50, the Northgate Shopping Centre and the land along the frontage of Hampstead Road. The current zoning and policy offers a more traditional approach that separates land uses with the Centre being zoned for only non-residential uses and with limited opportunity for such uses in the surrounding areas.

At the time that Policy Area 50 was originally master planned and the current zoning was introduced, the concept of mixed use was only just beginning to evolve. It is now recognised that more locally based, mixed uses support a more walkable lifestyle in higher density environments and are an important part of the character and community building of these areas. These activities are not intended to be destinations in their own right but rather they support the needs of the local community and employees within a walkable range.

2C *Implications for DPA:*

Greater consideration needs to be given to the location, scale, design and form of non-residential land uses within the area affected including an appropriate mix, location and distribution of uses across the area affected. Additional policy direction is needed to:

- *allow a limited amount of non-residential development outside of the current designated centres that provide walkable access to day to day services and needs for residents;*
- *cater for the needs of local employees, some of whom work 24 hour shifts;*
- *determine the location and scale of the non-residential development to create local community hubs (local activity centres) without detracting from the role of other centres;*
- *allow residential and integrated mixed use development within the Northgate Shopping Centre precinct;*
- *provide direction for the type and scale of mixed use development along Hampstead Road and Fosters Road (the transit corridors);*
- *give greater focus for the location and design of medium density development;*
- *ensure that community facilities can be located within the new areas to serve the needs of the existing and new community.*

2.2.4 Open spaces and greenways

Recognition of the importance of open space is provided in The 30 Year Plan, particularly where open space is designed to achieve a range of social, community, access and sustainability objectives.

Greater Adelaide Open Space System

- 2 Ensure open space is accessible by all communities and will:
 - Link, integrate and protect biodiversity assets and natural habitats
 - Provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres
 - Be multi-functional, multi-use and able to accommodate changing use over time
 - Incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity
 - Contain appropriate and low-maintenance species and locate trees to maximise access to shade
 - Encourage passive recreation opportunities such as provision of a variety of paths and children's play equipment

- 3 Provide neighbourhood open spaces within safe, comfortable walking distances of residents in new growth areas

Greenways

- 11 Plan and develop greenways to link parks, reserves and public facilities to provide walking and cycling access

The Lightsview Masterplan has been designed and developed to incorporate and address these issues. Other parts of the affected area can include elements that connect to the structure and approach of the Lightsview development to reinforce these principles across the area affected.

2D Implications for DPA:

There is a need to recognise the importance of open space, including linear open space that achieves a range of objectives.

Additional policy direction is needed to recognise the role of open space to achieve:

- *a range of environmental outcomes eg encouraging biodiversity through use of water bodies and a range of vegetation types and*
- *a range of social outcomes eg provide a range of spaces that cater for age groups with different needs eg active and passive spaces*

2.2.5 Non-vehicular Access

The 30 Year Plan places an emphasis on cycling and walking in order to help achieve better health outcomes and to reduce greenhouse gas emissions associated with private vehicle use. In addition to this, providing better local access assists with social fairness objectives for people who have less mobility.

The 30 Year Plan describes how the combined strategies of higher density, located in proximity to public transport, supported by a more walkable environment will achieve the key outcomes of a healthier lifestyle and reduced dependence on motor vehicles. This is also closely related to shifting the design balance from convenience and safety for vehicles to convenience and safety for pedestrians.

Communities and social inclusion

- 9 Give priority to pedestrian, wheelchair, gopher and cycle movement in neighbourhoods, which will ensure greater access for people with less mobility,

particularly children, the elderly and people with prams.

Health and well being

1 Design pedestrian and cycle friendly areas in growth areas and existing neighbourhoods to promote active communities

The new Masterplan for Lightsview incorporates a network of shared paths and linear links that have been developed in conjunction with the Active Living Coalition (an initiative incorporating Government and non-Government organisations which aims to improve the health and well-being of South Australians). These paths and networks provide linkages to key destinations within the development and beyond. They also include pocket parks or small open space nodes, which are important resting places for people who have less mobility.

However, the current Development Plan policies in the area affected place an emphasis on designing for and accommodating vehicles. This is creating some confusion about which should take priority: planning for a place that is safe, walkable and encourages walking or a place that encourages the use of private vehicles.

2E Implications for DPA:

There will always be a need to accommodate private vehicles (road design, driveways, on-street and off-street parking). However, there is a need to provide greater guidance to encourage a shift in the balance between accommodating cars and providing greater convenience and amenity for cyclists and pedestrians of all ages and ability. Some refinement of the policy is needed to clarify this issue particularly in relation to:

- *Reduction in the amount of space allocated to vehicles and an increase in the space available for cyclists and pedestrians;*
- *Reduction of road widths to help manage vehicle speeds;*
- *Providing driveways and on-street parking where it is best for the amenity and safety of the street environment.*

2.2.6 Dwelling Type and Mix

The 30 Year Plan highlights that there is a need to respond to the ageing of our population and to the trend towards a growing proportion of one and two person households. It is also recognised that housing affordability is a growing concern, both in terms of the up-front cost of housing but also the ongoing household running costs. Since the majority of the existing housing stock caters for larger households, The 30 Year Plan places an emphasis on providing more housing for smaller households (including affordable housing) in locations that are well connected to services (to reduce travel costs) and which are designed for energy and water efficiency (to reduce household bills).

Housing mix, affordability and competitiveness

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

5 Increase the total share of smaller housing, particularly around transport interchanges and co-located with services such as health and retail

Affordable housing

1 Reinforce the state government policy that at least 15% of new dwellings should meet the criteria for affordable housing.....

5 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

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

Climate Change

7 Ensure the majority of new housing is carbon-efficient. As part of this policy, the proportion of low-rise medium-density apartments and attached dwellings will be increased

The area affected is located within a middle suburban context that provides a high proportion of housing for larger households (i.e. three or more people). The new Lightsview Masterplan includes a managed approach to the provision of a wide variety of housing types including a commitment to 15% affordable housing. In addition to this, a number of key sites within the area affected have the potential to further redress the mix of housing opportunities within this context and provide a much greater mix of housing types.

The Masterplan also incorporates energy efficient design, water efficiency (including recycled water) and a less car dependant lifestyle all of which will aid in reducing living costs in the longer term.

However, the current policy is making it difficult to achieve the variety of design needed to deliver a mix of housing types. In particular, the policy is limiting the ability of the joint venture to meet the necessary price point to qualify for affordable housing. For any residential development the two major costs of housing relate to the cost of the land and the cost of the building. It is important that affordable housing dwellings are built to achieve energy and water efficiency objectives and to maintain a reasonable standard of design. This means that the only way to reduce costs to meet an affordable price range is to reduce the amount of land used. The current policies are making it difficult to achieve this price range.

2F Implications for DPA:

The policy within the affected area needs to be reviewed to:

- *more explicitly provide for a mix of dwelling types and to expand the range of dwelling types envisaged (and in particular provide for smaller and affordable housing by allowing greater flexibility in relation to criteria such as setbacks and onsite carparking and private open space;*
- *provide greater guidance on the design and location of apartment buildings.*

2.2.7 Place making and community

The 30 Year Plan highlights that the quality of the urban environment and vibrancy of community life is an important aspect of liveability. This becomes more important in areas of higher density where people can spend more of their time in the public realm.

Communities and Social Inclusion

10 Ensure urban renewal activity focuses on place making and building stronger communities.

7 Create safe and inviting public spaces that will encourage community participation by a wide range of people.

8 Provide engaging spaces where young people can congregate for social activities in a positive setting

Concepts around place making (or vibrancy) and community development can be hard to achieve through built form alone. Whilst built form can provide the setting or stage for human activity and interaction, there are many social and economic factors that have a far greater influence.

Nevertheless, providing the opportunity through built form is important and can include strategies such as:

- encouraging interaction between the existing and new residents by designing a development that encourages movement in and out of the new area;
- placing an emphasis on walking and cycling within and in and out of the area that promotes informal interaction;
- providing civic and open spaces that support informal and organised social events and casual meeting;
- creating local hubs of activity that act as meeting places, which are located in a high amenity setting (e.g. a main street, open space or place with a view) and include local services and amenities (e.g. café, restaurant, newsagent, child care, playground, public toilets, seating, shade).

2G Implications for DPA:

The current policy supports some of these elements but would benefit from greater clarity in relation to:

- *the location of walking and cycling routes that connect with the wider region;*
- *the importance of linear open spaces that include places for passive leisure;*
- *the distribution of civic and open spaces and the provision of facilities that promote social interaction;*
- *the location, form and design of local hubs (i.e. local activity nodes);*
- *the role of the neighbourhood centre, its size and variety of activity.*

2.2.8 Northern Adelaide

The 30 Year Plan identifies key dwelling, population and job targets for all the regions of greater Adelaide. The area affected is located in the Northern Region. The mapping shows that the area affected is part of a wider area designated for potential regeneration and further reinforces the role of Hampstead and Fosters Roads as transit corridors. **Refer Figure 2-Northern Adelaide Directions**

Population and dwelling targets (infill) for the Northern Region are:

20,500 – additional dwellings
46,300 – additional population

Employment (infill)

3380ha
79,000 net additional jobs

The area affected has the potential to make a major contribution to the infill dwelling targets for the Northern Region. In addition, this area has the potential to do this in a more managed and master planned way which gives greater control over the design and location of buildings and the provision of open space and access. If this opportunity is not fully realised then there will be additional pressure to meet this target in other areas and situations that may not offer a managed and master planned approach.

The provision of employment land is not a significant component of this DPA, although, there is potential to support the local, existing and planned businesses/operations and to provide for a range of small scale, small business opportunities that may also foster increases in local employment. However, it is important that this is done in a manner that adds to the employment base and does not undermine the viability of existing centres and businesses.

2H Implications for DPA:

The current policy needs to be reviewed in order to:

- *take full advantage of the opportunity to work towards meeting the infill dwelling targets for the Northern Region so that pressure can be taken off other existing areas;*

- *recognise the existing and planned local employers and support these operations by providing access to services and facilities that make working in this area pleasant and convenient;*
- *identify opportunities to incorporate appropriate non-residential uses in targeted locations across the affected area;*
- *ensure that high amenity and convenient walking and cycling connections are provided between residents/employees and local destinations.*

INSERT FIGURE 2-Norhern Adelaide Directions-30 Year Plan

2.2.9 Structure Planning

It is recognised that The 30 Year Plan contains a number of policies that apply generally to a range of design and layout issues that relate to the quality and amenity of the built environment and that should be covered through the structure planning process. The development associated with Policy Area 50 was established prior to the release of The 30 Year Plan and has undergone extensive and detailed master planning which in effect replaces the structure planning process.

The Masterplan supports a more active lifestyle and incorporates high quality open space, a network of pedestrian and cycling paths and linear green spaces and includes design principles based on:

- a high standard of urban design in built form and public spaces (controlled through encumbrance and development assessment processes);
- integration of place making strategies, community events and public art into public spaces;
- a high standard of landscaping, streetscape and open space amenity;
- incorporation of healthy by design principles including pedestrian and cycle friendly shared paths that link to adjoining areas and active open space facilities;
- incorporation of Crime Prevention Through Environmental Design (CPTED) principles
- establishment of water features, street trees and linear green belts to have a cooling effect on the neighbourhood;
- incorporation of water sensitive urban design and the use of recycled water for open spaces and landscaping.

2I Implications for DPA:

The Development Plan should be updated to recognise and reflect the Masterplan and key design directions in relation to:

- open space, linear pathways, walking & cycling linkages;
- vehicle access and public transport routes;
- community activity hubs (local activity areas);
- mixed use and higher density areas.

2.3 CONSISTENCY WITH OTHER STRATEGIC DOCUMENTS

2.3.1 Strategic Infrastructure Plan for South Australia (2005/6 – 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 providers.

The Strategic Infrastructure Plan for South Australia seeks to maximise efficient investment in and use of a range of physical and service based infrastructure, particularly where this supports economic development and community well being. The key relevant elements of the Strategic Infrastructure Plan are summarised below.

Transport:

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

Land:

- Integrate residential development with infrastructure and transport planning.
- Progress major development projects including Northgate Stage 3.
- Promote changes to planning policy to increase housing densities in strategic locations and to increase affordable housing with access to infrastructure and services.

Health:

- Coordinate the development of transport and health services to improve access to

health services.

Community Services:

- Improve community access and amenity by better linking housing to transport infrastructure and services.
- Incorporate affordability objectives with the planning system so that development approval processes supports an appropriate supply of affordable and high needs housing.
- Encourage higher-density residential development in appropriate urban areas through planning for land use and infrastructure augmentation.

Energy:

- Promote energy efficiency and environmental sustainability in new residential development.
- Promote the adoption of demand-side measures that contribute to more efficient energy use and improved use of existing infrastructure.

The area affected by this DPA includes the Northgate Stage 3 projects and is well located relative to a range of urban infrastructure and services. It is acknowledged that in some cases, including parts of Northgate, stormwater and sewer services are at capacity and augmentation is required to support further urban development. There are also issues associated with high levels of traffic on suburban and major network roads. Hampstead Road is a major freight route and development should ensure that its freight role is not compromised.

There is significant opportunity to take advantage of existing public transport services and encourage integrated land use and transport planning to support the use of these services and encourage improved services. Promoting higher densities, particularly along transport routes and providing convenient, high amenity walking and cycling links will assist in supporting public transport, providing access to services and facilities and reducing car usage.

2J Implications for DPA:

The current Development Plan policies support a number of the aspects identified in the Infrastructure Plan but require greater clarity around:

- *increased densities (particularly on public transport routes);*
- *facilitating the provision of affordable housing;*
- *providing a network of walking and cycling links.*

2.3.2 Adelaide and Mt Lofty Ranges Natural Resources Management Plan

The purpose of the Adelaide and Mt Lofty Ranges Natural Resources Management Plan is to provide a framework to guide the sustainable management of natural resources, which include soil, water, native flora and fauna, geological features and ecosystems. The targets and outcomes of relevance to this DPA are summarised below.

Relevant NRM Targets	Outcomes
T1 Stormwater and waste water used	75% of stormwater used.
T2 Surface water and groundwater	All water resources meet water quality guidelines to protect environmental values.
T3 Water resources managed within sustainable limits	All water resources used within sustainable yield (allowing for variability).

The relevant strategic directions for Urban Landscapes are summarised below:

Care for Urban Landscapes

- Use metropolitan and regional open space to enhance urban biodiversity and provide corridors and links.
- Improve urban biodiversity, including in private open space.
- Minimise the impact of urban runoff on inland waters and the marine environment.
- Facilitate stormwater management and flood risk assessment.
- Protect the quality of urban runoff to maximise the potential for use of stormwater.
- Maximise the uptake of water sensitive urban design.

The area affected is a mix of undeveloped land, land undergoing redevelopment and already developed land. The land within Policy Area 50 was previously used for agricultural research and has lost most of its original biodiversity. The land is relatively flat and the nearest natural, surface watercourse is the River Torrens located approximately 1.5km from the nearest point of the affected area.

In the context of this DPA and the natural resource features of the area affected, the key issues are:

- a water wise landscaping and planting approach that minimises the need for watering whilst delivering green spaces and green corridors;
- where possible, the collection, treatment and reuse of stormwater;
- water saving design, technology and fittings;
- encourage water wise planting in private open space.

The development envisaged in the area affected will introduce new areas of open space and landscaped corridors. A commitment to the public and private use of water wise, indigenous planting is part of the landscape design concept for the Lightsview Masterplan. Species lists are included in the design guidelines for the development and a public education program is being undertaken to raise awareness of water wise gardening.

The Lightsview Masterplan has been developed based on Water Sensitive Urban Design principles and includes a stormwater treatment, storage and reuse system. This water is being made available to all residences and ultimately to the City of Port Adelaide Enfield for watering landscaped areas within Policy Area 50 and adjacent areas.

2K Implications for DPA:

The Development Plan already contains a range of policy that aims to encourage the efficient use and re-use of water resources and the protection of areas of environmental importance. However, the Development Plan should be updated to identify the areas that are designated for open space and stormwater detention, retention and treatment by the Lightsview Masterplan.

2.3.3 Housing Plan for South Australia (2005)

The South Australian Government's policy on Affordable Housing is set out in the Housing Plan for South Australia (2005). This plan contains a number of objectives and actions including:

- A target of 15% of housing in all new significant developments to be affordable, including 5% for those with high needs;

- A focus on Government lands, declared major projects and significant re-zonings of change in use as a target for implementation;
- Support for incentive based planning policy to be included in Development Plans to encourage affordable housing.

As the Lightsview development is part of a State Government Joint Venture and the Ross Smith site is surplus government land, these sites are automatically subject to the affordable housing policy. However, this policy should apply to the whole of the affected area to encourage a wider range and distribution of affordable housing options.

2L Implications for DPA:

Development Plan policy should ensure that appropriate affordable housing policy is included to support and encourage the delivery of affordable dwellings across the whole of the affected area. The DPA provides the opportunity for improved affordable housing policy to assist the objectives of the Housing Plan be achieved.

2.3.4 City of Port Adelaide Enfield Strategic Documents

There are a number of documents prepared by or for the City of Port Adelaide Enfield in recent years that have been considered in preparing this DPA. They include:

- Port Adelaide Enfield Council City Plan 2010-2016;
- Port Adelaide Enfield Open Space Plan 2006–2010;
- Port Adelaide Enfield Urban landscape Guidelines 2006–2010.

City Plan 2010 – 2016

The City Plan sets out what Council believes it can do to make a positive contribution when planning for the City's long term future and sets the direction for the Council's Corporate Plan. The City Plan has five key themes that reflect identified priorities. The relevant elements are summarised below.

Goal: A strong and sustainable local economy built in the growth of a diverse range of economic activities that provides employment and other benefits for the community

Objective	Indicator/Target
<ul style="list-style-type: none"> ▪ Strategic land use and infrastructure planning supported economic development while balancing social and environmental outcomes 	<ul style="list-style-type: none"> ▪ Economic, social and environmental effects are identified, considered and documented for major strategic land use projects

The DPA gives consideration to the impacts on and of adjacent land uses. In broad terms, the envisaged uses and the existing uses are compatible although some design consideration will be needed at the site specific level. The DPA will also seek to integrate residential and non residential land uses which in turn may provide opportunities for local employment.

Goal: A healthy and connected community that supports and values people, culture and place

Objective	Indicator/Target
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Objective	Indicator/Target
An engaged community with residents enjoying a high level of participation in community life	Services and facilities are appropriately targeted at increasing community participation in social, arts and cultural activities Increase the proportion of residents who participate in community events
An active and healthy community that has access to positive lifestyle choices	Opportunities for physical activity and incidental exercise are accessible through the provision of a network of quality open spaces, bicycle and pedestrian routes
A community that is recognised as being safe, welcoming and inclusive	Increased proportion of residents who feel part of their local community

The Masterplan for Lightsview already places considerable importance on the provision of an urban form, layout, open space and networks to support active lifestyles. This has been based on the principles identified in the *Healthy by Design* guidelines published by the Heart Foundation of Australia. Through the DPA, this approach can be extended to include the areas surrounding Policy Area 50 to further support this approach.

Goal: Natural and urban environments characterised by clean air, soil, water and biodiversity that are cared for and respected by business and the community

Objective	Indicator/Target
<ul style="list-style-type: none"> An effective and integrated approach to sustainable water management 	<ul style="list-style-type: none"> Catchment-based water management objectives and targets are met
<ul style="list-style-type: none"> The impacts of climate change on the local community, the natural environment and Council's infrastructure are identified and addressed 	<ul style="list-style-type: none"> Council's Community Climate Change Plan
<ul style="list-style-type: none"> A Council and community committed to reducing greenhouse gas emissions and water consumption 	<ul style="list-style-type: none"> Council's Energy and Water Efficiency Management Plan
<ul style="list-style-type: none"> Urban and industrial development does not have a detrimental impact on the quality of the natural environment 	<ul style="list-style-type: none"> New and existing developments incorporate best practice environmentally sustainable initiatives in design, construction and operation

The Lightsview Masterplan addresses a range of water and energy efficiency issues at the precinct level including the provision of recycled water for open space irrigation, energy efficient design standards and the design of a walkable scale community.

Goal: A vibrant and attractive City that is well-planned and accessible, with safe and healthy places to live, work and play

Objective	Indicator/Target
<ul style="list-style-type: none"> A diverse range of socially and environmentally appropriate housing to meet community needs and expectations 	<ul style="list-style-type: none"> Incorporate environmentally sustainable design elements including energy and water efficient initiatives Consider and enable increased accessibility to transport, shops and services Housing stock meets the needs of a diverse range of groups within the community
<ul style="list-style-type: none"> An integrated transport system that is safe, efficient, convenient and sustainable and that encourages the use of alternative forms of transport 	<ul style="list-style-type: none"> Public transport usage is increased in line with SA Strategic Plan targets
<ul style="list-style-type: none"> Pedestrian and cycle networks and trails that provide connections within communities and link passive and active recreation areas 	<ul style="list-style-type: none"> Council's Local Area Bike Plan
<ul style="list-style-type: none"> Urban form shaped by appropriate policy and principles of development control expressed in the Development Plan 	<ul style="list-style-type: none"> Port Adelaide Enfield (City) Development Plan is regularly reviewed and up-dated
<ul style="list-style-type: none"> An urban environment characterised by attractive and sustainable landscaping and open space 	<ul style="list-style-type: none"> Positive community perceptions about the urban environment measured through community surveys

The City Plan recognises the changing trends with respect to the growth of single and two person households and the complexities associated with re-designing the urban environment to support greater community interaction and connectedness. The DPA facilitates progression towards this goal by

It is acknowledged in the City Plan that a greater emphasis needs to be placed on alternative forms of transport and access but that the private vehicle will still need to be accommodated. The DPA aims to provide a clearer balance between accommodating the needs of private vehicles and the needs of pedestrians and cyclists.

Open Space Plan 2006 – 2010

The Open Space Plan has been developed to guide the future provision, development and management of open space within the City of Port Adelaide Enfield. Key priorities and objectives relevant to this DPA include:

- Strengthening Open Space Connections: To create stronger links to and between linear parks and other key open space, including beyond The City of Port Adelaide Enfield.
- Open Space Function and Design: To improve the appeal, safety, accessibility and useability of open space and related facilities through acceptable design and

management practices.

- Supporting Specific Groups: To broaden the recreation opportunities for specific groups in the community such as young people, families and children, older people, Indigenous communities, cultural groups and people with a disability through open space design and management practices.

Much of the Open Space Plan is based on strategies that relate to open space that existed at the time it was prepared. Little or no information would have been available about open space in the area affected at the time that the Open Space Plan was prepared because this had not yet been developed. However, the Open Space Plan highlights some design principles that could be applied to new open space planning including the following:

- Open Space in Development Areas: provide options and alternatives to facilitate the provision of open space and explore alternative allocation of open space in response to increasing density (2.83 ha per 1,000 people)
- Improving Community Appeal of Parks: Facilitate community activity through the provision of facilities, attractions, events (eg shade, shelter, seating, paths).
- Linear Parks, Trail and Links: Facilitate wider use, community connections and access by providing suitable links including the use of footpaths, residential road networks and bike routes.
- Appealing, Safe and Accessible Design: Applying principles such as Crime Prevention through Environmental Design and Supportive Environments for Physical Activity (SEPA):
 - Provide a network of highly connected links and routes that are accessible for all users with appropriate access; well lit and provisioned with seating, shade and shelter; set within a landscape that supports and engages the community.
 - Develop destinations that facilitate community activities, connect routes within a walkable environment, with a vital mix of use, form, activity, lighting and landscape that encourages a sense of community.
 - Create roads that encourage shared spaces with defined use priorities (cars lower order), with safe footpaths and cycle ways.
 - Provide high density residential areas, accessible to facilities via a connected urban environment, with a strong focus on mixed use, public transport, infrastructure, and an active urban edge
- Multi-functional Open Space: recognising the need to manage the integration of open space use with other types of uses, particularly stormwater management

The most directly relevant aspect of the Open Space Plan highlights the vision for the Eastern Suburbs Precincts namely:

Eastern Suburbs Precinct

Maintain a strong focus on open space provision in relation to urban renewal, particularly in Northgate, Stage 3. Establish appropriate open space and links to create adequate local and neighborhood facilities. Use new open space provision within Northgate to reinforce connections to other recreation areas, specifically Oakden, Hillcrest and Walkley Heights. Increase connection to existing district and regional facilities, particularly State Sports Park.

The hierarchy approach suggests that open space should be maintained to a standard that reflects its role in the hierarchy (i.e. regional space being maintained to a higher standard than local). However, it can be argued that open space in higher density areas need to be maintained to a higher standard as this plays a more important role than in areas where people have access to larger areas of private open space.

Whilst the Open Space Plan touches on strategies for provision of open space in higher density areas this is limited. It is unlikely that the Open Space Plan envisaged the type of strategic direction set out in the 30 Year Plan.

2M Implications for DPA:

There is an opportunity for policy to:

- *make provision for mixed use and support the needs of employees;*
- *support an urban form that is based on the Healthy by Design principles (recognising the importance of walking and cycling linkages in and beyond the area);*
- *support sustainability principles relating to water and energy efficiency;*
- *define the balance between giving priority to the safe and convenient movement of pedestrians and cyclists (of all abilities) and that for private vehicles;*
- *provide greater guidance on the type and quality of open space that should be provided in the affected area, particularly within a higher density context.*

2.4 CONSISTENCY WITH CURRENT POLICY DIRECTIONS

2.4.1 Concurrent Ministerial and Council DPAs

The amendments affected by this DPA will be consolidated into the Port Adelaide Enfield Council Development Plan which was recently converted to the South Australian Planning Policy Library format.

This DPA has had regard to these recent changes and has aimed to ensure that policy matters that relate specifically to the site are contained within the relevant Zone (particularly the desired character statement and concept plans). It also introduces local additions to a select group of general modules.

2N Implications for DPA:

As much as possible the policy introduced through this DPA should be directly linked to the area affected. This policy should reflect the particular location, development style and master planning elements that are specific to the area affected and its context.

2.4.2 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 South Australian Planning Policy Library. This involves adopting a more consistent structure within Development Plans, reduced duplication of policy and improved mapping. Many Councils have already undertaken a conversion of their Development Plan to the new format.

As stated above, the City of Port Adelaide Enfield has now finalised the conversion of its Development Plan through a Council DPA process. This DPA has consequently been prepared having regard to the new version of the Port Adelaide Enfield Council Development Plan.

Where possible and relevant the DPA should use policy from the Policy Library that reflects the intentions for The 30 Year Plan. Local additions are appropriate where these relate to unique aspects of the area affected. However, as much as possible the DPA should assume that the recently adopted policy allows for most development scenarios.

The following parts of the General Section of the Port Adelaide Enfield Council Development Plan have been specifically amended to reflect policy change relevant to Northgate.

General Section	
Land division	Centres and retail development
Open space and recreation	Residential development
Orderly and sustainable development	

These changes are required primarily for two reasons. Firstly it will remove references to the current Policy Area 60 and replace them with reference to the Suburban Neighbourhood Zone (effectively an update or removal of references). Secondly it introduces broader policy which is likely to be potentially applicable to future applications of the Suburban Neighbourhood Zone eg the application of policies relating to higher density mixed use development.

20 Implications for DPA:

The DPA will amend specific parts of the General Sections to introduce a number of policy changes in relation to land division, mixed use, residential development and open space, which may be potentially applicable to additional future Suburban Neighbourhood Zones.

In addition to this, consideration has also been given to recently adopted new policy which has been developed to reflect specific aspects of The 30 Year Plan. These new policies provide greater guidance for the DPA and include.

General Section	
Design and appearance	Multi-storey development
Infrastructure	Residential development
Interface between land uses	Transportation and access
Zone Sections	
Urban Corridor Zone	Suburban Neighbourhood Zone
Suburban Activity Node	Urban Core Zone
Overlays	
Affordable Housing	Strategic Transport
Noise and Air Emissions	

From the above, consideration of the Suburban Neighbourhood Zone, Multi-storey development Module and three Overlays as listed, are of particular relevance to this DPA.

Suburban Neighbourhood Zone

The 30-Year Plan for Greater Adelaide identifies a number of broadacre or large infill areas for residential growth to meet the target of having a 15-year supply of zoned urban land. The Suburban Neighbourhood Zone is intended to apply to new broad acre development areas or major infill projects of a similar scale to Northfield.

The Suburban Neighbourhood Zone is intended to be primarily of a residential character but provide scope for development to respond to changing market preferences by accommodating new

neighbourhood or local activity centres which service the new and/or existing surrounding residential areas.

The Suburban Neighbourhood Zone will predominantly provide for a range of housing types with a mix of neighbourhood scale retail, education and commercial type land uses. The land uses desired in the zone include a variety in housing forms, including affordable housing, education and local community services, local and neighbourhood scale retail and local commercial/office.

2P Implications for DPA:

The DPA will apply the Suburban Neighbourhood Zone.

General Sections-Multi-storey development module

A number of additional General modules have been developed to support the new zones. These sections are designed to be located in the General section of development plans, so that they can apply to any zone throughout the council area where relevant.

Accordingly relevant aspects of the SA Planning Policy Library and guiding principles have been taken into account in preparing the DPA.

In cases where policy contained in the new general modules has been developed to apply to mixed use areas (eg the Suburban Neighbourhood), these policy sections are necessary to be included in the development plans to support the zones (and in any instances where inconsistencies arise with other parts of development plan policy, these other policies will be adjusted). In this instance the new general module “Medium and High Density Development (4 or More Storeys)” is relevant:

2Q Implications for DPA:

The DPA will include the Medium and High Development (4 or More Storeys), from the general sections of the South Australian Planning Policy Library.

Overlay Modules

The following overlays have been introduced to the library and need to be adopted as relevant (as detailed below):

- Affordable Housing Overlay 1 (for use when land is being rezoned for more intense uses and contains a residential component).
- Strategic Transport Routes Overlay 2.
- Noise and Air Emissions Overlay 3.

Affordable Housing Overlay

Strategic context

The 30-Year Plan for Greater Adelaide contains a number of policies and targets that reinforce the state government policy that at least 15 per cent of new dwellings should meet the criteria for affordable housing (of which 5 per cent is specifically for high needs housing) in significant new developments and growth areas

Role and purpose of the overlay

The Affordable Housing Overlay should be adopted for all land where significant developments are required to provide 15% of dwellings as affordable housing. Such areas have been identified in the *30-Year Plan for Greater Adelaide* and are described in the policies above.

The 15% component applies to all residential components of significant developments (comprising more than 20 dwellings), including mixed use, retirement living and multi-unit development, as well as detached dwellings.

How the overlay relates to zoning

The Affordable Housing Overlay should apply over land where a rezoning process will provide the potential for an increased dwelling yield, such as the new Suburban Neighbourhood Zone or Urban Corridor Zone..

2R Implications for DPA:

The DPA will apply the Housing Affordability Overlay to the area proposed to be rezoned to the Suburban Neighbourhood Zone.

Strategic Transport Routes Overlay

Strategic context

The 30-Year Plan for Greater Adelaide seeks to increase development along key transport corridors. The 30 Year Plan identifies a number of categories of transport routes. The Strategic Transport Routes Overlay applies to roads that are identified as Strategic Roads, Primary Freight Routes or Secondary Freight Routes. See Maps D15 and E1 – E8A in The 30 Year Plan.

The importance of strategic transport routes are outlined in the context of:

- ensuring that industrial land is available for expanding new manufacturing industries with good access to an efficient freight network
- establishing a well-planned network of high-capacity roads capable of handling freight and passenger vehicles
- reducing congestion which can constrain the productivity of urban transport infrastructure in moving people and freight, and delivering services
- The road hierarchy established in The 30 Year Plan

The 30 Year Plan also contains the following policies and targets with respect to strategic transport routes:

- Protect the transport functionality of road and rail corridors through planning policy in Development Plans.
- Designate and protect strategic freight corridors as identified on Map D15.
- Identify and protect land for planned upgrades of major transport networks in Structure Plans.
- Increase the amount of new residential housing in those transit corridors earmarked for network expansion and upgrade.
- Give priority to increasing densities and designating types of services, such as retail, around existing interchanges and planned upgrades of railway and tram stations and bus interchanges.
- Provide for non-stop travel along the strategic north–south corridor, linking the Northern Expressway, the proposed Northern Connector, the Port River Expressway, South Road, and the Southern Expressway.

Following the release of The 30 Year Plan, the South Australian Government commenced an update of the *Strategic Infrastructure Plan for South Australia 2004/5-2014/15* to map out infrastructure priorities for the next 10 to 15 years.

The Strategic Infrastructure Plan for South Australia identifies the need for strategic transport routes to support the development of the metropolitan area. It states that “...the quantity of freight moved has increased by 70 per cent during the past two decades and is anticipated to double again from 2002 to 2020.”

Strategic priorities identified in the Strategic Infrastructure Plan therefore include:

- improving the State's competitiveness through efficient freight transport networks and improved international links
- minimising the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes
- concentrating resources on maintaining and improving existing assets rather than extending the network.

Role and purpose of the Overlay

The purpose of this overlay is to distinguish between strategic routes and other transport routes along corridors. Specific policies about protecting the strategic importance of the road as a strategic transport route have been included in the overlay.

Strategic Transport Routes have been identified and mapped in The 30 Year Plan. These routes are the most important transport routes in the transportation of freight.

Road widening policy

Protection of areas that are planned for road widening is addressed through the *Metropolitan Adelaide Road Widening Plan Act 1972*. The Design and Appearance General Policy also requires that development should not encroach into areas subject to this Act. This means that development should not occur within 6 metres of an allotment boundary that is adjacent the road subject to future road widening.

2S Implications for DPA:

The DPA will apply the Strategic Transport Overlay to the area proposed to be rezoned to the Suburban Neighbourhood Zone adjacent to roads identified in the 30 Year Plan for Greater Adelaide as a Primary Freight Route, Secondary Freight Route or Strategic Road – ie where the zone fronts Hampstead Rd

Noise and Air Emissions Overlay

The purpose of this overlay is to ensure that sensitive development is protected from noise and air emissions sources such as major roads, railway lines and mixed use development.

Noise and air quality has been linked together in this overlay as many of the policies are useful for reducing both the impacts of noise and air emissions through—for example—the location of private and communal open space at the rear of buildings, away from the emission source.

This overlay includes policies to address these noise and air quality issues at the planning stage of development. Complementary building requirements are included in the draft Minister's Specification for the Construction Requirements for the Control of External Noise.

The overlay is intended to apply to areas that are likely to be affected by noise and air emissions, in particular:

- mixed use zones—Urban Core, Urban Corridor, Suburban Activity Node and Suburban Neighbourhood Zone
- Specific Road Types

Links to building requirements for noise sensitive development

A draft Minister's Specification for the *Construction Requirements for the Control of External Noise* will soon be released for consultation and will apply to land identified in the Noise and Air Emissions Overlay. Building Rules have an important role to play in addressing external noise issues resulting from major transit corridors (road and rail) and mixed land use.

The draft Minister's Specification is proposed to comprise:

- **Performance criteria**—the acceptable internal noise standard—for Building Code of Australia class 1, 2, 3, 4 and 9c aged care buildings
- **Deemed-to-satisfy requirements**—such as window glazing, solid doors and seals, wall and ceiling insulation, alternative ventilation if necessary—based on the noise exposure at the building façade
- **Alternative solution**—an acoustic consultant report can be prepared to demonstrate compliance with the performance requirement—allowing flexible design solutions to be adopted.

The level of treatment that is required at the building façade will depend on the noise exposure, which can be determined knowing the separation distance from the building to the noise source.

Air emission mitigation

Air quality can be addressed in a number of ways through building and streetscape design that result in the dispersal of pollutants. Importantly, the formation of urban canyons that reduce air dispersion should be minimised through, for example:

- having less confined areas to enable winds and breezes to disperse and carry away air pollutants (i.e. ensure careful consideration of the orientation and continuity of open spaces, their dimension and shape, topography and the layout of buildings surrounding the area)
- stepping back the upper storeys of roadside buildings to increase dispersion of air pollutants and minimising the 'canyoning' effect of tall buildings close to the road.

The above design techniques should be supported by ensuring that air intakes and ventilation systems are not located on the road side of buildings. Note that this is assessed at building rather than planning stage.

Street trees are also valuable in improving local ambient air amenity. Landscaping also has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway or railway line.

2T Implications for DPA:

The DPA will apply the Noise and Air Emissions Overlay to the area proposed to be rezoned as the Suburban Neighbourhood Zone.

2.4.3 Residential Development Code

The Residential Development Code was introduced in 2009 to make it simpler, faster and cheaper to obtain planning and building approval for home construction and renovations. The Code resides within the *Development Regulations 2008* and expands the matters that can be assessed for planning consent as 'complying development'. If a proposal meets the measurable criteria set out within the code then it is a complying development and an approval must be issued within 10 working days.

In one sense the Code establishes a set of baseline criteria for common forms of residential development. The DPA has reviewed these criteria and where appropriate, incorporated them into the DPA. However, it is acknowledged that in a higher density, infill precinct most dwellings will not meet Code criteria and will still require a planning assessment.

2U Implications for DPA:

Policy for the area affected should therefore set standards that are compatible with those outlined in the Residential Development Code. However, for forms of development that are

intended to be assessed on merit such standards may be reduced to achieve the broader objectives for development (eg housing diversity).

3 INVESTIGATIONS PREVIOUSLY UNDERTAKEN

The following addresses previous investigations and those undertaken specifically for this DPA that relate to the affected area. It should be noted that a considerable amount of investigations have already been undertaken for the land associated with Policy Area 50 and the Ross Smith site. Few investigations are required for the Neighbourhood Centre as this is a relatively recent development that is unlikely to substantially change its form or layout in the immediate future. However, more recent investigations have been undertaken for the Lot 152 site as this has only recently become available for new development.

3.1.1 *Revised Lightsview Masterplan*

As part of the Joint Venture planning process a Masterplan was initially prepared for Precinct 1, which set out the key elements of the way in which this development would be delivered. A key aim of the Masterplan is to not only guide the direction of the development as agreed by the Joint Venture partners but to also provide the basis upon which agreements could be made with Council and state agencies with regard to the provision of infrastructure assets and services (eg stormwater, sewer, roads, public transport). The Masterplan also provides an overall framework to guide the pattern of land division and provision of open space within a 'whole of precinct' context.

The Masterplan also provides clear and up-front guidance for new residents as to the form, nature and scale of development that is located adjacent to their property. Identifying building envelopes at the land division stage does this.

This Masterplan was based on a number of key design principles including:

- Place making – design that establishes a high standard of amenity with a distinctive new character that facilitates community interaction and supports small business;
- Crime Prevention through Environmental Design – a design and layout that encourages passive and active surveillance of public places, streets, civic spaces and open spaces
- Connectivity, access and linkages – incorporation of linear linkages to key destinations and locations within and beyond the development to encourage walking, cycling and community interaction for all ages and abilities
- Sustainability – a range of design techniques and programs that support a sustainable development and lifestyle for new residents including: recycled water, six star energy efficient building designs, landscaping schedules, support for walking cycling and public transport, green corridors, access to local services
- Healthy by Design principles as set out in the National Heart Foundation's Guidelines to promote more active lifestyles and including walkable precincts, active and passive open space
- On site management of stormwater runoff – using a series of detention and retention features, located in open space settings and which link to the water recycling system.

In 2010 the Masterplan for Precinct 1 was refined and extended to cover Precinct 2. (**Refer Figure 3-Masterplan Precinct Areas**) The same principles were applied to Precinct 2 with some refinement and adaptation to take into account the features of the Precinct 2 land. The additional population projections have enabled a master plan for the whole site that better caters for local nodes of activity to offer community meeting and socialising places.

FIGURE 3-Lightsview Masterplan Precinct Areas



The Masterplan specifically deals with:

- Strategic traffic management
- Stormwater management
- Open space hierarchy
- Location of key land use types (residential areas, retirement living, aged care, minor non-residential uses, apartment development)

Other, more detailed issues will be dealt with at the staged land division level and include the specific location, distribution, proximity and number of on-street car parks, details of road reserve and carriageway widths, allotment layout and location of affordable housing.

The Masterplan acknowledges the lack of policy in the Development Plan regarding apartment design standards and makes reference to the use of the NSW Residential Flats Code as a guide for design until the DPA can cover this issue.

3A Implications for DPA:

The Lightsview Masterplan should be reflected in up-dated Concept Plans to support a consistent approach. In particular, there is a need to reflect the access and linkage arrangements as well as a number of key land use elements such as the location of non-residential activity, apartments and open space areas.

Development Plan policy should be updated to provide consistency on matters such as:

- parking rates and location
- allotment and dwelling design standards (including affordable housing)
- setbacks and private open space
- open space design, role and function
- location of apartment development and design standards

3.1.2 Lightsview Village Centre Masterplan (May 2009)

The Lightsview Village Centre Masterplan was prepared to provide design guidance for the development of two sites near the southwest corner of the intersection of Fosters Road and Folland Ave (opposite the current shopping centre). The original Masterplan for Precinct 1 envisaged a complimentary extension of the centre activity associated with the Northgate Village Shopping Centre. Given the growth in population in the area, it was anticipated that additional retail and complimentary non-residential development would be required to support the needs of the population.

The site is intended to be an integrated mixed use development, with non-residential activity on the ground floor and apartments above. The Masterplan also recommends that additional development of a similar nature occur on the north side of Folland Ave, opposite these sites. The key objective of the design is to create a “main street” type feel along Folland Ave in front of the centre development. This, combined with traffic lights at the City View Boulevard intersection, is intended to have a traffic calming effect by slowing vehicles and supporting a safer environment for pedestrians.

3B Implications for DPA:

There is a need to review how Development Plan policy can ensure that the development of the Lightsview mixed use sites can be integrated with the existing centre and ensure that future development of the Northgate Village Shopping Centre can occur in a similar style comprising:

- *Ground floor commercial or retail*
- *3 to 4 storey apartments above*
- *strong ‘main street’ style of development addressing Folland Ave*
- *high quality of streetscape urban design*

3.1.3 Lightsview Community Plan: Review and Update (2011)

The Lightsview Community Plan: Review and Update has been made available to provide additional information to inform the DPA. Key points highlighted in the Lightsview Community Plan include:

- The new community and surrounding residents highlighted the need for a more diverse range and greater variety of centre activities, with a number of respondents noting that there is little after hours activity (eg café, restaurant) (based on community information day and survey feedback)
- Hampstead Rehabilitation Centre is a significant employer in the locality and operates 24 hours a day. In addition there are a number of existing and planned uses that will also operate on a 24 hour basis – these organisations have expressed a desire for the development to take into consideration the needs of their employees, clients and visitors in providing services and facilities (eg cafes, meeting places, lunch options, child care, health and exercise facilities) – an estimate of total employees in the health, aged care, residential care sectors within the affected area is approximately 800 – 900 individuals over a 24 hour/weekly period
- The community surrounding the affected areas is very diverse both culturally and economically and initial indicators suggest that the new community at Lightsview is also likely to be very diverse
- Market trends are showing a preference for more smaller lots and the affordable housing product provide to be highly popular, requiring a ballot process to be conducted

- Many dwellings have limited private open space, increasing the importance of public open space and function spaces for larger gatherings. Anecdotal evidence suggests a trend away from holding significant functions at home in any case;
- A stronger emphasis is being placed on linear open spaces to increase opportunities for cycling and walking and to maximise accessibility for all groups (residents and employees included)
- Regeneration and redevelopment in the surrounding area and suburbs is likely to result in a change to and possibly a growth in the surrounding population
- The development is experiencing relatively strong sales and higher than expected sale prices (likely to be the result of the quality of the development and its proximity to the City) – the provision of affordable and smaller housing options is important to ensure that lower income households have access and that a diverse community can be accommodated

In terms of the implications for the DPA, the Community Plan recommendations focus on a number of key themes:

- ensuring that there is sufficient opportunity to allow non-residential floor space to accommodate the range of services and facilities that are needed to support the existing and new residents as well as employees
- seek to establish local hubs of activity that will act as a community meeting places and draw the diverse community together
- hold events, activities and support programs that encourage community interaction and integrate the activities of the local employers
- continue to support linear linkages that promote interaction, access, walkability (for all ages and abilities) and healthy lifestyles
- focus larger scale and additional community facilities toward the western end of the development preferably near the new access road (extension of East Parkway) to Hampstead Road

3C *Implications for DPA policy changes:*

There is a need to review and refine the location, nature and type of non-residential uses but this needs to be achieved in a balanced manner that will deliver both:

- *a neighbourhood centre precinct that has an expanded and more diverse range of activity (including a gym, leisure and entertainment activities) to cater for the increase in population and the needs of employees*
- *smaller areas of activity that are within a walkable distance of residents/employees or cycling distance of surrounding areas that have sufficient activity as to generate a sense of 'hub' but does not detract from the operation of surrounding centres*
- *a focus for a community facilities (including child care and meeting facilities), sport, recreation and a cultural hub toward the western end of the area and preferably the retention of the David Campbell Performing Arts Centre*

There is also a need to support the provision of smaller dwellings and affordable dwellings to support a diverse community profile.

3.1.4 *Lightsview Adelaide – Assessment of Retail Floorspace Potential (2011)*

A retail assessment was undertaken for the Land Management Corporation to assess the need for additional retail development in the whole of the region in the Northfield area. It took into account potential new development on large sites adjacent Grand Junction Road as well as the Lightsview area.

The study made a number of assumptions regarding the development area, estimated dwelling numbers and average household size. It projected an additional, conservative estimate of 4,300 dwellings in the region and noted that there was likely to be an up-lift in average household affluence.

It also assessed the current retail floor space in the region (including regional, district, neighbourhood and local centres) and the nature of the retail trade (eg discount department stores, supermarkets, speciality retail). It noted that the region is relatively well provided with a variety of retail opportunities in the hierarchy of centre types assuming access using private vehicles.

The report concluded that there would be a need (and market capacity) to expand retail floor space in the Northfield in the following manner:

- Focus expansion in and around the existing neighbourhood centre to offer a centrally located, vibrant centre
- Initially expand the supermarket at the Northfield Village shopping centre from 2,600m² to 3,500m² to provide a full range supermarket
- Enable retail and commercial development to support variety within the centre including speciality retail (eg bakery, deli), mini-major tenant of around 400m² (preferably for fresh produce) and some non-retail (eg travel agent, real estate)
- Enable additional expansion to cater for longer term needs as the Lightsview development concludes and other developments in the region commence (including a second full line supermarket)

The report indicates an expanded gross leasable area in the order of 12-14,000 square meters would be needed to support this population. This would position this centre as being a similar size to Newton (approximately 13,600m²) or Greenacres (12,600m²) but smaller than Ingle Farm (26,800m²) or Sefton Park (33,700m²).

It is noted that the rationale behind this suggested expansion is conservative given that the estimates do not take into account:

- the dwelling yield for Lightsview is likely to be slightly greater than that estimated
- the estimated average household size is likely to be less but household incomes are likely to be greater
- more land has become available for development, adding to the overall dwelling and population estimates (Ross Smith site, Lot 152 and mixed use in the centre precinct)
- a much greater emphasis is being placed on walking and cycling access for day-to-day retail needs
- there is a greater expectation of local café/restaurant services

It is also noted that the scope of the report was confined to a retail analysis. While it did give some consideration to non-retail this was not comprehensive and no consideration was given to health, community and personal services activity.

It is important to acknowledge that the form of development envisaged for this centre is not the traditional low-rise centre normally provided in suburban areas. The additional floor space will be provided primarily in the form of ground floor and perhaps first floor space within multi-story, mixed use buildings focussed on Folland Ave that will have parking at the rear. However, in the short term the expansion of the existing supermarket is likely to be of a more traditional form given the nature of the existing development and the growing need for this expansion to service local residents.

3D *Implications for DPA:*

There is a need to allow the expansion of non-residential development, including the expansion of the centre precinct to cater for the projected demand identified in the retail analysis. Some additional floor space allowance is also needed to cater for the additional demand not envisaged by the retail study as well as provide for local service needs.

This should take the form of:

- *an expanded centre zone that includes the integrated development sites, and that allows for retail expansion, mixed use/apartment development on both sides of Folland Ave and includes provision for additional non-retail floor space;*
- *smaller areas of activity that are within a walkable distance of residents/employees or cycling distance of surrounding areas that have sufficient activity as to generate a sense of 'hub' but are small scale so that they do not detract from the operation of surrounding centres*
- *new non-residential development should generally be in the form of ground and first floor space within multi-storey, mixed use buildings*

3.1.5 Key Housing Preferences of Affordable Home Buyers (2009)

In 2009 a study was undertaken by Housing SA, as part of the Affordable Housing Innovations Program, to evaluate the housing preferences of those eligible to purchase a home through the affordable homes program. It is important to note that the following findings are representative of those eligible for the program and not necessarily the wider community.

The results identified 5 market segments:

- GreenAwares – 24%
- Conservatives – 22%
- Urbanites – 19%
- Traditionalists – 19%
- Conventionals – 16%

The GreenAwares and Urbanites expressed a strong preference for alternative forms of housing, with good access to public transport and quality design, and were the most prepared to trade-off more traditional forms of suburban living for these qualities.

Key Findings Summarised

Each segment displays strong preferences in terms of housing styles. The Urbanites are far more willing to trade off higher density accommodation against an urban environment that offers a sense of heritage, a feeling of community, access to public open space, amenities and services including a good public transport network and a quality neighbourhood.

The GreenAwares are concerned with the environment but not at the expense of home ownership. That is, they will not defer home ownership if it means saving the extra money that would be required to pay for green initiatives.

The Traditionalists are more likely to consider moving to an outer suburb such as Hackham in order to fulfill their dream of home ownership whereas many members in the other segments would prefer to continue living in rented accommodation in preference to moving to a lower socio-economic area.

Whilst it is important to provide affordable housing to meet a range of needs, there are few opportunities to offer housing that is likely to appeal the most to the GreenAwares and Urbanites groups which make up 43% of this market segment. It is also acknowledged that other parts of Greater Adelaide can cater for the other market segments of the affordable housing market.

The **GreenAwares** have a passion for an ecologically sustainable world evidenced by their:

- prepared to pay more for renewable electricity (75%);
- prefer to walk/cycle instead of using a car (75%);
- prepared to pay a premium for a house that is energy efficient (58%);
- potential to purchase a hybrid energy car (49%);
- prefer a development that includes the latest in enviro initiatives (67%).

In summary, the GreenAwares come across as environmentally aware, younger, relatively well employed and single. They enjoy diversity, are active and outgoing and know where they are headed in life.

Urbanites: key features of this segment include:

- attracted to the idea of city living (68% compared to 30% of total sample) and contemporary style, architecturally designed homes (69% compared to 42%);
- prefer smaller villa allotments (61% compared to 24%) and apartment living (49% compared to 15%);
- less inclined to a large traditional block of land (41% compared to 62%);
- sympathetic to the environment but not a major focus of their lives;
- much more likely to consider higher density close to, or in, the city;
- highest % of undertaking the eligibility assessment with 18% of this group moving through to purchase.

In summary the Urbanites, as their segment name suggests, are attracted to city and apartment living. They are confident, adventurous, outgoing and see themselves as trendsetters. This confidence extends to their perceived ability to acquire a home of their own in the future.

The market results should give policy planners confidence that smaller, more sustainable forms of housing is actively being sought by a significant proportion of the affordable housing market. Provided that this housing is located in high quality environments with good public transport access and access to local services, this housing offers a quality lifestyle choice as a starting point for home ownership.

3E Implications for DPA:

It is important that this DPA facilitates the delivery of affordable housing for emerging markets. Within such markets traditional suburban expectations may be traded off against preferences particularly in relation to sustainability, type of access, proximity to the city and transport services and quality of development.

3.1.6 Lightsview Design Guidelines

The Lightsview Design Guidelines were prepared to assist buyers and home builders to design and orientate development in a manner that:

- Meets the sustainability principles of the development (particularly six star energy rating and water conservation)
- Achieves design standards and outcomes that contribute to the overall streetscape and public domain urban design
- Ensures a high quality living environment and maximises comfort, convenience, privacy and security
- Helps to streamline the approvals process

The Guidelines cover key issues under the headings of Sustainability, Building Design, Communications and Landscape Design.

The guidelines have also enabled the builders to design and develop a housing product that will suite the Lightsview context. When a buyer selects an allotment, they are provided with an Allotment Development Plan (defining the set backs) and they are then able to select a housing product that suits that allotment. Each buyer enters into an agreement with the Lightsview developers in which they are contractually required to comply with the Guidelines. Proposed developments are reviewed by the developer's Planning Manager and then submitted to the Lightsview Design Panel who approves them prior to being submitted to Council for Development Assessment.

As with Development Plan policy, designs are assessed on balance and there is some flexibility with the Guidelines in order to allow for designs that have merit.

3F Implications for DPA:

The design guidelines have been developed specifically for the Lightsview development to achieve an overall vision. Where relevant the guidelines align with Development Plan policy but there are some cases where this policy hinders the achievement of better design outcomes. These cases include:

- *Side setbacks for corner allotments that enable designs that address both street frontages (i.e. avoid blank walls and enable street surveillance)*
- *Front setbacks that maximise the use of the allotment and strongly address the streetscape*
- *Use of front yards that face onto reserves for private open space and to facilitate surveillance*

3.1.7 Lightsview infrastructure investigations

The full range of infrastructure investigations have already been undertaken for the Lightsview development. Since the purpose of this DPA is to refine the existing policy (rather than achieve a change in land use type for the affected area) a detailed review of infrastructure issues is not necessary. However, it is appropriate to note that adequate service levels can be achieved for all aspects of infrastructure (based on the revised Masterplan and dwelling projections) and have been negotiated and agreed with relevant State agencies and Council. In particular, the up-dated stormwater management plan takes into account the increased densities (assuming a greater proportion of hard surfaces within the Lightsview development).

The only exception to the above is the need for additional investigations with respect to traffic and access for the whole of the affected area and investigations relating to Lot 152. The results of these investigations are outlined in the next section.

3.1.8 Ross Smith site investigations

A range of investigations have been undertaken to address key issues associated with the future use of the Ross Smith site. These primarily relate to stormwater management and service capacity (eg water & sewer). Issues such as land contamination and access to Hampstead Road have not required significant assessment given the previous use of the site as a school.

The investigations have identified that the Ross Smith site has adequate land to accommodate stormwater management on site based on a range of density scenarios. There is also sufficient water capacity to accommodate a range of development scenarios and access to sewer servicing is best achieved by utilising the pumping infrastructure associated with the Lightsview development.

Access has been addressed as part of the wider traffic assessment and is summarised in the next section.

4 INVESTIGATIONS INITIATED TO INFORM THIS DPA

4.1 BACKGROUND

The key aims of this DPA are to:

- Review policy as it relates to sites bounded by Folland Ave, Fosters Road, Hampstead Road and Redward Ave (including the Lightsview development site and Lot 152 at the corner of Hampstead Road and Folland Ave) to ensure it can facilitate a diverse and innovative range of housing types, including medium to high residential development and affordable housing;
- Review policy and zoning to provide for a mixed use precinct within the north-east corner of the Lightsview site at Northgate (corner of Folland Ave and Fosters Road);
- Review the zoning of the Ross Smith Secondary School site to identify a suitable range of uses for the site and integrating it with the adjoining Northgate development; and
- Review the zoning of the Northgate Shopping Centre to provide for mixed use activities, including residential over retail/commercial, and to allow for greater integration with the Lightsview town centre site.

It is intended that the DPA will result in development plan policy that facilitates an integrated approach to development for the whole of the area bounded by Folland Ave, Fosters Road, Hampstead Road and Redward Ave.

4.2 OUTLINE OF INVESTIGATIONS

An area wide traffic assessment has been undertaken to inform the traffic and access issues for the whole of the area affected. This assessment analysed the traffic generated from areas beyond the area affected and then modelled the likely traffic impact of the development of the area affected. A summary of the results is contained in Section 3.2.5

Additional investigations that have been undertaken to inform this DPA for Lot 152 include:

- Preliminary advice received from DTEI regarding vehicle access to Lot 152
- Infrastructure Capacity Investigations for Lot 152 undertaken by AECOM
- Phase 1 Environmental Site Assessment with limited Soil Investigation for Lot 152 undertaken by SKM
- Heritage Impact and Capacity Guidelines Assessment undertaken by Flightpath Architects
- Significant Tree Survey of allotment 152 undertaken by tree environs
- Preliminary advice on Traffic and Parking assessment for lot 152 provided by MFY

The results of the investigations informing this DPA have been grouped under the following key headings:

- Land characteristics
- Infrastructure and Land Suitability
- Transport
- Land use
- Design & Interface

4.3 LAND CHARACTERISTICS

Overall the land within this precinct is flat and does not contain any surface drainage features. The land generally drains in a south-westerly direction and the nearest defined waterway is the River Torrens (approximately 1.6km south of the area affected at the nearest point). There are some significant trees

and heritage features within the area affected but most of these are associated with Hampstead Rehabilitation Centre (Heritage buildings) and Ross Smith site (significant trees).

The following is a summary of the key characteristics and site features of the relevant parcels of land within the affected area.

Specific Issues

Lightsview Precincts 1 & 2	<p>This land was previously used for experimental agricultural purposes and therefore has few natural or built features. Two significant trees with some heritage value exist on the site (associated with the Ross Smith landing strip). These are protected by the location of open space as designated in the Masterplan.</p> <p>However, one of these trees was damaged in a storm by lightning some time ago and in more recent storms has become up-rooted.</p> <p>Previous investigations have informed the Masterplan with regards to any other trees.</p>
Lot 152 - Cnr Hampstead Rd and Folland Ave	<p>A significant tree survey was conducted and identified eleven trees on the land that qualified as Significant Trees under the Development Act. Of the eleven significant trees identified, five of the trees were identified as warranting removal and the City of Port Adelaide Enfield has granted an approval for the removal of these five trees.</p> <p>The six remaining trees are located towards the periphery of the site and have the opportunity of being retained within the design of any future development of the subject land. The retention of the remaining significant trees should however occur in balance with attaining appropriate development in accordance with the future policy adopted for the site.</p>
Ross Smith Secondary School	<p>The Ross Smith site contains several buildings associated with the previous school use. Most of these buildings are in disrepair and require demolition. However, the David Campbell Performing Arts centre is relatively new and may be retained although it is not heritage listed.</p> <p>Around the school grounds, particularly on the perimeters, are a number of scattered significant trees.</p>
Northgate Shopping Centre	<p>Contains a relatively recently developed centre comprising a supermarket and 10 specialty tenancies located around an internal mall. There is one larger tenancy located on the Fosters Road frontage and two commercial tenancies on the corner of Fosters Rd and Folland Ave.</p>

Heritage Buildings

There are two building of state heritage significance within the land occupied by the Hampstead Rehabilitation Centre, specifically:

- The Administration Building;
- Ward A4

The heritage assessment concludes that the land known as Lot 152 can be developed at higher densities than that currently zoned for and that buildings of up to 5 stories in height could be accommodated at land mark corner sites or centrally located to the land, with lower scale buildings recommended to reflect the interface with adjacent low scale residential development to the east.

The assessment identifies that the Administration building has an imposing height (while only 2 storeys) that is of significant scale and comfortably accommodates a greater number of storeys associated with contemporary design with lower floor to ceiling heights. Buildings of up to 4 storeys can readily be accommodated adjacent the Administration building.

The form of the Administration Building should be used as a basis for interpreting the scale articulation and building footprints of multi storey development on adjacent land.

The main vista of the Administration building to Hampstead Road is maintained within boundaries of the Hampstead Centre and accordingly future development on Lot 152 can be developed with minimal setbacks to Hampstead Road and the southern boundary of the land identified as Lot 152. Ward A4 is sufficiently separated from the land identified as Lot 152 to have little impact on the future development of that land.

It is recommended that a key vista be generated to the northern elevation of the administration building from Folland Avenue across Lot 152.

4A Implications for DPA:

There are no exceptional features within the affected area that warrant special recognition in the Development Plan except for the heritage buildings located on the Hampstead Rehabilitation Centre site. The vista can be achieved by reflecting this on the relevant Concept Plan. Policy to guide appropriate building scale and design are already contained within the current Development Plan but this can be reinforced with an appropriate reference in the Desired Character Statement.

There are a number of significant trees within the affected area but these are protected and are managed using existing policy in the Development Plan.

4.4 INFRASTRUCTURE AND LAND SUITABILITY

The area affected is generally supported by the full range of urban infrastructure as would be expected in an infill area. Of particular note, Hampstead Road is an important link for freight traffic, connecting the South Eastern Freeway via Portrush Road with Grand Junction Road. In addition there is a 16m wide electricity easement running the length of the affected area on its eastern boundary (along Fosters Road). This easement requires a significant setback for buildings along Foster Road.

A range of background work has been undertaken to evaluate the infrastructure requirements in order to support urban development and redevelopment within the area affected. This is summarised below.

Electricity, Water, Sewer, Gas, Telecommunications

All sites within the area affected have adequate access to electricity, water and gas services. The Lightsview site provides access to high speed broadband and it is understood that this level of service is also available to other new developments in the area.

Specific Issues

Lightsview Precincts 1 & 2	There is some limitation to sewer capacity for this site. However, this has been overcome by providing pumping facilities to access alternative sewerage infrastructure to the north of the site that has sufficient capacity to meet the needs of the anticipated development. Capacity exists for other infrastructure services which have previously been investigated.
Ross Smith Secondary School	The pumping infrastructure provided as part of the Lightsview development has capacity to accommodate the needs of this site as well.
Lot 152 - Cnr Hampstead Rd and Folland Ave	<p>Water supply is capable of being accommodated in that the site is serviced by 150mm mains in both Hampstead Road and Folland Avenue. A new 150 mm loop and connections would be required as part of the future development of the land with new connections typically provided through a 20mm connection. Standard SA Water connection charges would be applied.</p> <p>Gas Supply is capable of being accommodated with the site serviced by an existing 200mm service in Folland Avenue and 100mm service in Hampstead Road. APA has advised that capacity exists to service the development of the land.</p> <p>Sewer Investigations have been undertaken which identify that there is an existing 150mm service along Folland Avenue and an existing 225mm service in Hampstead Road. The development of the land known as Lot 152 can readily connect into these services, however there are capacity issues associated with the downstream network which these pipes connect into in Regency Road. The Regency Road service is a 300mm sewer main, which is "at Capacity" and therefore will not enable any additional connections regardless of any potential increase in the density envisaged for the land. Accordingly augmentation works associated with the Regency Road service is required for development under the current zoning framework. An engineering solution has been identified that will enable the development of the land and relieve the capacity issues in the Regency Road service enabling the development of the land under the existing zone framework or any increase in the residential density.</p> <p>Electrical Supply investigations identify that there is currently spare capacity in the 11Kv Northfield Substation serving the site fed by an 11Kv main running along Hampstead Road. The spare capacity in the Northfield Substation is sufficient to accommodate up to 125 dwellings. The development of a higher density would be the subject of standard ETSA augmentation charges at a rate of \$139.00/Kva with an assumed demand of 8Kva per dwelling.</p>
Northgate Shopping Centre	Existing services for the centre are adequate for current needs. Additional development in form of a small expansion of retail/office development and apartments is unlikely to pose problems for these services.

The services investigations demonstrate that the area affected can be developed for residential development (including higher density residential development). As such policy change is not required.

Drainage, Stormwater, Flooding, Hydrology

The area affected is only slightly undulating and is part of the River Torrens catchment, which is approximately 1.6km from the nearest point of the area affected. The land is not flood prone but there are under ground aquifers in the region. Current standards require that stormwater should be retained/detained and treated on-site.

Development and re-development in the region generally, has placed some pressure on drainage and stormwater infrastructure.

Specific Issues

Lightsview Precincts 1 & 2	<p>Extensive analysis has been undertaken to ensure that all stormwater is retained/detained on site in response to the limited capacity of the existing infrastructure and relative to the type and level of development envisaged by the Masterplan. The stormwater management system will also accommodate some runoff from development to the north of Folland Ave. A water recycling system has been incorporated into the development and this water will also be available for Council use in surrounding areas.</p> <p>The new Masterplan reflects the outcomes of this work and identifies the location of stormwater retention and detention areas.</p>
Ross Smith Secondary School	<p>Modelling has been undertaken to determine the size of the stormwater detention/retention facilities. There is sufficient space on the site available to meet the required needs and is best located at the southern end of the site.</p>
Lot 152 - Cnr Hampstead Rd and Folland Ave	<p>An assessment of the existing stormwater infrastructure servicing the site has been undertaken considering the predevelopment and post development flows generated from the site assuming flows in both a Q5 ARI and Q100 ARI event. Stormwater flows generated to the east of the site are directed through the adjacent Lightsview development and accordingly there is capacity in both the Folland Avenue and Hampstead Road infrastructure servicing the site in that there is no upstream flows affecting this land.</p> <p>An assessment of the potential development of the land under the current zoning framework identifies a need for a storage capacity of approximately 70 cubic metres to accommodate the 1 in 5 year event and 140 cubic metres to accommodate the 1 in 100 event to ensure that post development flows do not exceed predevelopment flows which can be accommodated in a detention basin measuring approximately 400 square metres.</p> <p>In the event that the land is developed at a higher residential density it has been estimated that the detention basin area may need to be marginally</p>

	increased to an area of 500 square metres, which can readily be accommodated on the subject land as part of the necessary provision of open space.
Northgate Shopping Centre	Previous planning has accommodated the stormwater needs for this site. Additional development will not generate additional stormwater as most of the site is already impervious. The stormwater planning for Lightsview development incorporates some additional capacity should this be needed.

4B Implications for DPA:

Whilst most of the infrastructure needs can be accommodated, the Concept Plans should provide a reflection of the approximate location of stormwater management area and, in particular, reflect the location for allocation of open space for stormwater management.

Land Suitability

Most of the area affected has already been determined as being suitable for urban development. Previous land contamination assessments have been undertaken for the centre site, Lightsview and Ross Smith site.

Additional investigations have now been undertaken for Lot 152 and the results are summarised below

Specific Issues

Lot 152 - Cnr Hampstead Rd and Folland Ave	<p>The findings of the Phase 1 Environmental Assessment Report identified that “the potential for significant contamination to have occurred throughout the remaining areas of Portion B is low.” (Portion B being the land known as Lot 152) The report conclusion does however recommend further testing into potential contamination issues should the land be targeted for a more sensitive land use.</p> <p>The requirements for additional testing and evaluation of imported fill are no different than what would be required for the development of the land for residential purposes under the current Residential Zoning of the land. This would involve testing and remediation of land that may enable direct contact (eg backyards, open space, playgrounds etc.)</p> <p>Any rezoning of the land to accommodate a higher density of residential development and a mix of small scale commercial and community uses does not at this stage necessitate further investigations to demonstrate the suitability of the land.</p>
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The policy process for dealing with land contamination is well established. The Development Plan already contains adequate policy to provide direction for remediation that can be best assessed in the context of a specific application and consideration of any potential risks.

4.5 TRANSPORT

Road Network

A regional transport study was undertaken to inform this DPA. The report demonstrated that there are pre-existing regional traffic issues that are already having an impact on traffic volumes in the area within which the area affected is located. There is little that this exercise can effectively do to influence these traffic impacts as the source of the traffic is being generated from other areas.

There is likely to be a need for an up-grade of the Folland Ave intersection with Hampstead Road. The exact physical form of these works are yet to be fully defined. As much as possible, detailed access planning for Lot 152 has anticipated the likely outcome of this up-grade.

However, the report advises that it is preferable that traffic generated by development in the area affected (particularly am and pm journey to work traffic) should be managed to avoid compounding the existing issues on Folland Ave and Redward Ave. The report concludes that the establishment of a new access onto Hampstead Road (the extension of the main internal collector road called East Parkway) will make a significant contribution to taking traffic off Redward Ave and Folland Ave. More specific design responses are outlined below.

Specific Issues

Lightsview Precincts 1 & 2	<p>Much of the access arrangements were already determined by the previous zoning exercise. However, the planned new access from Hampstead Road (through the Ross Smith site) will improve access for residents and reduce traffic along Redward Ave. The design of the main collector road incorporated measure to slow traffic speeds and discourage its use as a through route.</p> <p>Limited local vehicular access is planned onto Redward Ave, balancing the need for local access and integration of the two residential areas.</p>
Lot 152 - Cnr Hampstead Rd and Folland Ave	<p>Lot 152 is bound by Hampstead Road a dual lane arterial road adjacent the western boundary and Folland Avenue along the northern boundary of the site. The Hampstead Road and Folland Avenue junction is serviced by a signalised intersection. Hampstead Road is identified as a Transit Corridor in the States Planning Strategy – 30 year Plan for Greater Metropolitan Adelaide and accommodates high frequency bus routes. Preliminary Advice from the Department of Transport Energy and Infrastructure advises that no additional access points will be accommodated along the Hampstead Road frontage of the land known as Lot 152. Accordingly all vehicle access to the land known as Lot 152 will need to be obtained from Folland Avenue having due regard to the potential need for intersection upgrade works to the signalised intersection of Hampstead Road and Folland Avenue</p>
Ross Smith Secondary School	<p>A new access point is planned to be located within the Ross Smith site to facilitate access to the Lightsview area. Only one such additional access point will be allowed along this frontage and as such, all activity that may occur on the Ross Smith site in the future will need to be accommodated via an internal road layout.</p>
Northgate Shopping Centre	<p>An issue has developed at the intersection of City View Boulevard and Folland Ave. The combination of</p>

	the location of this intersection, the volume of traffic along Folland Ave, the location of the centre access point on Folland Ave and the likely growth in pedestrian activity indicates that a signalised intersection is warranted at this location.
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4C Implications for DPA:

The concept plans for the area affected should indicate the preferred traffic and pedestrian management approach indicated above and, in particular, shows:

- *The extension of East Parkway to create a new access point to Hampstead Road and to act as an internal collector road for the new development*
- *No additional new access points along Hampstead Road*
- *An internal access network for the Ross Smith site, off the extension of East Parkway*
- *Minor, local access points onto Folland Ave, Redward Ave and Fosters Rd*
- *Major access to Lot 152 being located well back from the Hampstead Road signalised intersection with only a left-in/left-out access close to the intersection*
- *A signalised intersection at City View Boulevard/Folland Ave*

Flight Paths

The potential for development in the area to affect current and future flight paths has been assessed based on the Overlay Map Pade/32-Development Constraints in the Port Adelaide Enfield (City) Development Plan. The Overlay map sets out the height limits for structures (measured from ground level) that relate to Parafield Airport.

The majority of the affected area is located within area D where the trigger for a referral to the Federal Airports Corporation is 45 metres. A six storey building (including roof structure) is unlikely to exceed the maximum (assuming a ground floor level of office or retail use and four levels of residential).

However, the Northgate Village Shopping Centre site is located with area C, on the boundary of area D, where the trigger is 15 metres. It is likely that a six storey development could exceed this limit. However, it should be noted that the height limit is a trigger for referral to the Federal Airports Corporation and not a design standard.

4D Implications for DPA:

Height reference in relation to vicinity to airports is a referral trigger under Schedule 8 of the Development Regulations. Existing general provisions in the General Section (Building near Airfields) of the Development Plan provide policy guidance for buildings that exceed airport building heights as shown on the overlay maps.

Pedestrian, cycling and public transport

The topography of the area affected lends itself well to high quality pedestrian and cycling linkages and to affording access to public transport. The Lightsview Masterplan already incorporates a well developed and extensive network of pedestrian and bicycle links that provide connection within the area as well as beyond to key destinations. It is understood that the Hampstead Rehabilitation Centre has recently received some limited funding to up-grade walking facilities within the grounds of the Centre. Whilst this needs to cater for the clients, visitors and employees of the Centre, there is potential for this to link with pedestrian and cycle routes on the Ross Smith site, Lightsview and Lot 152. The area is well serviced by public transport with two bus routes servicing the eastern portion of the area affected and several routes servicing the west along Hampstead Road. The Lightsview development has negotiated a new bus that will provide a service between the city, via Hampstead

Road, along the major collector road and to the Northgate Village Shopping Centre. In addition to this, consideration is being given to the extension of the “Go Zone” on Hampstead Road up to this area to serve the growing needs. Additional residential development in the area affected is likely to contribute to the consideration of this change.

Specific Issues

Lightsview Precincts 1 & 2	Connections with the Hampstead Rehabilitation Centre should be reinforced to provide access for employees, clients and visitors of the Centre.
Lot 152 - Cnr Hampstead Rd and Folland Ave	The location of this site already has good pedestrian and cycling access to public transport and the shopping centre (along Folland Ave). However, it is desirable to facilitate links through the Hampstead Rehabilitation Centre to enable access to open space and facilities that might be established in Lightsview or on the Ross Smith site.
Ross Smith Secondary School	Traditionally this site has been a pedestrian and cyclist destination. In the future pedestrian and cyclist links will need to be provided through the site. Investigations suggest that connections should be provided between the Lightsview development to Hampstead Road (providing access to public transport) and between Hampstead Hospital and the new access road and new open space areas.
Northgate Shopping Centre	The Lightsview Masterplan supports strong pedestrian linkages to the centre. The centre also provided for pedestrians but tends to do from the perspective of people accessing cars in the car park. Additional consideration should be given to pedestrians and cyclists originating from outside the site in the context of re-development and car park re-arrangement.

4E Implications for DPA:

Concept Plans for the area affected should clearly indicate the key pedestrian and cycle linkages for new development and their relationship with existing areas and in particular:

- *Ensure good linkages with the Northgate Shopping Centre;*
- *Ensure good linkages through the Hampstead Rehabilitation Centre*
- *Identify appropriate linkages for Lot 152 and the Ross Smith site*
- *Reflect the linkages incorporated into the Lightsview Masterplan*

Car parking

Car parking is an issue that has been raised by Council and the Joint Venture. The issues relate to the total amount of car parking provided, its location and its proximity to destinations.

In Lightsview, most new purchasers of larger dwellings are choosing double garages with an additional car park in the driveway. In order to maintain streetscape objectives, the Lightsview design guidelines limit driveways to a single access width. This avoids large crossovers in the streetscape, which allows more street tree planting options and is safer for pedestrians.

However, in the case of smaller dwellings, the allotment widths are narrower making it harder to accommodate two on-site car parks without loss of space on-site. In most cases a second car park can

be accommodated in the driveway (in a tandem arrangement) but for the smallest allotments this is not achievable because the setback required to achieve this means the loss of living or open space.

In addition to this, the smaller frontage development is creating a series of driveways that limits the amount of on-street parking (because the driveways are closer together). In a recent court case, it was determined that the use of the term “adjacent” in relation to the location of and on-street car parking means that the on-street car park needed to be located directly in-front or opposite the property.

In response to this finding the Joint Venture looked at the design options available. One option was to allow double driveways to accommodate a second car park on-site but this would mean that the whole frontage would be a garage and would seriously undermine objectives around passive surveillance, streetscape amenity and pedestrian safety. A second option was to “pair” driveways but this then created problems with the layout of dwellings and the ability to orientate open spaces and courtyards for maximum solar access, creating a conflict with sustainability objectives.

The third option was to design a development layout that aims to create banks of on-street car parking in specific locations, which are not interrupted by driveways, but this means that not all dwellings have an on-street car park directly in front or opposite the dwelling. This raises the question of what is a reasonable distance for people to walk to their destination property. The Joint Venture has proposed that a distance of 50 metres should be a guiding principle.

The issue of car parking is slightly different for development that has a rear access arrangement (i.e. via a laneway) where the on-site car parking is located at the rear of the property. Where these properties also front a street then on-street car parking can be accommodated. However, where the frontage is to a reserve then the issue of proximity of on-street parking becomes an issue. Again the option is available to have on-street parking within 50 metres of the dwelling.

There is little precedent for the identification of an acceptable distance, however in balancing a range of design and outcome objectives and in the context of development that promotes walking and more activity, 50 metres is considered an achievable standard. Whilst this may not be considered appropriate in a more suburban form of development, the approach to this development is to place less emphasis on designing for the convenience of cars whilst providing an increased consideration for a range of other objectives including streetscape quality and pedestrian safety.

Council also raised a concern about locating mews development in the middle of laneways (rather at the ends) for two reasons:

- Concerns about the safety of people walking along the laneways to access the mews housing; and
- Proximity of on-street car parking

It is understood that the Joint Venture has reviewed this practice and agreed to only locate mews development on laneways at the entrance of the laneways to enable safer and more convenient access to on-street parking.

The philosophical balance of providing sufficient on site car parking for development while encouraging the use of alternate forms of car parking is an issue that The 30 Year Plan seeks to tackle through encouraging increased residential development along existing transit corridors establishing economies of scale for improvements in the efficiency and use of the existing and future public transport network.

Accordingly and in order to promote housing choice and options while encouraging the use of alternate forms of transport, a reduction in the rate for on-site car parking associated with dwellings within a multi-storey building located within 400 metres of an identified transit corridor is warranted. The rate for car parking associated with dwellings contained within a multi-storey development should be linked to the respective size and anticipated occupancy of such dwellings (assumed occupancy rates are discussed in more detail in section 3.2.6 below).

Reduced car parking rates associated with non-residential development within multi-storey development is also warranted on the basis that the non-residential development is considered to provide for local needs generated by increased densities. This is based on the “New Urbanism” theory which proposes that the local level non-residential uses are not considered a car orientated destination, but a convenience offering which are supported by the increased residential densities generated by multi-storey development.

Accordingly car parking rates for non-residential development developed as an integrated element of higher density, multi-storey residential development warrants a reduced car parking rate to both support local level services but also discourage a wider catchment.

4F Implications for DPA:

Policy should clarify the balance between the provision of car parking and the achievement of other objectives such as urban and streetscape design, pedestrian safety and solar orientation. Policy should also specify a distance of 50 metres for on-street car parking for dwellings that have only one car park on-site.

Policy for residential development located along the transit corridor should actively promote the lifestyle choice for housing options with reduced private vehicle reliance.

Small scale, local level, non-residential uses as part of multi-storey residential precincts should promote pedestrian accessibility and serve the local population and accordingly be afforded lower on site car parking rates.

4.6 LAND USE

Two key objectives of this DPA are to:

- achieve a diverse range of housing types (including affordable housing)
- enable an appropriate level of expanded retail, mixed use and non-residential uses to serve the needs of the growing population

It is generally accepted that the majority of land in the area affected should be developed for primarily residential uses. However, there is a lack of alignment between the current Development Plan policy and The 30 Year Plan strategic directions creating confusion about the form, nature, scale and density of residential development. In addition to this, the strategic directions of The 30 Year Plan has implications for the location and nature of non-residential uses, the provision of open space, the management of stormwater in open space and car parking rates.

The following assessment explores a range of policy and guidelines to determine an appropriate policy context in which to meet these objectives.

Residential Development

Dwelling and Population Projections

Broad population projections have been estimated for the area affected based on a number of assumptions as stated below:

- growth estimates relate to the Lightsview development area (precincts 1 & 2), Lot 152, potential for residential development on the Ross Smith site and potential for apartments on the shopping centre site
- allowance has been made for the provision of open space and stormwater management on the Ross Smith site and Lot 152

- an occupancy rate of 2.4 people per dwelling is assumed for most of the area affected (this is a lower than average rate that reflects the likely higher proportion of 1 and 2 person households)
- a lower occupancy rate of 1.5 person per dwelling is assumed for the retirement living dwellings and mixed use apartments in and near the centre
- dwelling estimates for the Ross Smith site assume that up to 7ha will be developed for residential uses (allowing over 3.5ha for open space, including areas where stormwater is managed) with an average density of 30 dwellings per hectare
- dwelling estimates for Lot 152 of between 45 to 70 dwellings per hectare have been adopted ranging between 180 and 240 dwellings over the land. An average of 210 dwellings (57 dwellings per hectare) has been assumed on the basis that the site is an infill site adjacent the Hampstead Road transit corridor and capable of accommodating a higher net site density in order to contribute to the desired overall average of 25-35 dwellings per hectare.

Site	Description	Dwelling Numbers	Occupancy Rate	Population Estimate
Lightsview	Precinct 1 & 2 (standard)	1356	2.4	3254
Lightsview	P 1 & 2 (small dwellings)	936	1.5	1404
Lightsview	Retirement Living	150	1.5	225
Lightsview	Aged Care	NA	NA	110
Ross Smith site	7 ha @ 30 dwellings per ha	210	2.4	504
Lot 152	Mid-case scenario	210	2.4	504
Centre Integrated sites	& Approximately 20 apartments on north side and 140 on south side	160	1.5	240
Total		3022		6241

In the context of The 30 Year Plan dwelling and population targets, the area affected, which is located in the Northern Region, can be compared as follows:

Element (Infill targets within corridors)	30 Year Plan targets - Northern Adelaide	Area Affected projections	% of the Northern Adelaide Targets
Dwellings	20,500	3022	14.7
Population	46,300	6241	13.5

Additional Target Considerations:

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.

D) Density of development in transit corridors will vary throughout the corridor but

will increase on average from 15 to 25-35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.

In addition to the population and dwelling targets for the region, The 30 Year Plan also provides direction for the locational focus of this growth. It is important that larger sites adjacent transit corridors aim to achieve higher than the average density if the average density is to be achieved along the length of the corridors.

While the Hampstead Road Frontage of the area affected represents only a small proportion of the overall Hampstead Road Transit Corridor, the fact that it is a large infill development site provides the opportunities to make a significant contribution to the average residential densities envisaged along the transit corridor.

These results demonstrate that the development of the area affected represent a significant and strategically important contribution to The 30 Year Plan targets. If these projections can be delivered it means that pressure can be reduced to meet growth targets in other infill areas and corridor sites.

Demographic Trends

Population forecasts for Greater Adelaide suggest that the population is growing faster than was previously forecast: the population target is likely to be reached by 2027 rather than 2050. Additional key trends include:

- Greater Adelaide's population is older than the national average and the proportion of people aged over 65 is growing faster than the national average.
- The fastest-growing type of household is single person households which are projected to make up 33% of all household types by 2036 – this reflects the aging of the population as well as trends in family relationships
- While there will continue to be a need for family housing, due to the changes in household types and family relationships, more housing will be needed to accommodate smaller households.

As a whole, the Port Adelaide Enfield Council area is more diverse in its population profile and dwelling stock than other Councils in Greater Adelaide. This is understandable given that this Council represents almost every era of development that has occurred in Adelaide since the commencement of European settlement. However, the eastern portion of the Council area is less diverse in the type and range of dwelling stock but household trends vary considerably between newer and older suburbs. This area grew by approximately 14% between 2001-2006, which is a reflection of the amount of new development in the area (primarily in northern part of the Northgate suburb).

The newer areas tend to have younger households and a higher proportion of married households. The older areas tend to have fewer family households and smaller households with a lower proportion of married couples.

Below are some comparative statistics taken from the 2006 Census:

	Greenacres	Northfield	Oakden	Northgate	Eastern Council
% separate houses	82	80	84	94	82

	Greenacres	Northfield	Oakden	Northgate	Eastern Council
Proportion of 1 & 2 person households	68	70	61	54	67

Oakden and Northgate are relatively new suburbs with a higher proportion of separate houses and this is reflected in the slightly lower proportions of one and two person households. Nevertheless, overall for the East area of the Council, over 80% of the dwelling stock is separate houses while nearly 70% of the households are one and two person households.

At this point in time it is difficult to project the likely future population trends at Lightsview, other than in relatively broad terms:

- Early estimates suggest that Lightsview will have a greater mix of ages and household types
- Economic stimulus policy has meant that affordable housing was brought on line earlier during the Global Financial Crisis (GFC) and early results may be skewed to younger, one and two person households
- There is evidence of a continuance of cultural diversity, with approximately a third of early buyers having a non-English speaking background
- The retirement village and the aged care development will ensure a reasonable representation of older people
- Early surveys suggest that approximately a third of buyers were one person households, a third were two person households and a third were families with children
- The quality of the housing being constructed is reflected in above-average property prices and the socio-economic status of the area will therefore be higher than some of the surrounding areas, but the inclusion of affordable housing, terrace, duplex and some mews options will allow people with lower incomes to be accommodated
- In relation to Terrace style housing, approximately half of the three bedroom product is being purchased by one and two person households and half by households with children.

A number of factors influence the ability to deliver a diverse range of housing types which include smaller forms of housing, affordable housing and apartment housing. This was canvassed with both the Joint Venture and Council identifying those matters that were of concern in relation to the variety of housing types, smaller dwellings and affordable dwellings.

The key issues raised included:

- A trend to smaller lots but larger houses
- Set backs, the creation of unusable spaces and the ability to create front balconies of a useable size
- Standards in relation to size of dwellings, on-site car parking provision, private open space sizes, recognition of balconies for private open space use.

4G Implications for DPA:

Standards relating to setbacks, minimum lot sizes, house sizes and private open space provision should be reviewed to ensure a balance between achieving practical smaller dwellings, maximising the use of space and maintaining a reasonable standard of amenity and affordability.

Affordable Housing Guidelines (Department for Families and Communities)

The Department for Families and Communities has produced a guideline document for planning and designing affordable housing. The key underlying principle is that affordable housing should be well planned and designed in a similar way to other forms of housing and should integrate with the streetscape. In this context the Guidelines recognise the value of integrating affordable housing planning in the master planning process.

Some of the principles relate to one-off or small infill development, some to greenfield sites (including more traditional suburban development) and some to larger infill and higher density development. The following summary includes the principles most relevant to the area affected.

The key design principles include:

- Well located with good access (reducing the need for private vehicle use)
- Consider long term affordability (access and household running costs, sustainable design)
- Dwellings that are adaptable (more applicable to single detached dwellings)
- Providing a choice of housing forms
- Providing a safe and community-minded setting (open space, community interaction, Crime Prevention Through Environmental Design (CEPTED))
- Well integrated into the locality and setting

The guidelines stress the importance of getting design right, quality of open space and access to public transport or centres. The principles also suggest that trade-offs may be necessary to achieve affordable housing including reduced set-backs, efficient lot layout (reducing energy use) and reduced car parking where there is access to public transport and centres.

If the target of 15% affordable housing is applied to the area affected, then based on the projected dwelling estimates (excluding the retirement living), approximately 445 affordable housing products could be delivered across the affected area which represents approximately 4.4% of the affordable housing dwelling target for the whole of the Northern region.

4H Implications for DPA:

The State Government's target of 15% affordable dwellings should be reflected in policy across the area affected.

Additional consideration needs to be given to the potential for a reduction in minimum policy standards for matters such as car parking, set-back, minimum lot sizes and private open space for affordable housing dwellings in order to achieve the required price point.

Standards in relation to sustainability that have implications for longer-term household running costs should not be reduced. Additional policy in relation to access to public transport and services is not required because of the strategic location of the affected area and the master planning that has been undertaken for the Lightview Development together with the proximity of the Ross Smith Site and Lot 152 to the Hampstead Road transit corridor.

Planning for Apartments

At the initiation stage of this DPA both Council and the Lightview Joint Venture identified the need for clear Development Plan policy to address design issues for apartments. At a similar time the Department for Planning and Local Government began developing draft policy to assist with the implementation of The 30 Year Plan and this included policy for "multi-storey development" (4 or more storeys). This policy was developed having regard for the potential for 'infill' apartment development along transit corridors or around nodes of activity (eg a railway station or a centre).

This draft policy has been reviewed as part of the DPA investigations. Whilst much of the policy is relevant to the area affected there is an aspect that needs further consideration. The area affected comprises sites that have been or can be master planned at a larger scale than an individual site and

therefore are better able to locate multi-storey buildings in a manner that avoids impacts on adjacent uses and maximises the proximity to public open space

4I Implications for DPA:

The draft policy for multi-storey residential development prepared by the Department of Planning, Transport and Infrastructure should be incorporated into the Port Adelaide Enfield Development Plan to provide additional guidance on multi-storey development. The policy should highlight that the most appropriate areas for this form of development should be located around centres of activity (to support their function), along public transport routes to facilitate public transport use or adjacent open space. These sites should be indicated on the relevant Concept Plans.

Open space in higher density areas

A review of contemporary literature on open space has identified that as densities increase, the role of public open space becomes increasingly important. Density has an impact on public open space for three main reasons:

- At a household level, private open space is often smaller and while it may cater for the majority of needs, public open space can be an important alternative for play, social events, exercise (of various types), relaxation and recreation;
- At a community or neighbourhood level public open space becomes an important place in which a number of objectives can be addressed including: places for community interaction and events, places to manage environmental issues (stormwater, habitats, greenways), places that facilitate walking and cycling access to key destinations.
- In the context of very mixed communities open space needs to cater for a much wider range of needs and uses

In any situation where a number of objectives need to be achieved, the quality of design and attention to detail is crucial to balance the various objectives. The following provided a short summary of the research findings:

- International and national research highlights the importance of open space provision in new, urban infill development. The focus is on quality rather than quantity. This is because historically, using a simple numerical standard resulted in larger less frequented parks which can attract more criminal activity
- Quality open spaces in urban areas include not only parks and green spaces (there is a typology of different park types), but also plazas, streets, gardens, etc. Outdoor entertainment and small scale non-residential uses in public spaces (such as cafes, restaurants etc) also contribute to the open space experience in urban areas.
- In urban areas, important considerations include: network and connectivity of existing open spaces, linked new open space areas, and providing a range of open spaces in new developments taking into consideration what already exists.
- Assuming that in denser areas, more open space should be provided to compensate for lack of backyard space is debatable. Rather assessment of open space requirements should be based on a needs-based approach, which considers the demographic profile of people using open space, its function, sub-groups in the population, and projected user groups. For example “working families may face time constraints limiting the time they can spend visiting parks and green spaces, but generally many need more frequent access to pocket parks for walking young children and easy access to sporting/recreation facilities for older children’s sports” (Byrne & Sipe, 2010 p. 9).
- What constitutes “open space” is different for urban areas than in suburban areas. Beyond the supply of “parks”, other types of space also constitute valuable open space, such as:

- more passive recreational facilities (e.g. mah-jong tables, tranquil gardens, plazas for social gathering – popular in Asian cities)
- Gathering places such as Plazas – including public art – which can transition into ‘event spaces’, and can include both intimate corners or large expanses, and can have a broad range of amenities (e.g. steps, ledges, chairs, tables, fountains, toilets), and flexible spaces able to be used to enhance the public domain
- Urban trails/greenways: linear corridors used for walking, cycling, jogging or skating, and even horse-back riding
- Streets: for streets to work as effective public places, they need to be lively, safe and foster social interactions. Streets are being rediscovered as a public domain, as places for playing games, shopping, reading, eating, strolling, busking, etc.

The following quote highlights the issue:

“The quality of parks and green spaces is one of the most important elements of their value, both to individuals and to society as a whole. For instance, if a local park is derelict and overgrown, it is unlikely to be used much by many of the people who might benefit from it, such as children, parents and the elderly. Because of this, a small, well-designed and well maintained park may be far more valuable to a community than a large but neglected space. This can be true of environmental performance, too: a large area of mown grass might have little ecological value, whereas a small well-planted space could be rich in biodiversity. In other words, simply knowing the size of a green space tells us little about its value. Other aspects need to be understood and enumerated — and there are many different sources of data that attempt to do this.

Source: p. 15, CABE (2010) *Urban Green Nation: building the evidence base*, London.

Standards for the quality of open space provision are highly subjective, however below is a short summary of some of the main standards/key defining features for high-quality open space in the literature:

Source	Non quantitative Standards for open space provision
Landcom	<ol style="list-style-type: none"> 1. Be meaningful to place and community 2. Be multi-functional and adaptable 3. Provide diversity 4. Encourage social interaction 5. Promote health and wellbeing 6. Provide equity and accessibility 7. Embody environmental sustainability 8. Ensure financial sustainability
CABE (2005)	<ol style="list-style-type: none"> 1. Sustainability 2. Character and distinctiveness 3. definition and enclosure 4. Connectivity and accessibility 5. legibility 6. adaptability and robustness 7. Inclusiveness 8. biodiversity
Byrne and Sipe (2010)	<p>Factors affecting quality of <i>Urban</i> open space:</p> <ul style="list-style-type: none"> ▪ Safety ▪ Cultural differences ▪ Aesthetics ▪ Time, transport, attitudes, preferences & ability

4J Implications for DPA:

Policy applying to the area affected should be reviewed to ensure that an adequate emphasis is placed on the quality and variety of open space provision and to ensure a strong correlation between smaller dwelling types and access to open space. The quality of urban spaces and value of smaller “pocket parks” should also be recognised and reinforced as a contributor to public space and overall amenity in higher density areas.

This should be reflected in the hierarchy of open space considerations, within the Desired Character Statement and on the Concept Plans.

Open Space and Stormwater

A key issue that has been raised by both the developer and Council is the issue of stormwater retention in open space areas. The Council has a guideline policy regarding the amount of open space that can be inundated by stormwater (depending on the nature of the open space). The aim of this policy is to ensure that the usefulness of open space is not unreasonably diminished.

In the past, and in suburban situations, where the availability and value of land is less, there has been greater ability to separate open space and stormwater functions. However, in infill situations this is more difficult both because the value of land is much greater and there is a desire to minimise separation that may reduce walkable access to services and facilities.

The value of stormwater detention and retention in open spaces is generally recognised however there is a tension between providing open space for users and open space for stormwater management. In a similar vein to the issue of open space and density, the issue is best resolved at a qualitative level.

Rather than a numerical rule of thumb, best practice in higher density precincts tends to focus on achieving design outcomes such as:

- Ensuring public safety (including consideration of a range of ages and abilities)
- Maintain access during a rainfall event (bridges, raised walkways)
- Cater for use relative to climatic conditions (eg fewer people are likely to use open space during a rain event however an effective shelter may be more important than the amount of space available)
- Design of stormwater detention and retention in a manner that adds to the quality and character of the open space for users and the environment (landscaping, natural features, ornamental features, viewing platforms).

4K Implications for DPA:

Additional reference should be included to ensure that open space used for stormwater management is designed to address issues of access and safety and includes facilities that enable some level of use or appreciation during wet periods.

Retail and non-residential uses

The current arrangement and distribution of retail and non-residential development in and surrounding the affected area has been driven primarily by past development and land use patterns. In the context of the following discussion non-residential uses include office, community services, community facilities and health services.

It is generally accepted that industrial or manufacturing activities are not appropriate uses in the area affected now or in the foreseeable future.

The distribution of existing retail and non-residential development in the affected area is summarised below:

- The Northgate Village Shopping Centre is located on the north western corner of Fosters Road and Folland Ave
- Two integrated mixed use site areas located on the south western corner of Fosters Road and Folland Ave, which would provide ground floor retail and non-residential development (possibly extending to the first floor)
- A small café and community facilities would be included in the Retirement Living development at the intersection of City View Boulevard, The Strand and East Parkway (fronting Civic Place) intended to act as a local community hub or meeting place
- Hampstead Rehabilitation Centre is a significant regional community health facility located on Hampstead Road

The retail analysis undertaken by Pitney Bowes in 2011, recognises that the wider region is well supplied with a range of regional (Tea Tree Plaza & City), district, neighbourhood and local centres. The report takes into account not only the Lightsvue development but also additional potential development at Strathmont and the Yatala site in the longer term. On this basis the report recommends that this area could support an expansion of the existing retail floor space provision in a staged manner without affecting the trade areas of surrounding centres.

This was based on a number of relatively conservative assumptions regarding dwelling and population projections based on development potential of only the three sites mentioned above and census data to reflect some redevelopment potential in existing areas. It is noted that the retail study did not give consideration to the needs of the employees based in the area or the additional development sites being considered in the area affected. Current employee projections are estimated as follows:

Location	Estimated Positions (full & part time)
Hampstead Rehabilitation Centre	700 positions
Wiltja	20 positions
Helping Hand Aged Care	110 positions
Monarch Retirement Living	40 positions
Total	870 positions

In addition to the dwelling and population forecasts, there is anecdotal evidence to suggest that the socio-economic indicators have potential to be higher in the new development than the retail study assumed which generally means higher spending patterns. However, this cannot be quantified, as the current census data does not reflect the new community.

Local Community Hubs

The new Lightsview Masterplan identifies two locations for local community hubs that are part of the community development strategy and which are intended to facilitate community interaction and socialising by providing activity around open space areas.

One of these hubs is identified in the above list and is based on the plans associated with the Retirement Living development that includes a small café and community facilities, which would have some limited public access.

The second envisages a limited number of small scale tenancies located in or around the major water feature planned for precinct 2 (off East Parkway). At this stage this could potentially include:

- A small stand alone café/restaurant/convenience store of a limited size
- Two to five small tenancies for office/community service/takeaway food type uses located on the ground floor of an adjacent multi-storey mixed use development

The aim of this is to develop a walkable local destination for Precinct 2 and adjacent residents to develop a hub of local activity and potential for community interaction. This is not intended to be a shopping 'centre' but rather an opportunity to integrate a range of small-scale local activity and use in a small local hub (including open space use).

4L Implications for DPA policy change

These local activity centres need to be identified on a concept plan and reflected in the Desired Character Statement. The form of development should be mostly multi-storey, mixed use development except the stand alone development that might be located within an open space/water front setting. To ensure that these hubs remain at a local community scale, car parking rates should be provided in a managed way that balances the need to reasonably accommodate demand but also encourages people to walk or cycle rather than drive, by not making parking too abundant.

Hampstead Road frontage

Another consideration is the potential for retail/non-residential development along Hampstead Road. In considering this potential a number of factors need to be taken into account:

- Hampstead Road is a major arterial road and an important freight route and it is not appropriate to create traffic issues by encouraging additional land uses that generate large volumes of traffic
- It is unlikely that additional individual access to Hampstead Road will be allowed (other than the proposed connection through the Ross Smith Site) which will limit the car parking availability for any sites along this road
- The intersection of Hampstead Road and Folland Avenue requires up-grading which is likely to limit access arrangements for development on the corner of Lot 152
- Lot 152 and the Ross Smith site abut the Hampstead Rehabilitation Centre which offers an opportunity to provide services and land uses that cater to the needs of their clients, employees and visitors (such as a small convenience store, hairdresser, café/lunch bar, dry-cleaning, florist)
- It is not desirable to create a situation where additional retail and non residential development unfairly undermines the existing centres/major providers to the detriment of wider community values
- The Review and update of the Lightsview Community Plan has identified a need for additional community and recreation facilities and allied health services at the western end of the development which could be accommodated near Hampstead Road including:

community meeting spaces, recreation facilities, expanded range of allied health services and a child care centre).

There is potential for retail/non-residential uses along Hampstead Road, however these should be limited to small tenancies located within multi-storey developments to facilitate the activation of the ground floor frontages, focussed on the needs of the local community and operations and be low generators of traffic. Larger scale community and health activities that service a wider catchment should be located on the Ross Smith site with access from proposed extension of East Parkway which will connect with Hampstead Road.

4M Implications for DPA policy change

Reflect this approach in the concept plans and Desired Character statement to:

- *Enable community facilities and services, local health services and local convenience retail*
- *Limit the amount of car parking for retail uses to discourage wider catchment use*
- *Design tenancies to prevent vehicles accessing these uses through residential areas at the rear*
- *Ensure that there is good walking and cycling access between these uses and the local community*
- *Non-residential uses that generate higher level of vehicles (eg recreation centre, child care) could be located on the Ross Smith site where access will be available via the new road link and adequate car parking can be provided off Hampstead Road.*

Northgate Village Shopping Centre

There is clear evidence that there is a need for additional retail activity to cater for the population increases and the growing expectations of the community (variety and choice). This needs to include both greater variety of supermarket stock lines and speciality shops as well as café/restaurant opportunities. This is evidenced by the results of the retail assessment and the community consultation feedback. At the same time there is a desire to upgrade the public environment associated with this centre and to better manage traffic on Folland Ave for pedestrian safety reasons.

In order to achieve this outcome in a manner that supports the viability of new businesses it is also important that greater density of residential development is incorporated into the centre precinct and the public realm is upgraded to encourage walking and cycling access.

The best approach to this is to allow integrated mixed-use development along both sides of Folland Road (i.e. ground floor and first floor retail/non-residential and upper floors of apartments) to create a small high street or main street precinct with parking behind the buildings. However, this should occur in a coordinated fashion with similar policies applying to both sides of the road.

A full range supermarket is also needed in the near future. Currently the supermarket tenancy is limited to approximately 2,600m². A full line supermarket should be around 3,600m². However, current Development Plan policy limits the ability to expand by limiting retail floorspace.

The 2011 Retail study recommend that an expansion of retail and commercial floor space in the order of 12-14,000m² could be accommodated based on conservative growth projections within the region. Over time, this centre will support the growing needs of the surrounding region (particularly the growth at Lightsvue and further north). At a local level, a number of

local, small scale activity centres are appropriate provided that car parking rates are sufficiently low so as not to attract trade from a wider catchment.

4N Implications for DPA policy change

The integrated development sites on the south side of Folland Ave and the current centre precinct should be incorporated into an integrated precinct that has policy flexibility to cater for the growing needs of the area over a period of time. Policy should enable and promote:

- Apartment development above ground floor retail/non-residential uses
- Street orientated development on both sides of Folland Ave
- High quality urban design outcomes for pedestrians and cyclists
- Shared car parking to be located to the rear of buildings facing Folland Ave
- Defined access arrangements on a Concept Plan

Design and Interface

The overall objective for the Lightsview development is to achieve a strong 'urban' character, where buildings are close to the street providing interest for pedestrians and cyclists and supporting passive surveillance. The Masterplan and Design Guidelines for the Lightsview development provide more design guidance than the Development Plan alone can offer. The encumbrance requirements assist in managing the impacts of adjoining developments (through designated building envelopes) and reinforcing the design guidelines.

Nevertheless there is generally adequate policy in the Development Plan to address design issues for most forms of residential development. One minor but important issue is the articulation and variation of building facades (especially for two or more storey development). Current building design includes a range of measures to create variety and interest in the streetscape such as porticos, verandas, small balconies and articulation of the façade using different materials. These design techniques should be encouraged by allowing greater flexibility for these minor protrusions to encroach on minimum setbacks.

More broadly additional guidance is needed across the affected area for:

- Multi-storey development (4 or more storeys)
- Integrated mixed use development

Most of the area affected is adequately separated from adjacent uses by roads or by previously allocated separation distances. The following cases are where interface issues may arise.

Situation	Description	Response
Lightsview	Along Folland Ave and Redward Ave	The Masterplan already takes this into account to manage this potential impact
	Wiltja Residential Facility (off Folland Ave)	The Masterplan has allocated additional open space alongside the Wiltja property
	Northgate Life Centre (off Folland Ave) –	The road layout provides and

Situation	Description	Response
	new dwellings may need some noise protection	an existing reserve which facilitates separation
Lot 152	<p>Development to the rear of Lot 152 is likely to be lower scale (eg 2 storey) residential development.</p> <p>Existing residential development to the north of Folland Avenue, however the width, nature and function of Folland Avenue is considered to provide a sufficient physical separation.</p> <p>The only other adjacent use is the Hampstead Rehabilitation Centre and the presence of heritage buildings which as been addressed previously.</p>	<p>The height and scale of development should decrease toward the rear of the site. This can be accommodated on a Concept Plan</p>
Ross Smith Site	<p>There are a number of existing dwellings that abut the southern boundary of the site.</p> <p>Consideration should be given to the potential for noise impacts on new development originating from the loading/unloading operations of Hampstead Rehabilitation centre.</p> <p>Where possible a pleasant outlook should be created in front of the long term care buildings (eastern half of the boundary)</p>	<p>This can be addressed with suitable policy and reflected on a concept plan showing the location of open space and road separation.</p>
Northgate Shopping Centre	Multi-storey mixed use development should be located and orientated toward the Folland Ave boundary to avoid interface issues with residential development located to the north and west of the centre	This can be reflected in the zone policy

40 Implications for DPA:

Additional policy or policy refinement is needed to address:

- *The design of multi-storey development*
- *The design of mixed use development*
- *Encourage articulation and variety of building facades (by allowing more flexible policy on protrusions into setbacks)*

Most of the interface issues can best be reflected on the relevant Concept Plans in the following manner:

- *Reflect the Lightsview Masterplan to ensure planned separations are incorporated into the development*
- *Indicated a lower density of development to the rear of Lot 152*
- *Indicate the separation techniques for the Ross Smith site on the southern and northern boundaries*

- *Focus multi-storey development Folland Ave to avoid overlooking of residential areas to the north and west*
- *Focus Multi-storey development along Hampstead Road and the new central collector road (East Parkway).*

5 SUMMARY OF RECOMMENDED POLICY CHANGES

The investigations discussed and summarised in the previous two chapters identify a range of issues that require policy review and potentially refinement or change. In many cases the themes are overlapping and integrated. To assist in understanding of the range of issues covered, the following table is provided as targeted reference to the relevant parts of the investigations in which they have been discussed.

Policy Issue	Elements	Investigation Reference
Support an expanded range of housing types, particularly for smaller households	<ul style="list-style-type: none"> smaller dwellings apartment development affordable housing 	2A, 2B, 2C, 2F, 2H, 2J, 2L, 2P, 2Q, 3A, 3E, 3F, 4G, 4H, 4I, 4O
Ensure a strong emphasis is placed on a network of pedestrian and cycle links to services and facilities to encourage less reliance on cars	<ul style="list-style-type: none"> links to key destinations and land uses links to public transport encourage community interaction links across the area affected and to surrounding areas 	2A, 2C, 2D, 2E, 2G, 2H, 2J, 4E
Manage traffic and provide a policy balance between providing for the needs of cars and other objectives (eg safety, pedestrian and cycle links, urban amenity)	<ul style="list-style-type: none"> parking rates parking location and proximity Folland Ave main street precinct Access arrangements 	2A, 2C, 2K, 2M, 2S, 2T
Efficient use of existing infrastructure and provision of new infrastructure	<ul style="list-style-type: none"> support public transport with increased residential density protect flight paths energy and water efficiency identify areas for stormwater management design guidance for stormwater in open space 	2A, 2G, 4B, 4D, 4K
Support community development, interaction and healthy lifestyles	<ul style="list-style-type: none"> provide local hubs and meeting places a diverse and vibrant centre a network of links and linear paths high quality of urban amenity and streets support walking, cycling and activity diverse housing and affordable housing 	2A, 2C, 2D, 2G, 2M, 2P, 3D, 4L, 3C
Support mixed use development in appropriate locations to cater for the needs of residents and employees	<ul style="list-style-type: none"> a diverse and expanded centre local activity for local needs in walkable distance mixed use along Hampstead Road connected by pedestrian and cycle links 	2C, 2G, 2H, 2M, 2P, 3B, 3C, 3D, 4O
Ensure that the quality and variety of open space supports the needs of residents and employees	<ul style="list-style-type: none"> linear spaces for walking, cycling and jogging meeting, stopping, resting and civic places smaller high quality spaces 	2D, 2G, 2H, 2K, 2M, 2O, 4J, 4K

Policy Issue	Elements	Investigation Reference
	<ul style="list-style-type: none"> promote quality design and facilities including shade and shelter reflect Masterplan for Lightsview 	
Locate multi-storey development in locations that support mixed uses and public transport with access to open space, services and facilities	<ul style="list-style-type: none"> in the neighbourhood centre along Hampstead Road along East Parkway in and around local activity centres strong pedestrian and cycle linkages 	4I, 4O, 2Q
Sustainable development that supports energy and water efficiency	<ul style="list-style-type: none"> stormwater management and recycling building orientation and design reduced reliance on cars by supporting walking, cycling and public transport 	2M, 2K, 3E
Address design and interface issues with existing development	<ul style="list-style-type: none"> recognise the operations of the Hampstead Rehabilitation Centre reduce height of development towards the rear of Lot 152 reflect the Lightsview Masterplan that included separation and interface issues focus multi-storey development on Folland Ave design guidance for multi-storey and mixed use development support for façade articulation and variation 	2S, 2T, 3F, 3G, 4N, 4O, , 4I
Lightsview development	<ul style="list-style-type: none"> reflect the updated Masterplan include residential policy to support smaller dwellings and affordable housing include policy that provide guidance on the balance between providing for cars and other objectives define and encourage neighbourhood and local community hubs / activity centres identify suitable locations for multi-storey residential development open space policy that promotes quality and variety recognise the use of open space for stormwater management but that maintains use and safety 	2B, 2I, 2P, 3A, 4E, 4G, 4O
Ross Smith Site and Lot 152	<ul style="list-style-type: none"> support transit corridors with multi-storey, mixed use development cater for local residents and the needs of Hampstead Rehabilitation Centre 	2B, 2C, 2S, 2T, 4E, 4M, 4O

Policy Issue	Elements	Investigation Reference
	<ul style="list-style-type: none"> ▪ support north-south linkages and connections to the Lightsview development ▪ manage traffic by managing car parking provision ▪ recognise interface issues on the southern boundary of Ross Smith site, along the Hampstead Rehabilitation Centre boundaries and with residential development to the east ▪ identify areas needed for stormwater management ▪ recognise strategic transport function of Hampstead Rd 	
Northgate Shopping Centre	<ul style="list-style-type: none"> ▪ allow apartment development in the existing shopping centre ▪ focus multi-storey development on Folland Ave ▪ allow for retail and non-residential use expansion to cater for longer term demand ▪ high quality of public environment for pedestrians and cyclists ▪ recognise access issues ▪ recognise interface issues 	2C, 2P, 3B, 3D, 4O

5.1 CURRENT AND RECOMMENDED PLANNING POLICY

The following table summarises the review of current planning policy undertaken towards a recommended planning policy approach. The following discussion together with the investigations is based on:

- Support State strategic policy directions
- Adapt policy to integrate with the recent conversion of the Port Adelaide Enfield (City) Development to the Better Development Plans format and policy
- Focus policy change on the area affected
- Ensure that policy standards that do not exceed the Residential Code standards and consider merit policy that provided greater flexibility than the Code
- Work within the principles of the “South Australian Planning Policy Library” policy reform program, particularly the aim to simplify the policy approach.

Considerable investigation, testing and assessment has been undertaken to review the options for policy change. The options considered are broadly categorised as follows:

- Amend and adapt the existing Residential Zone and relevant policy areas for the whole of the affected area
- A combination of a new zone along Hampstead Road and adaptation of the Residential Zone and Policy Area 50
- Adaptation of the current centre zone policy to included complimentary development along Folland Ave or included in a new mixed use zone
- Adopt a new mixed use zone for the whole of the affected area ie. the Suburban Neighbourhood Zone

The results of this assessment are summarised below.

Amend and adapt the existing Residential Zone and relevant policy areas for whole of the affected area	Conclusion
Testing of this approach has proved to be complicated and potentially confusing for the community and for assessment processes.	The form of development envisaged in the affected area is fundamentally different to the envisaged form of development in the existing Residential Zone.
Fundamentally the policy contained in the current Residential Zone has been developed over a long period of time to cater for more traditional “suburban” style residential development.	
The development outcomes envisaged for the affected area are strongly aligned with the 30 Year Plan which envisages a more intense, mixed use form of development.	For the purposes of clarity, a separate zone for the affected area is considered to be more appropriate to enable the application of different policy and design drivers.
Adapting the existing Residential Zone to accommodate this newer form of development is likely to result in overly complex policy and many policy principles would not apply in the area affected requiring many exemption statements for the area affected. This approach also risks creating confusion in the application of policy and increases the chance of policy change that could have wider application than the affected area.	
It is also noted that it is not the intention of the 30 Year Plan to encourage widespread redevelopment of existing suburban areas. The higher density areas are intended to be confined to	

Amend and adapt the existing Residential Zone and relevant policy areas for whole of the affected area	Conclusion
particular locations, sites and precincts.	
A combination of a new zone along Hampstead Road and adaptation of the Residential Zone and Policy Area 60	Conclusion
<p>Consideration was given to whether the zoning of the land abutting the Hampstead Road frontage should be different to that for the rest of the affected area.</p>	<p>A separate zone for the Hampstead Road frontage is not warranted.</p>
<p>This was intended to take into consideration The 30 Year Plan's intention that development along transit corridors should be of a higher density. However, a significant proportion of this frontage is unlikely to accommodate this form of development because:</p> <ul style="list-style-type: none"> ▪ The Hampstead Rehabilitation Centre is likely to continue as a regional health services facility for the foreseeable future ▪ The longer term development of the Ross Smith site is likely to accommodate some medium density but not to the extent envisaged by The 30 Year Plan. 	<p>A mixed use higher density form of zoning could support mixed use (including community and health related uses) and higher density development in those locations that are likely to be able to accommodate this.</p>
<p>In effect the higher density outcome would be primarily contained along the Hampstead Road frontage within Lot 152 and a small portion of the Ross Smith site.</p>	
<p>Adaptation of the Residential Zone for Policy Area 60 presents the same concerns stated in the option above.</p>	
Adaptation of the current centre zone policy to included complimentary development along Folland Ave or included in a new mixed use zone	Conclusion
<p>Consideration was given to the various options to provide policy guidance for the existing shopping centre (currently in a Neighbourhood Centre Zone) as well as the expanded mixed use sites on the south side of Folland Ave.</p>	<p>There is a preference that the expanded neighbourhood centre precinct has similar policy arrangements to support the envisaged development.</p>
<p>In general the preference is a policy arrangement that best encourages an integrated approach to both sides of Folland Ave and an approach that supports expansion in the form of multi-storey, mixed use developments.</p>	<p>As such it is recommended that the existing centre be included in a zone that applies to the whole of the affected area.</p>
<p>Currently the Development Plan expresses a policy preference for a separation of residential and non-residential uses. Like the findings for the Residential Zone, there are complications associated with trying to adapt existing zones that have been developed based on a suburban approach to development.</p>	
<p>The expanded centre is intended to offer a walkable option for shopping and socialising compared with a more traditional car orientated catchment. This requires a different approach to built form, urban design, mixed uses and residential densities.</p>	

Amend and adapt the existing Residential Zone and relevant policy areas for whole of the affected area	Conclusion
Adopt a new mixed use zone for the whole of the affected area ie. Suburban Neighbourhood Zone	Conclusion
<p>This fourth option was considered and tested for the whole of the affected area.</p>	<p>This option is considered to be the most appropriate policy approach to the form of development envisaged for the affected area.</p>
<p>Given that the intention is to support the directions identified in The 30 Year Plan, consideration was given to a number of policy modules that have been drafted to assist with the implementation of The 30 Year Plan.</p>	
<p>Based on the findings of the above options, the Suburban Neighbourhood Zone (SNZ) module was considered most appropriate as a base policy module. This Zone envisages a master planned approach to development that incorporates a range of dwelling types, an overall increase in density with areas of varying densities and mixed use centres including accommodating a neighbourhood level centre.</p>	
<p>The zone clearly envisages multi-storey and mixed use development. However, the current Port Adelaide Enfield Development Plan does not contain policy guidance for this form of development in its General section.</p>	
<p>In order to introduce the Suburban Neighbourhood Zone, the Multi-storey Policy Module would also need to be included in the general section of the Port Adelaide Enfield Development Plan.</p> <p>Some minor additional refinement of policy in the general section is also needed to:</p>	<ul style="list-style-type: none"> ▪ recognise a different approach to the provision of open space in higher density areas; and ▪ mixed use development in residential areas and within centres ▪ It is also considered to appropriate to include the three new overlays: ▪ Strategic Transport-given that the site abuts Hampstead Rd which is a primary freight route ▪ Noise and Air Emission-to address the Mixed uses and proximity of some development to Hampstead Rd ▪ Affordable Housing-in order to offer flexibility in affordable housing provision.
<ul style="list-style-type: none"> ▪ recognise a different approach to the provision of open space in higher density areas; and 	
<ul style="list-style-type: none"> ▪ mixed use development in residential areas and within centres 	
<ul style="list-style-type: none"> ▪ It is also considered to appropriate to include the three new overlays: 	

Summary of Recommended Policy Changes

The following provides a summary of recommended changes to the Port Adelaide Enfield Council Development Plan. (Figure 4 portrays the existing and proposed zoning)

General Provisions

1. Amend selected policy provisions within the Centres and Retail Development Module to allow for shops to establish within local and neighbourhood activity centres within the Suburban Neighbourhood Zone. The amendments also provide for shared vehicle access in relation to local and neighbourhood activity centres, within the new zone.
2. Introduce new policies for inclusion within the Land Division Module to provide for flexibility in the provision of on-street and off-street car parking requirements.
3. Introduce the new General Module, namely the 'Medium and High Rise Development (4 or more storeys)' from the South Australian Planning Policy Library to the General section of the Development Plan. This Module will provide additional guidance for the assessment of multi-storey and mixed use developments.
4. Amend selected policy provisions under the Open Space and Recreation Module to allow for flexibility in provision of open space in high density residential and/or mixed use developments within the proposed Suburban Neighbourhood Zone.
5. Amend policy references to Concept Plans contained in the Orderly and Sustainable Module, as required with the introduction of the Suburban Neighbourhood Zone to the affected area.
6. Amend policy references to the Northgate Policy Area 60 to refer to the Suburban Neighbourhood Zone, as contained within the Residential Module.

Figure 4- Existing and Proposed Zoning

Zone & Policy Area Provisions

7. Delete Northgate Shopping Centre Policy Area 28, within the Neighbourhood Centre Zone.
8. Within the Residential Zone delete all references to the Northgate Policy Area 60 (including updates to the non-complying development list and category of notification lists, as a consequence of the removal of the reference to Northgate Policy Area 60).
9. Delete Northgate Policy Area 60, within the Residential Zone.
10. Introduce the new Suburban Neighbourhood Zone to the Port Adelaide Enfield Development Plan.

Table/s

11. Introduce an additional car parking table specifically detailing car parking requirements associated with the Suburban Neighbourhood Zone.

Overlay/s

12. Introduce three new Overlays to the Port Adelaide Development Plan, namely to be reflected in the map sets of the Port Adelaide Enfield Development Plan (map sets PAdE/32 and PAdE/33):
 - Strategic Transport Overlay
 - Noise and Air Emissions Overlay
 - Affordable Housing Overlay

Mapping

13. Provide updated concept plans to support the new zoning (replacement of Concept Plan Map PAdE/21 – Northgate Neighbourhood Centre and Concept Plan Map PAdE/48 – Northgate Residential with Concept Plan Map PAdE/21 – Northgate Neighbourhood Activity Centre and Concept Plan Map PAdE/48 – Northgate Land Use and Access).
14. Delete and replace relevant mapping sets (including Location Maps, Zone Maps and Policy Area Maps) to reflect the proposed new zoning:
 - Location Map PAdE/32
 - Zone Map PAdE/32
 - Policy Area Map PAdE/32
 - Zone Map PAdE/33
 - Policy Area Map PAdE/33

6 STATEMENT OF STATUTORY COMPLIANCE

Section 25 of the *Development Act 1993* prescribes that the DPA 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.

6.1 ACCORDS WITH THE PLANNING STRATEGY

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

The proposed Zone module that has been selected is part of the draft set of modules that have been produced to support the Planning Strategy.

6.2 ACCORDS WITH OTHER PARTS OF THE DEVELOPMENT PLAN

The policies proposed in this DPA are consistent with the format, content and structure of the Port Adelaide Enfield (City) Development Plan, although consideration has been given to the current BDP conversion process.

6.3 COMPLEMENTS THE POLICIES IN THE DEVELOPMENT PLANS FOR ADJOINING AREAS

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

6.4 SATISFIES THE REQUIREMENTS PRESCRIBED BY THE REGULATIONS

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

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