

## SOCIAL INFRASTRUCTURE ASSESSMENT MOORINGE AVE, PLYMPTON

Prepared for:  
ACP Mooringe Pty Ltd

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## EXECUTIVE SUMMARY

## Executive Summary

The purpose of this social infrastructure assessment is to inform the investigations for the Plympton Residential Development Plan Amendment (DPA) that is seeking to rezone approximately 1.2 hectares of land in the Industry Zone at Plympton.

The area affected is located within a study area that covers inner and middle Western Adelaide and is predominantly residential with areas of industrial land use in Marleston, Netley and Plympton and commercial corridors associated with Richmond Road, South Road and ANZAC Highway. Key features of the study area include the Glenelg Golf Course, Ashford Hospital, public and private primary and secondary schooling, significant sports fields and bikeways and ease of access to local shopping and public transport.

Gradual infill appears to be occurring through subdivision of established residential allotments for the delivery of smaller residential blocks to the market at a median sale value that exceeds the price point for new build housing products within Housing Affordability Designated Areas.

There is limited broad-hectare residentially zoned land available to facilitate population growth through coordinated infill development. Instead policies supporting greater density have been included in Development Plan Amendments within the study area (Morphettville Racecourse DPA), within the City of West Torrens (Housing Diversity DPA and Underdale Torrensville DPA) and across inner and middle metropolitan Adelaide to facilitate population growth with ease of access to existing civil and social infrastructure.

The proposed rezoning of the area affected is likely to contribute demand in the order of 70 additional dwellings and 161 additional residents projected to comprise a younger age profile but with a similar family demographic and ageing segment as identified for the Plympton SA2 at the 2016 Census.

Based on the availability of relevant key services and facilities to the area affected, it is envisaged that the capacity of existing social infrastructure is adequate to meet expected demand and that no additional provision is required to support rezoning of the land.

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## 1 - INTRODUCTION

## 1. Introduction

### 1.1. Purpose

The purpose of this social infrastructure assessment is to inform the investigations for the Plympton Residential Development Plan Amendment (DPA) that is seeking to rezone approximately 1.2 hectares of land in the Industry Zone at Plympton.

In accordance with the Statement of Intent (SOI) approved by the Minister for Planning on 11 August 2018, the investigations for the DPA include:

*Review of the capacity of existing social infrastructure to meet expected demand from this proposed rezoning and identify mitigation, where required.*

In addition, the City of West Torrens is seeking to understand the implication of the proposed rezoning for open space provision.

### 1.2. Background

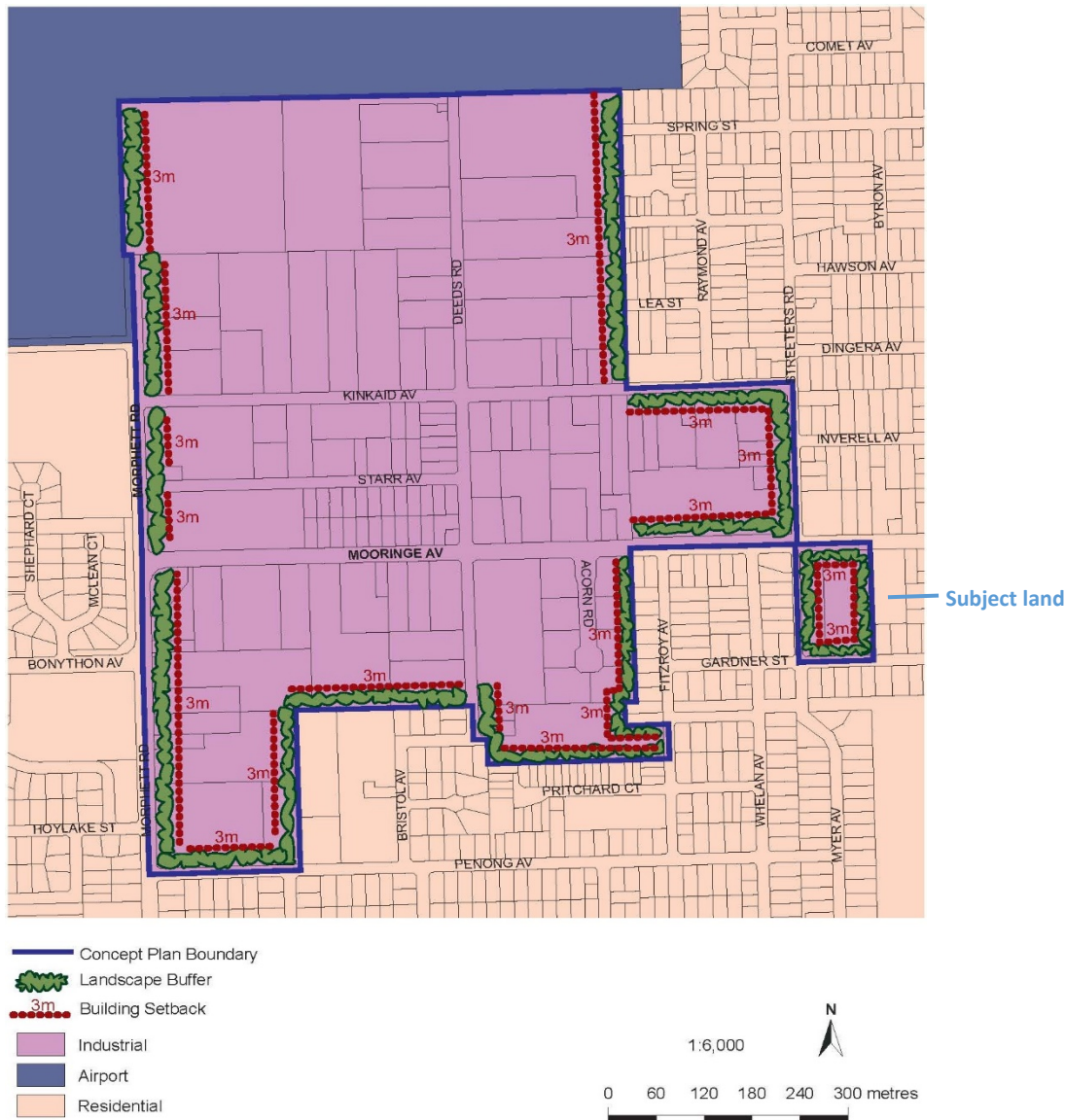
The subject land (area affected) is bound by: Mooringe Ave to the north, Streeters Road to the west, Gardner Street to the south, and abuts land zoned residential to the east (although appears to be used for commercial purposes).

The area affected is currently zoned Industry which designates the land for future industrial uses. The objectives of the Industry Zone are: 1. a zone preliminary accommodating a range of industrial warehouse, storage and transport land uses; and 2. manufacturing activities, within Plympton and Camden Park, well removed from adjacent residential areas.

Envisaged land uses include: industry (except special industry), office, petrol filling station, public service depot, service trade premises, shop of 250 square metres or less in gross leasable area, store, road transport terminal and warehouse. Dwellings and other residential accommodation such as residential flat buildings and nursing homes, are listed as non-complying development within the Industry Zone.

The West Torrens Development Plan (Consolidated 12 July 2018) identifies the subject land on *Concept Plan Map WeTo/16 Plympton/Camden Park Industry*. *Concept Plan Map WeTo/16 Plympton/Camden Park Industry* identifies the subject land as barely contiguous with the remaining industrial zoned land and an aberration protruding into an otherwise residential area. Further, the landscape buffer envisaged in *Concept Plan Map WeTo/16 Plympton/Camden Park Industry* (as a means of minimising or ameliorating potential interface issues) has not been established. A copy of that plan is included below as Figure 1.

Figure 1. Concept Plan Map WeTo/16 Plympton/Camden Park Industry



## Concept Plan Map WeTo/16 NORTH PLYMPTON / CAMDEN PARK INDUSTRY

WEST TORRENS COUNCIL  
Consolidated - 12 July 2018

The current Industry Zone could allow land uses that would be potentially undesirable for existing surrounding land uses and create less than desirable interface issues that currently require, and will continue to require, ongoing management. The extent of surrounding residential land uses may pose operational constraints on land uses envisaged in the Industry Zone resulting in the subject land being underutilised. Further, the historical use of the subject land for potentially contaminating land uses due to “existing use rights” will likely continue to persist in the local area. For these reasons, it was deemed appropriate to program the rezoning to ensure future development of the site is compatible with surrounding residential development.

## 1.3. Area Affected

The area(s) affected by the proposed DPA is shown in red outline on the map below in Figure 2.

The area affected is 1.217 hectares of land located on the south eastern corner of the intersection of Mooringe Avenue and Streeters Road, Plympton described as follows:

- Allotment 75 in Filed Plan 6524 in the area named Plympton in the Hundred of Adelaide and is contained within Certificate of Title Volume 5899 Folio 549; and
- Allotment 76 in Filed Plan 6524 in the area named Plympton in the Hundred of Adelaide and is contained in Certificate of Title Volume 5899 Folio 548.

Allotment 76 is subject to easement of 1.52 meters wide that runs along the east boundary for 41.60 metres from Gardener Street (and is shown as the land marked A on the relevant Certificate of Title).

*Figure 2. Area affected*



The area affected has frontage of 85.78 metres to Gardner Street (to the south); 85.67 metres to Mooringe Avenue (to the north); and 131.01 metres to Streeters Road (to the west); and abuts land zoned residential to the east (although there appears to be partial use for commercial purposes).

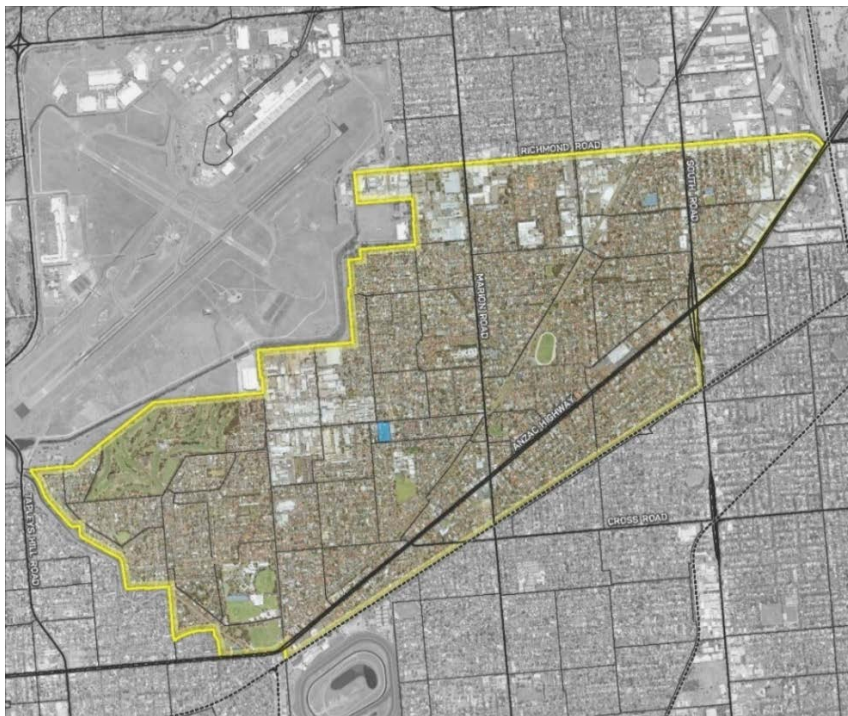
## 1.4. Study Area

The study area for this assessment is the Australian Bureau of Statistics census geography, Plympton Statistical Area Level 2 (SA2) which is intended to represent a community that interacts together socially and economically. The Plympton SA2 generally incorporate the following smaller area geography used as part of the Council's community profile (profile ID):

- Novar Gardens;
- Camden Park;
- Plympton;
- Kurralta Park-Glandore;
- North Plympton-Netley;
- Marleston-Ashford-Keswick.

The study area is shown in Figure 3 below. An A3 copy is provided in Appendix 1.

**Figure 3.** *Plympton study area*



The study area is bounded by Richmond Road and the Adelaide Airport (north), ANZAC Highway and the Glenelg Tramline (east and south) and Sturt River (west). The study area is predominantly residential with areas of industrial land use in Marleston, Netley and Plympton and commercial corridors associated with Richmond Road, South Road and ANZAC Highway. Key features include the Glenelg Golf Course, Ashford Hospital, public and private primary and secondary schooling and significant sports fields and bikeways.

## 2 – STRATEGIC CONTEXT

## 2. Strategic Context

### 2.1. Overview

The following strategies and plans are considered relevant to the rezoning:

- The 30 Year Plan for Greater Adelaide, 2017 Update;
- City of West Torrens, Community Plan, Towards 2025;
- City of West Torrens, Transport Strategy, 2009; and
- City of West Torrens, Open Space and Public Place Plan, 2013.

Each document is discussed in more detail below.

### 2.2. The 30 Year Plan for Greater Adelaide, 2017 Update

The 30 Year Plan for Greater Adelaide, 2017 Update, is the strategic land use plan that guides the long-term growth of Adelaide and its surrounds. The Plan comprises six targets and a series of policies.

Target 1 is concerned with 'Containing our urban footprint and protecting our resources' and includes a target for 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045. This target is driving higher population across the metropolitan area and a more compact and dense urban form.

The 30 Year Plan has an emphasis on development within ease of access to existing infrastructure and services and design quality. Targets 2 to 6 seek:

- 60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045
- Increase the share of work trips made by active transport mods by residents of Inner, Middle and Outer Adelaide by 30% by 2045
- Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045
- Urban green cover is increased by 20% in metropolitan Adelaide by 2045
- Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045

The rezoning supports increased residential density in a location with ease of access to services, existing infrastructure, and within the metropolitan area as per the targets and supporting policies contained in the 30 Year Plan for Greater Adelaide.

## 2.3. City of West Torrens, Community Plan, Towards 2025

Towards 2025 (Community Plan, 2017) is Council's strategic management plan which sets key strategic priorities for the city. The Plan is based on six themes (four community and two corporate), progress indicators, aspirations, long-term strategies and short-term strategies.

The theme of 'Built Environment' is most relevant to the rezoning, and recognises the importance of city design, public realm, open space and development to the community. The Plan states:

*In the last two decades West Torrens has begun a trend towards urban renewal that involved an increase in the number of town-houses and home unit dwellings. Housing choice for people of all abilities and at all stages of life, as well as the Council's location between the Adelaide CBD and the coast, offer flexibility and liveability that residents enjoy.*

*Access to quality open space is recognised as an extremely important issue to the community and facilitating this remains a Council priority. As the size of private backyards diminish Council faces increasing requirements for quality open space and effective infrastructure such as safe walking paths and bikeways.*

Key future challenges identified in the Plan, include:

- The State Government's population growth projection of up to an additional 545,000 people in Greater Adelaide by 2045, will result in increased and changing demands upon community assets including footpaths, roads, storm water and open space.
- Increasing traffic flows through West Torrens requires the ongoing monitoring and implementation of an integrated citywide traffic management plan to address traffic speeds, parking and the increased use of 'greener' travel such as cycling and public transport.
- City design will be increasingly important to ensure the future built form, to include medium and high density housing, is sustainable, human scale, responsive to human needs, aids crime prevention, mitigates interface issues and protects those parts of the city which have an established residential character.
- Interface issues resulting from infill development where residential land abuts industrial land uses resulting in traffic, noise and odour issues will place pressure on local industry to relocate or to move from 'dirty' heavy manufacturing towards 'cleaner' industries such as biotech facilities, logistics and distribution.

In response, the Plan includes aspirations, long-term strategies and short-term strategies relevant to social infrastructure and open space provision, including:

Aspiration: A well designed built environment	
Long-term strategy	Short-term strategies
Facilitate development that meets the needs of the community.	<ul style="list-style-type: none"> <li>Support a range of housing types and densities across the city, while conserving areas of character and heritage value.</li> <li>Advocate for the provision of adequate public places within the urban form.</li> </ul>
Facilitate retail, commercial and industrial activity that is compatible with neighbouring land uses.	<ul style="list-style-type: none"> <li>Support a range of retail, commercial and industrial development, while minimising conflicts with neighbouring land uses.</li> <li>Enable a range of developments by providing and advocating for quality infrastructure and appropriately zoned land.</li> </ul>
Aspiration: An appealing and valued open space network	
Long-term strategy	Short-term strategies
Develop a network of open spaces across the city, based on a balance of environmental, social and economic factors.	<ul style="list-style-type: none"> <li>Identify opportunities to enhance equitable access to open space to achieve active, vibrant and connected communities.</li> </ul>

Supporting strategies exist under the theme 'Community Life' with a focus on creating connected communities and opportunities for social interaction, including a range of sporting, recreation and physical activity options, access to arts and cultural activities, learning, and community services.

The rezoning supports the Council's community plan in that it will minimise the interface between industrial and residential zoning (and land uses) and supports increased residential density in a location with ease of access to services, existing infrastructure, and within the metropolitan area as per provisions of the 30 Year Plan for Greater Adelaide.

## 2.4. City of West Torrens, Transport Strategy, 2009

The Transport Strategy, 2009 considers the future traffic and parking demands on the arterial and local road networks over the next 20 years.

The Transport Strategy identifies strategies that the City of West Torrens could implement to maintain good accessibility, provide a safe road network, maintain a high level of amenity for residents and a high level of parking opportunity throughout the City.

The Strategy states that it was developed in conjunction with the City of West Torrens Section 30 Development Plan Review as a means to include relevant and appropriate policies in the Development Plan to help achieve some of the outcomes sought by the Strategy.

While the Transport Strategy is concerned primarily with traffic and parking, alternative modes of transport such as pedestrian, cycling and public transport networks are addressed and managed by Council via asset management programs such as for footpaths and bus shelters and bicycle planning. Of note, is the Westside Bikeway near the area affected that provides an off-road path linking to the City and the coast.

## 2.5. City of West Torrens, Open Space and Public Place Plan, 2013

The City of West Torrens Community Plan, 2017 (see Section 2.3) states that about six per cent of the total land area within the City is dedicated to public open space, including the River Torrens Linear Park, local and neighbourhood parks, and other public open space such as public ovals and sporting grounds.

The Open Space and Public Place Plan outlines a vision to provide an equitable distribution of quality open space and public places that will benefit residents, workers and visitors, and responds to existing and future community needs. It includes opportunities to improve existing open space facilities and public place to achieve active, vibrant and connected communities. The Plan includes a focus on public places as well as open space noting the importance of both as patterns of urban development change and urban densities increase in line with Government policy. The Plan states:

*Projected population growth and infill urban development will increase demands on existing open space and public place. New forms of housing have smaller areas of private open space, while mixing land uses might activate streets in certain locations and encourage more pedestrian activity and street life. This changing pattern of urban development and increased densities means that public places such as squares, malls, streets and laneways, where people move through and gather, will be of as much importance as open space.*

The Plan provides acknowledgement of the changing pattern and density of development and the importance of streetscapes and smaller gathering places for social interaction. Other themes identified as a focus of the Plan are summarised below:

- Development of open space corridors and linkages between individual sites including by public transport and bicycle;
- Biodiversity and greenway corridors such as along Brownhill and Keswick creeklines and the River Torrens Linear Park;

- Water sensitive urban design (WSUD) in the design and management of streets and open space;
- Opportunities for active lifestyles and improved physical and mental health and wellbeing; and
- Positive role of green spaces for climate change and heat mitigation.

In term of supply and demand for open space, the Plan notes the following features of the city:

- Large areas of commercial land offering potential for urban regeneration and increased residential density;
- Good distribution of district sports and recreation reserves; and
- Good distribution of open space and playgrounds to the Council's western suburbs, particularly Fulham and Novar Gardens.

The Plan identifies preferred criteria for open space provision across the city, as follows:

- 3 hectares of open space per 1,000 population; and
- Residents within 400 metres of open space and 250 metres of a playground.

The assessment of current provision is based on community land only and excludes other forms of open space, such as golf courses and school ovals. Based on the assessment contained in the Plan, existing (and projected) open space provision was reported as:

- 8.1 hectares per 1,000 population in Plympton (or between 4.9 hectares and 5.5 hectares if population projections are factored into the calculation); and
- 3 hectares per 1,000 population in the study area for this social impact assessment (noting the original assessment includes Glenelg North which does not form part of the study area for this assessment).

The area affected meets the preferred criteria for open space provision.

The Plan includes broad objectives, strategies and actions for open space and public places. Relevant to the rezoning which envisages a higher density of development, is inclusion of 'greenways' in the open space hierarchy which provide a linking function and acknowledgement of public places through Objective 4 – Vibrant Public Places and associated strategies:

- Strategy 4.5 Link and Place - Integrate public place and link (movement) outcomes by increasing the public place significance of road corridors within the Council.
- Strategy 4.7 Designing Vibrancy and Prosperity – Promote well-designed, attractive, multi-functional urban environments which are well frequented and encourage active street life and use of public place that support thriving local business.

## 2.6. Morphettville Racecourse DPA

A portion of the proposed Morphettville Racecourse DPA is located within the City of West Torrens. The social impact assessment informing that DPA currently under consideration by the Minister identified:

- 11 schools, education establishments and kindergartens within proximity of the area affected;
- One medical centre directly opposite the area affected (Morphettville Race Course DPA) and scope within the proposed activity centre to provide for additional consulting rooms for medical and allied practitioners; and
- Approximately 12 ovals, reserves and recreation grounds within a 2-kilometre radius of the area affected (Morphettville Race Course DPA) providing for both active and passive recreation and organised and informal active pursuits.

The assessment concluded that no changes were required as social infrastructure facilities and services in the vicinity were adequate to provide for any additional population growth consistent with the targets of The 30 Year Plan for Greater Adelaide (2010).

The study area to inform the Plympton Residential DPA overlaps this assessment. In general terms, Western Adelaide is considered well catered for in terms of social infrastructure.

## 3 – POPULATION AND GROWTH

## 3. Population and Growth

### 3.1. Overview

Holmes Dyer Pty Ltd has recently completed an assessment of allotment production and housing demand in the study area. The assessment indicates the rezoning represents an ideal opportunity to introduce housing diversity including new forms of housing product and supports increased residential density.

This social infrastructure assessment subsequently makes the following assumptions to assess the infrastructure needs arising from the proposed rezoning of the area affected:

- Allotment yield in the order of 70 dwellings; and
- Average household size of 2.3 (based on Census data).

### 3.2. Population Characteristics

Assessment of population characteristics is based on demographic data for Australian Bureau of Statistics census geography, Plympton Statistical Area Level 2 (Plympton SA2) with reference to the City of West Torrens (and Greater Adelaide where relevant) as a benchmark.

Table 1 below provides an overview of key population characteristics.

**Table 1.** Summary of population characteristics

	Plympton SA2		City of West Torrens		Greater Adelaide	
Population 2016	24,236 persons		57,901 persons		-	
Area	10.7 km²		37 km²		3,259.8 km²	
Median age	36 years		38 years		39 years	
Average household size	2.3 persons		2.3 persons		2.5 persons	
Unemployment rate	7.8		7.5		7.7	
Labour force participation	60.6		60.7		59.5	
Travel to Work 2016	%		%		%	
Train	0.2		0.2		1.5	
Bus	8.8		9.2		4.9	
Tram (includes light rail)	2.3		1.4		0.5	
Car	66.1		66.2		70.5	
Bicycle	1.6		2.2		1.1	
Walked only	2.3		2.5		2.2	
Other	4.5		4.3		4.3	
Worked at home	2.9		3.0		3.6	
Service Age Groups (years) 2016	%	change 2011	%	change 2011	%	change 2011
Babies and pre-school (0 to 4)	5.5	113	5.4	127	5.9	2,589
Primary school (5 to 11)	6.6	202	6.8	433	8.2	7,894

	Plympton SA2		City of West Torrens		Greater Adelaide	
Secondary school (12 to 17)	5.4	-11	5.4	-116	6.9	-2,132
Tertiary education and independence (18 to 24)	10.9	132	10.6	59	9.5	2,261
Young workforce (25 to 34)	18.4	469	17.4	960	13.8	14,387
Parents and homebuilders (35 to 49)	19.2	177	19.8	154	19.7	-272
Older workers and pre-retirees (50 to 59)	10.6	191	11.8	658	13.1	9,159
Empty nesters and retirees (60 to 69)	9.1	127	9.2	538	11.1	18,653
Seniors (70 to 84)	10.0	-31	9.9	-106	9.3	13,457
Elderly aged (85 and over)	4.2	126	3.7	261	2.6	4,506
<b>Household Type 2016</b>	<b>%</b>	<b>change 2011</b>	<b>%</b>	<b>change 2011</b>	<b>%</b>	<b>change 2011</b>
Couples without children	24.5	14	23.2	-103	24.8	2,137
Couples with children	24.4	316	25.5	666	28.7	7,517
One parent families	7.9	-10	8.8	41	11.1	2,718
Other families	1.6	-28	1.6	-57	1.2	190
Lone person	31.5	-165	30.3	-289	26.2	3,686
Group households	5.9	-7	6.3	12	3.8	781
Other	4.1	119	4.3	233	4.3	6,034
<b>Education Institution Attending 2016</b>	<b>%</b>	<b>change 2011</b>	<b>%</b>	<b>change 2011</b>	<b>%</b>	<b>change 2011</b>
Preschool	3.8	23	3.8	8	4.2	230
Infants/Primary	22.0	173	23.8	365	28.9	7,586
Secondary	15.3	78	15.4	67	19.0	2,899
Technical or Further Educational Institution	7.3	-41	7.4	-120	6.7	-2,009
University or other Tertiary Institution	27.9	503	27.7	992	19.3	12,112
Other type of Educational Institution	3.2	-9	3.0	-26	2.6	420

### 3.2.1. Age and Family Structure

The median age of persons living in Plympton is 36 years (compared with 38 years and 39 years for City of West Torrens and Greater Adelaide respectively).

There are more persons aged 18 to 34 years in Plympton (29%) compared with Greater Adelaide (23%), an age cohort typically associated with tertiary education, independence, and the young workforce. This is consistent with a high percentage of persons attending University or another Tertiary Institution (27.9% compared with 27.7% for City of West Torrens and 19.3% for Greater Adelaide).

Plympton has a similar proportion of persons aged 35 to 49 compared with Greater Adelaide (19.2% compared with 19.7%) and likely to be in the parents and homebuilders service age groups. The largest changes in age structure for Plympton between 2011 and 2016 was growth in the age groups associated with the young

workforce (+469 people), primary school age children (+202 people), older workers and pre-retirees (+191) and parents and homebuilders (+177).

Generally, the area is characterised by fewer persons in the very young, and elderly aged (85 years and over) age cohorts. This is consistent with fewer persons attending preschool to secondary school in Plympton compared with Greater Adelaide.

Average household size in Plympton is 2.3 persons per household, compared with 2.5 for Greater Adelaide.

### 3.2.2. Labour Force and Employment

Only 24% of people who live in the City of West Torrens work locally (73% of people living in the city travel elsewhere for employment). This may suggest a mismatch between the skill sets of the local population and locally available jobs. More than three quarters (85%) of people who work in the City of West Torrens live outside of the area.

In 2016, most people living in Plympton were employed in Health Care and Social Assistance (15.8% compared to 15.6% for Greater Adelaide), Retail (10.1% compared with 10.8% for Greater Adelaide), Accommodation and Food Services (9.2% compared and 6.7% for Greater Adelaide) and Education and Training (8.2% compared with 8.9% for Greater Adelaide). The greatest increase between 2011 and 2016 was for Health Care and Social Assistance (+242 persons), Accommodation and Food Services (+189 persons) and Education and Training (181 persons).

There is a declining employment trend in Manufacturing for Plympton and more broadly for the State (6% in 2016, down from 8.5% in 2011, down from 10.6% in 2006 and compared with 7.6% for Greater Adelaide down from 10.4% in 2011).

Plympton's population in 2016, was most commonly employed as Professionals (22.5% compared with 22.3% for Greater Adelaide), or Clerical and Administrative Workers (15.1% compared with 14.1% for Greater Adelaide). This is consistent with a high percentage of persons with bachelor or higher degree (25% compared with 26% for City of West Torrens and 21% for Greater Adelaide).

People living in Plympton are more likely to travel to work using public transport or cycling than for Greater Adelaide with 8.8% of the population travelling to work on the bus (compared with 4.9%), 2.3% by tram (compared with 0.5%), 1.6% by bicycle (compared with 1.1%), and fewer persons travelling by car (66.1% compared with 70.5%). This is consistent with higher percentages of one and no car households in Plympton (55% compared with 46% for Greater Adelaide), but may also suggest ease of access by alternate transport modes.

### 3.2.3. Cultural Diversity

In 2016, 36.3% of people in Plympton were born overseas and of this 8.5% were born in India and 4.5% in China compared with 4.6% and 3.4% respectively for the City of West Torrens.

In total just over 1,700 people in Plympton were born overseas, of this 39% arrived between 2011 and 2016.

Profile ID identifies that of languages spoken at home:

- 4.8% of persons spoke Greek compared to 6.4% for West Torrens;
- 4.3% of persons spoke Mandarin compared to 3.6% for West Torrens;

- 3.6% of persons spoke Hindi compared to 1.3% for West Torrens;
- 3.1% spoke Punjabi compared to 1.9% for West Torrens; and
- 3.0% spoke Nepali compared to 0.8% for West Torrens.

The 2016 ABS Census for the Plympton SA2 identified that over 80% of persons migrating from countries within Asia arrived between 1986 and 2016, while over 95% of persons migrating from Mediterranean countries arrived between 1946 and 1985. This suggests that of the population born overseas, those from Mediterranean countries are likely to comprise a higher proportion of older residents, with recent arrivals from within Asia.

### 3.3. Population Growth 2006 - 2016

From 2006 to 2016, enumerated population of Plympton suburb increased from 4,204 persons to just over 5,000; an increase of approximately 490 persons or 11.6%. This represents an average annual population change of 1.1% per year over the period. This is considered to represent moderate to high growth in the Adelaide metropolitan context.

Similarly, over the same period Plympton SA2 has grown from 22,210 persons to 24,785 representing an increase of 2,575 persons or 11.6% total growth at an average annual rate of approximately 1.1%.

### 3.4. Population Projections 2016 – 2031

#### 3.4.1. Western Adelaide Government Region

The Department of Planning, Transport and Infrastructure (DPTI) provides population projections for South Australian government regions to 2031 (based on 2011 ABS data). The study area for this social impact assessment sits in the Western Adelaide government region which was forecast to grow by just over 36,240 persons for the 15 years between 2016 to 2031 at a total growth of 15.4% or approximately 1.0% per annum.

#### 3.4.2. City of West Torrens

Over the same period (2016 to 2031) the City of West Torrens is predicted to grow by just over 9,000 persons or 14.7% over 15 years at an annual average of 0.8%. This population is forecast to be represented by:

- 67.4% of the population 49 years of age or younger;
- 32.6% of the population 50 years of age or over;
- 32.8% of the population between 20 and 39 years of age;
- 16% of the population within school age (5 to 19 years); and
- 5.7% of the population will be birth to pre-school (0-4 years).

In comparison, by 2031 Greater Adelaide is forecast to comprise:

- 62.5% of the population 49 years of younger;
- 37.5% of the population 50 years of age or over;
- 25.7% of the population between 20 and 39 years of age;

- 17.8% of the population within school age (5 to 19 years); and
- 5.5% of the population will be birth to pre-school (0-4 years).

This suggests a continued need to cater for young and mature families while considering the needs of older members of the community.

### 3.4.3. Residential Growth through Minor Infill

Population growth for the study area and surrounding inner western suburbs of Greater Adelaide will be influenced by the availability of land, and suitable zoning, for infill residential development.

The DPTI Residential Broadhectare Land Supply Report (2017) identified that at 30 June 2017, West Torrens had just under one hectare of residentially zoned broad hectare land supply (0.4 ha under Housing SA ownership). The report also identified the use of rezoning to create opportunities for higher density infill development within inner metropolitan suburbs where land availability is low. This was evidenced through dwelling yields that included:

- Prospect (51.2 lots per hectare);
- Norwood, Payneham St. Peters (43.4 lots per hectare - due mainly to a development in Hackney); and
- Charles Sturt (30.7 lots per hectare - largely impacted by development in St. Clair).

The Morphettville Racecourse DPA is proposing to rezone 2.7 hectares of land zoned Commercial within the study area to Urban Core Zone (UC Zone). The UC Zone proposes a transition in height from 12 storeys and 200 dwellings per hectare net (Core Area) to 4 storeys and 70 dwellings per hectare (Transition Area) adjacent the existing residential zone. The transition area is proposed to be 20 metres deep and approximately 0.2 hectares of the total site, suggesting 2.5 hectares of rezoned land could be available for development at a density of up to 200 dwellings per hectare. This proposed rezoning has the potential, in effect, to increase the land available for growth through infill development from 0.4 hectares (Housing SA land) to 3.1 hectares with land development.

The 0.4 hectares of Housing SA land is within Medium Density Policy Area 18 of the West Torrens Development Plan which provides for 4 storey medium density development and minimum site areas of 100m<sup>2</sup>. Complying forms of development within Medium Density Policy Area 18 include residential flat buildings, which could result in production of greater population density for this site.

## 3.5. Summary of Population and Growth Implications

Based on the population change for Plympton suburb and Plympton SA2 between 2006 and 2016 and the projected growth of Western Adelaide from 2016 to 2031, it is likely that the study area will continue to see population increase at a rate of 1.1% per annum.

The availability of land will influence the densities and location of infill growth. Minor infill sites present an opportunity to achieve coordinated development of higher density developments with higher quality built form and public realm outcomes.

Based on 70 dwellings per hectare and 2.3 people per household, the area affected could accommodate a future population of approximately 161 persons.

A summary of potential population growth for the study area is shown in Table 2.

**Table 2.** *Summary of potential population growth for the study area contributed by the area affected*

Land Type/Owner	Land Size	Potential Dwellings	Potential Residents
Housing SA	0.4	28 dwellings at 70 dwellings per hectare	65
South Australian Jockey Club	2.5	500 dwellings at 200 dwellings per hectare	1,150
South Australian Jockey Club	0.2	14 dwellings at 70 dwellings per hectare	32
Area affected (Boral Asphalt Plant)	1.2	85 dwellings at 70 dwellings per hectare	161
<b>Total</b>	<b>4.3</b>	<b>627</b>	<b>1,408</b>

## 4 – CAPACITY AND DEMAND FOR SERVICES AND FACILITIES

## 4. Capacity and Demand for Services and Facilities

### 4.1. Overview

The area affected by the proposed Plympton Residential DPA is 1.217 hectares of land located on the south eastern corner of the intersection of Mooringe Avenue and Streeters Road, Plympton. It is one of a limited number of infill sites that could be developed in a coordinated manner to achieve higher density infill development in Western Adelaide. Based on a scenario of medium density (70 dwellings per hectare) the rezoning could generate approximately 161 new residents.

When compared with Greater Adelaide, the study area exhibits a higher proportion of:

- Tertiary and independence (18 – 24 years);
- Young workforce 25 – 34 years); and
- Seniors (70-84 years).

The study area also has a greater proportion of households categorised as:

- Group households;
- Couples without children; and
- Lone person.

In addition, the projected demography for the study area suggests a continued need to cater for young and mature families while considering the needs of older members of the community.

### 4.2. Social Infrastructure Needs Assessment

Key service and facility requirements to meet the likely demand generated by population have been assessed against the planned or implemented services and facilities locally available, including:

- Child care, out of school hours care, and vacation care;
- Education services and facilities;
- Open space and outdoor recreation including walking and cycling;
- Medical and Allied Health;
- Community services;
- Housing affordability and aged care; and
- Public and community transport.

### 4.3. Social Infrastructure Capacity Assessment

Standards have been established to guide a population-based approach to service and facility provision. Some recent examples include the Victorian Growth Areas Authority (2008) and the Queensland Department for

Infrastructure, Local Government and Planning (2015). Holmes Dyer Pty Ltd has also been involved in population-based infrastructure planning for master planned residential development proposals in 2017 and 2018.

The standards, thresholds or triggers for infrastructure provision are typically applied to large scale proposals within growth areas or designated development areas.

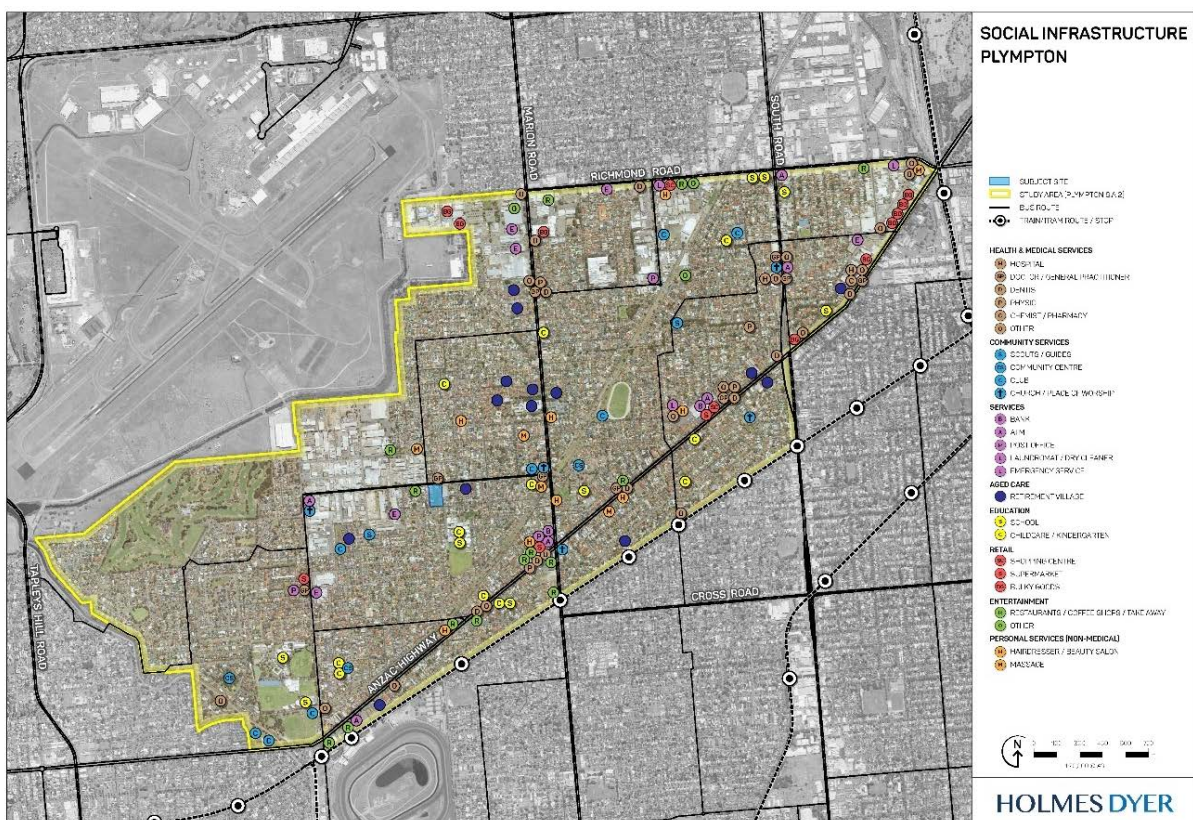
As the area affected is a comparatively small-scale rezoning and is located within an established inner and middle metropolitan Study Area, the social infrastructure assessments will consider:

- Presence of, or access to, key services and facilities relevant to the likely demand generated by rezoning the area affected;
- Benchmarks or standards adopted by the local planning authority or state planning authority; and
- Available evidence regarding capacity.

The area affected is adjacent the R-12 Plympton International College, has close access to the Westside Bikeway, is under one kilometre from a mixed retail, health and supermarket centre at the corner of Marion Road and ANZAC Highway and under 1.5 kilometres from the Adelaide and Glenelg Tram line. As such, it represents an opportunity to increase the population within near proximity to existing infrastructure.

Figure 4 shows social infrastructure across the study area (An A3 copy is included in Appendix 2).

**Figure 4.** Social infrastructure across the study area



The following assessment of the capacity of existing services and infrastructure considers the entire study area with emphasis, where more relevant, on the accessibility and capacity of services and facilities within the immediate suburb of the area affected.

## **4.3.1. Child care, out-of-school hours care, and vacation care**

The study area contains approximately eleven Child Care Centres. Specific reference is made to the following facilities:

1. Mooringe World of Learning: Located 600 metres east of the area affected on Mooringe Avenue the centre provides long day care for birth to 6 years of age and vacation care and is reporting vacancies.
2. Good Start Plympton: Located approximately one kilometre south of the area affected and relocating in 2019 to a site less than 1.5 kilometres east of the area affected. The centre offers long day care and vacation care from birth to school age and is advertising vacancies.
3. Camden Park Child Care Centre: Located approximately 1.7 kilometres south west from the area affected the centre provides long day care and out of school hours care for children from birth to school age and is reporting vacancies.
4. Camden Community Early Learning Centre: Located approximately 1.7 kilometres south west of the area affected and offering a smaller 36-place long day care for children from birth to school age.

Out-of-school hours care is also provided for by local schools.

Based on the number of child care centres reporting vacancies within proximity to the area affected, it is envisaged that any additional demand created through the proposed rezoning can be met by the existing facilities.

## **4.3.2. Education services and facilities**

The following schools offer public and private traditional education, special education and out of school hours care:

1. Plympton International R-12 College: Located approximately 180 metres south of the area affected offering an outsourced out of school hours care program through Happy Haven. The Errington Special R-12 School is located within Plympton International R-12 School and provides education for children with a disability.
2. St John the Baptist Catholic Primary School: Located approximately one kilometre south of the area affected and offering outsourced out-of-school hours care through Camp Australia.
3. Plympton Primary School (361 enrolments 2018): Unzoned primary school located just over one kilometre east of the Area affected offering out of school hours care and vacation care.
4. Immanuel College and Immanuel Primary School (670 primary school enrolments 2018): Located approximately 1.7 kilometres from the area affected and offering early learning centre enrolments.

Based on the number of primary and secondary schools (both public and private) within proximity to the area affected, it is envisaged that any additional demand created through the proposed rezoning can be met by the existing facilities.

#### 4.3.3. Open space and outdoor recreation including walking and cycling

The City of West Torrens Open Space and Places Plan 2013 provides benchmarks for the appropriate provision of, and access to, open space (refer Section 2.5) as follows:

- Residents within 400 metres of open space; and
- Open space provided at 3 hectares per 1,000 population.

Figure 5 below provides a summary of the existing supply of open space and play facilities focussing on the catchment suburbs of Novar Gardens, Camden Park, North Plympton and Plympton (An A3 copy is included in Appendix 3).

**Figure 5.** *Open space within proximity to the area affected*

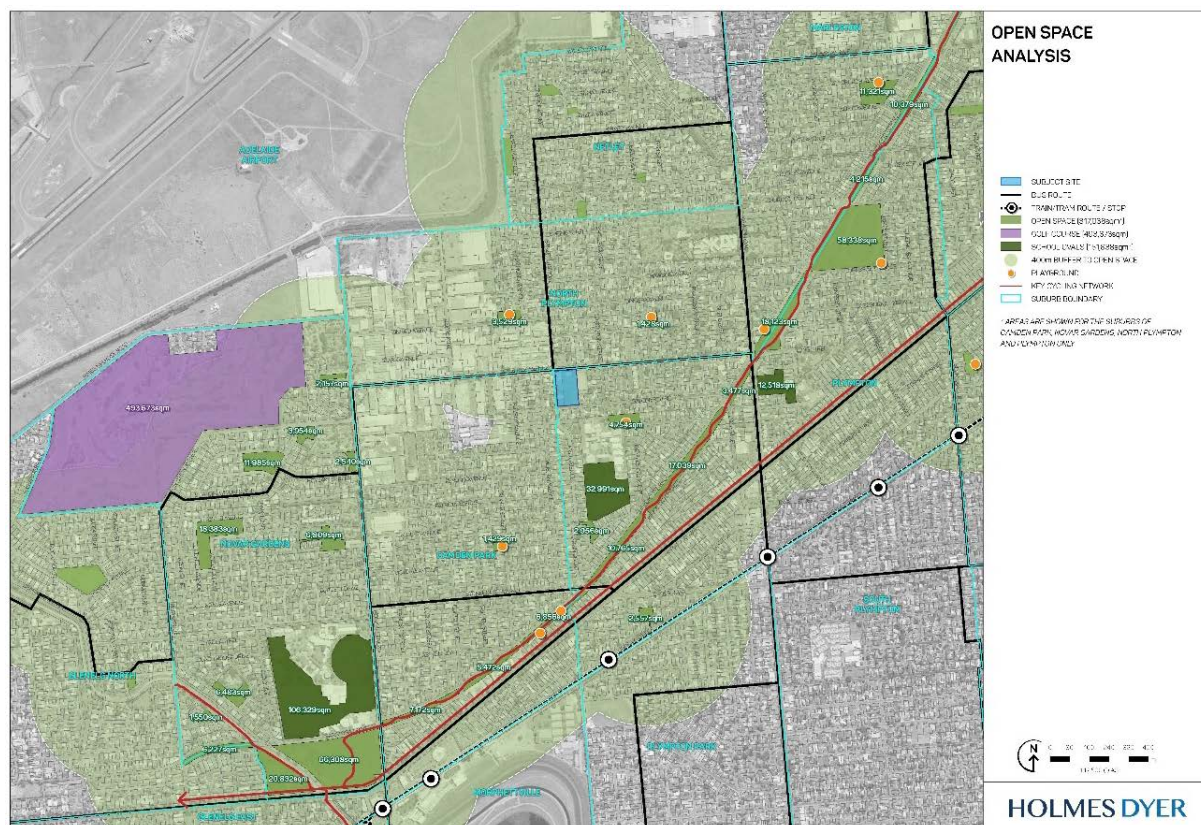


Figure 5 identifies that the area affected is within 400 metres of open space. This includes two reserves within approximately 120 metres on Errington Street and Myer Avenue and a large school oval and associated playing courts located at the Plympton International College (R-12) which is within walking distance of the site (approximately 180 metres) and is accessible to the public and used for club-based community sport.

The total area of accessible open space for the selected suburbs is approximately 46.89 hectares. ABS Census data (2016) identified a total population for the selected suburbs of approximately 13,626 persons. The per population provision of open space for the immediate area is therefore 3.44 hectares per 1,000 population.

This exceeds Council's benchmark for open space provision.

The potential demand generated by the proposed residential development of the area affected is expected to be approximately 161 additional people. This would result in a provision of open space of approximately 340 hectares for every 1,000 population.

Based on the proportion of open space per population and open space types within 400 metres of the area affected it is envisaged that any additional demand created through the proposed rezoning can be met by the existing open space and facilities.

Subsequent development of the area affected will trigger the requirement for 12.5% open space provision which will further contribute to local open space provision.

#### 4.3.4. Cycling and walking

Figure 6 provides a summary of the Bike Direct Network of cycle paths in place across the study area (an A3 copy is included in Appendix 3).

**Figure 6.** Bike Direct Network across the study area

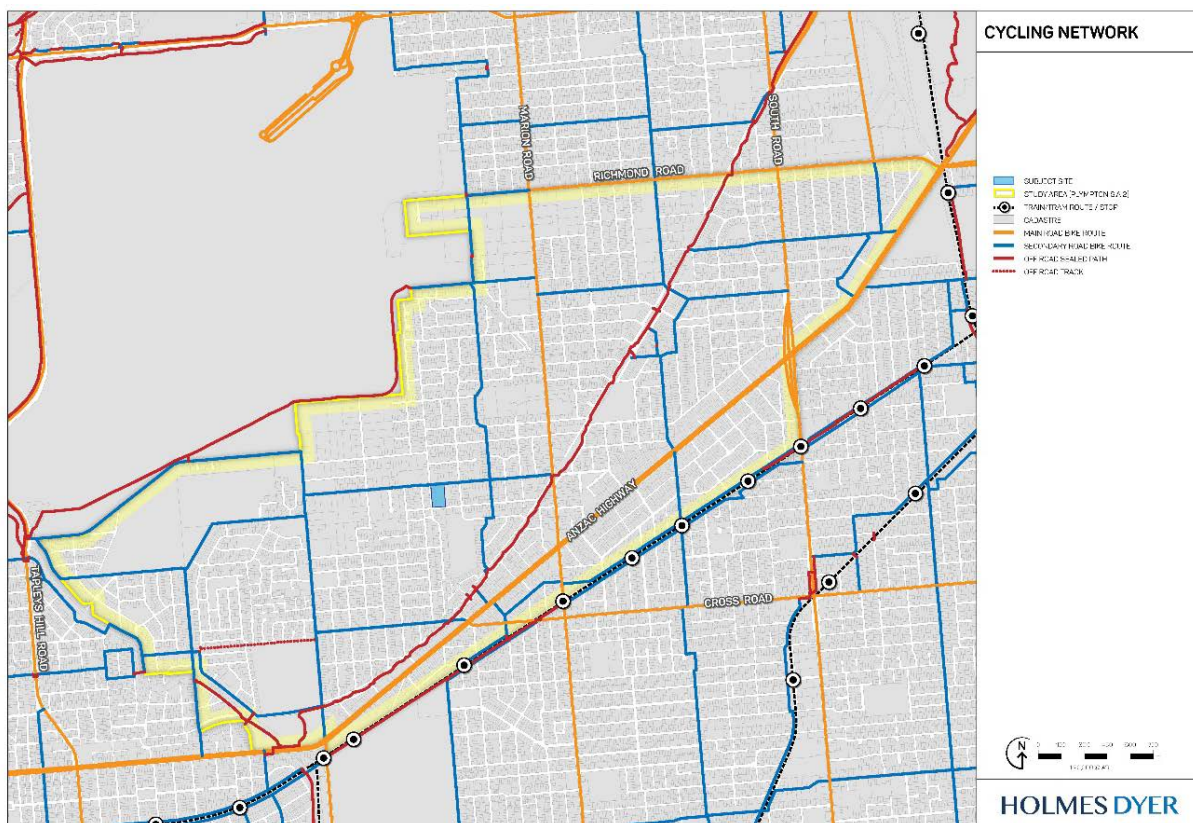


Figure 6 shows a secondary road with bike lane commencing at the intersection of Streeters Road and Mooringe Avenue that directly connects the area affected with the West Side Bikeway. The West Side Bikeway is a dedicated off-road sealed path for cycling and walking that extends between the City of Adelaide and the Coast and provides direct cycling and walking links to the Glenelg/Adelaide Tram Line bikeway and to the airport retail and employment areas via the Sturt River and the Anna Meares Bike Paths.

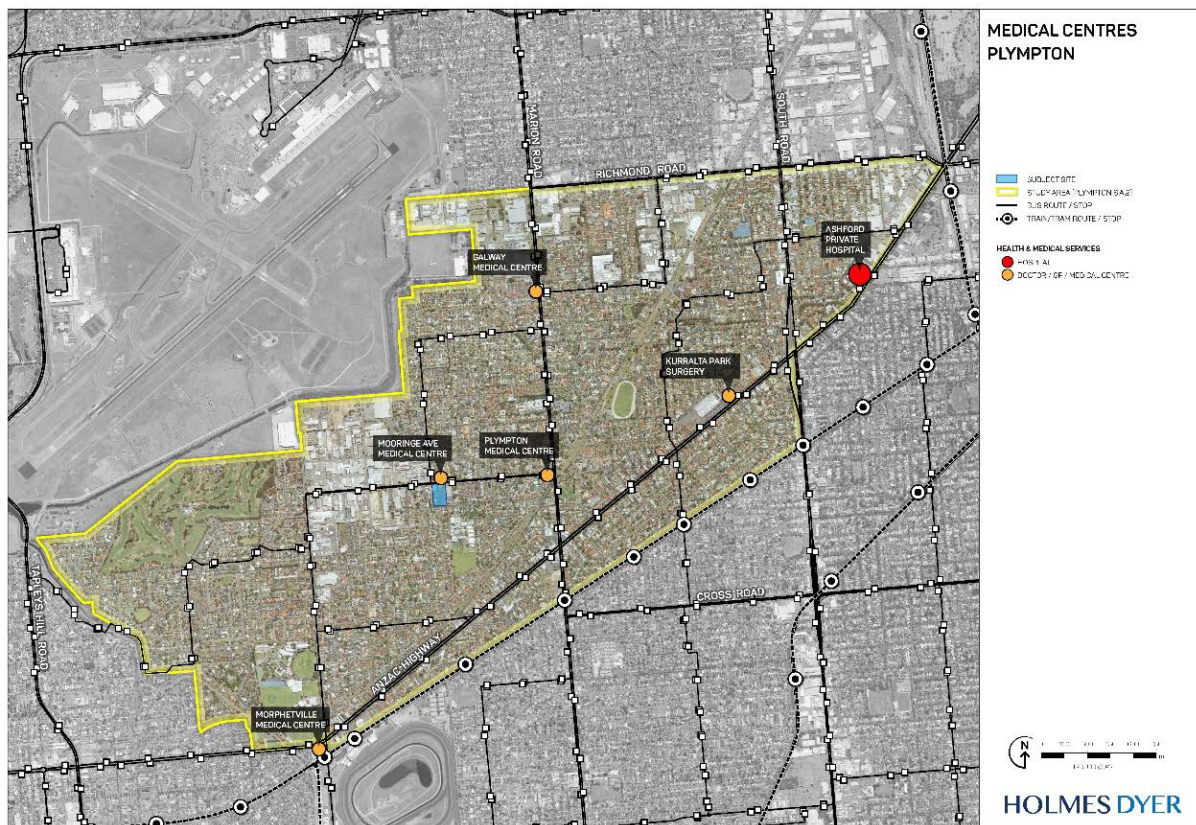
The area affected has ease of access to this comprehensive network of existing bikeways which provide for both recreation walking and cycling, access to areas of interest and open space (foreshore and park lands) and a viable option for non-motorised transport/commuting or multi modal transport by connecting walking and cycling with public transport.

Based on the connectivity of the area affected to its surrounds via a comprehensive cycling and walking network it is envisaged that any additional demand created through the proposed rezoning can be met by the existing network.

## 4.3.5. Medical and Allied Health Care

Figure 7 provides a summary of the medical services within the study area and shows the area affected has close access to a range of medical centres and allied health as discussed below (An A3 copy is included in Appendix 2).

**Figure 7.** Medical services across the study area



### 4.3.5.1. Medical Centres

1. Mooringe Avenue Medical Centre: Located directly opposite Mooringe Avenue to the north of the area affected.
2. Plympton Medical Centre: Located approximately 1.3 kilometres east of the area affected on ANZAC Highway.
3. Galway Medical Centre: Located approximately 2.0 kilometres north of the area affected on Marion Road.
4. Kurralta Park Surgery: Located approximately 2.2 kilometres east of the area affected on ANZAC Highway.

5. Morphetville Medical Centre: Located approximately 2.2 kilometres south west of the area affected on ANZAC Highway.
6. Ashford Private Hospital: Located 3.5 kilometres east of the area affected on ANZAC Highway.

#### 4.3.5.2. Allied Health

Two centres predominantly provide the available allied health and pharmaceutical services including dental, physiotherapy and pharmacies at:

1. Kurralta Park District Centre: Located 2.2 kilometres east of the area affected.
2. Plympton Shopping Centre: Located just over 1 kilometre south east of the area affected on the corner of Marion and ANZAC Highway.

Based on the availability of medical and allied health and pharmaceutical services to the area affected it is envisaged that any additional demand created through the proposed rezoning can be met by the existing service providers.

#### 4.3.6. Community Services

The area affected is central to two community centres:

1. Plympton Community Centre: Located 1.0 kilometres east of the area affected on Long Street and offers services such as a community garden and health direct services.
2. Camden Community Centre: Located under 2.0 kilometres from the area affected on Carlisle Street and providers for a range of services and activities including:
  - » Op Shop;
  - » Volunteering;
  - » Men's shed;
  - » Community garden;
  - » Martial arts;
  - » Fitness, strengthening and exercise including Yoga and Pilates; and
  - » Art and crafts.



Men's shed products and raised gardens beds of the Community Garden. Photos sourced from <https://www.camden.org.au>

The study area is serviced by the City of West Torrens Mobile Library which attends Mooringe Avenue (corner of Packer Avenue) 400 metres east of the area affected 5 days per week. A community bus is provided by the Council which collects residents wishing to attend local shopping centres such as Kurralta Park (currently scheduled once a week on Friday).



West Torrens Community Bus attends 38 stops across the City including Mooringe Avenue, Plympton. Image sourced from gdcreative.com.au.

Based on the availability of community services to the area affected it is envisaged that any additional demand created through the proposed rezoning can be met by the existing services.

#### 4.3.7. Retirement Accommodation and Residential Care

Figure 8 provides a summary of retirement living and residential care across the study area (an A3 copy is included in Appendix 2)

**Figure 8.** Retirement accommodation and residential care across the study area

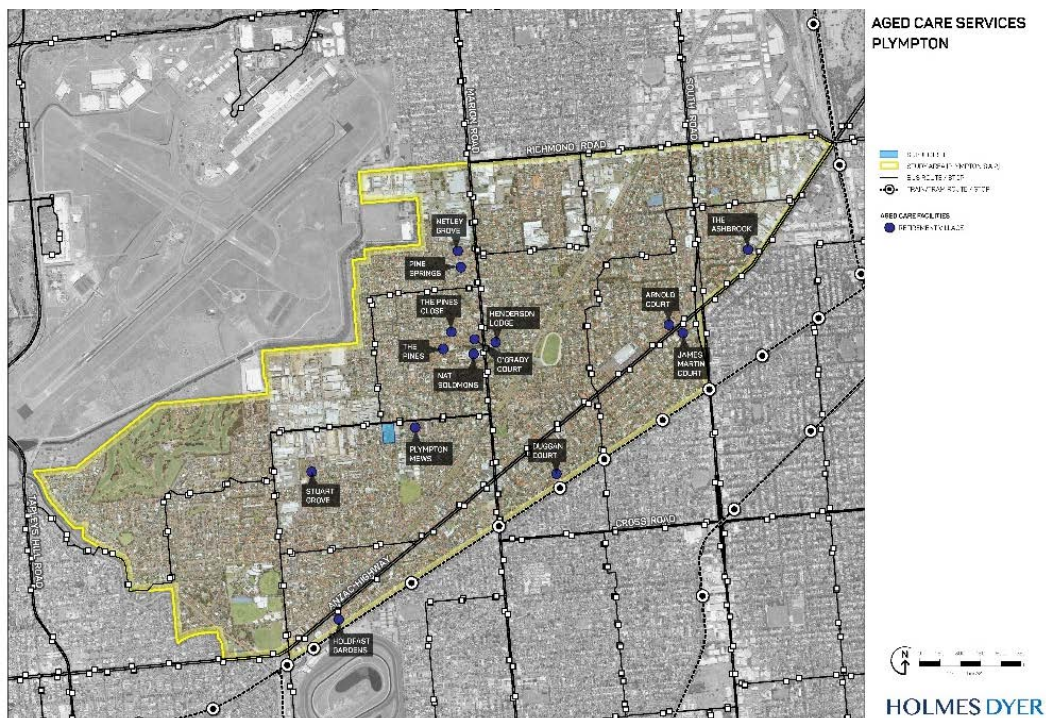


Figure 8 shows that the study area contains 13 retirement accommodation sites. The closest sites to the area affected include:

1. Plympton Mews: Located 190 metres east of the area affected on Mooringe Avenue offering retirement living and reporting vacancies.
2. Stuart Grove Retirement Community: Located 800 metres west of the area affected on Penong Avenue offering retirement living and residential care and reporting vacancies.
3. The Pines: Located 1.5 kilometres north of the area affected on Marion Road offering retirement living and residential care and reporting vacancies.
4. ECH: Located 1.5 kilometres north of the area affected on Marion Road and 1.5 kilometres south east of the area affected on Duggan Court. Both sites offer retirement living and residential care and report vacancies.

Based on the availability of accommodation for aged persons, it is envisaged that any additional demand created through the proposed rezoning can be met by the existing services and sites.

#### **4.3.8. Housing Affordability**

RP Data Sales information relating to the Plympton SA2 identifies that at 2018 the median house sales price in Plympton was \$575,000 and \$525,000 in Plympton North. The median unit sales price at 2018 was \$399,000 in Plympton and \$380,000 in Plympton North. At the same time, the State Government's affordable housing price point was \$332,000.

The Housing Assessment undertaken by Holmes Dyer identified that sales across the study area are characterised by separate houses on large allotments. Infill development appears to be allotments of one into two.

The proposed rezoning seeks to provide a co-ordinated development outcome that optimises dwelling yield and provides for dwelling diversity relevant to the market catchment. This can potentially facilitate entry into the housing market by lower income households while delivering a higher quality built form outcome for the immediate surrounds.

#### **4.3.9. Public Transport**

The area affected is well serviced by public transport including:

- Light rail: Glenelg to Adelaide tram stations are available within 1.5 kilometres south of the area affected;
- Bus: Bust stops are within 100 metres of the area affected on Mooringe Avenue and Streeters Road. These stops are serviced by the 167, 167c and 168 bus (travelling between Adelaide and Glenelg) and the J7, J7M and J8 (travelling between West Lakes shopping centre to Marion shopping centre).

The area affected is directly connected to employment and retail centres by public transport.

Figures 9 and 10 below show the extent of the bus routes directly servicing the area affected.

Figure 9. Bus route between Adelaide and Glenelg directly servicing the area affected

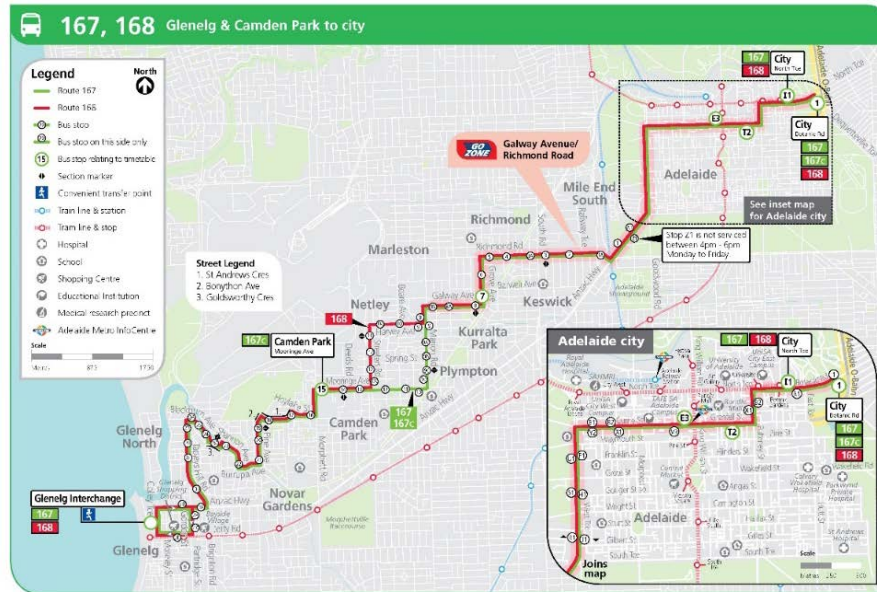


Image sourced from [adelaidemetro.com.au](http://adelaidemetro.com.au)

Figure 10. Bus route between West Lakes and Marion servicing the area affected

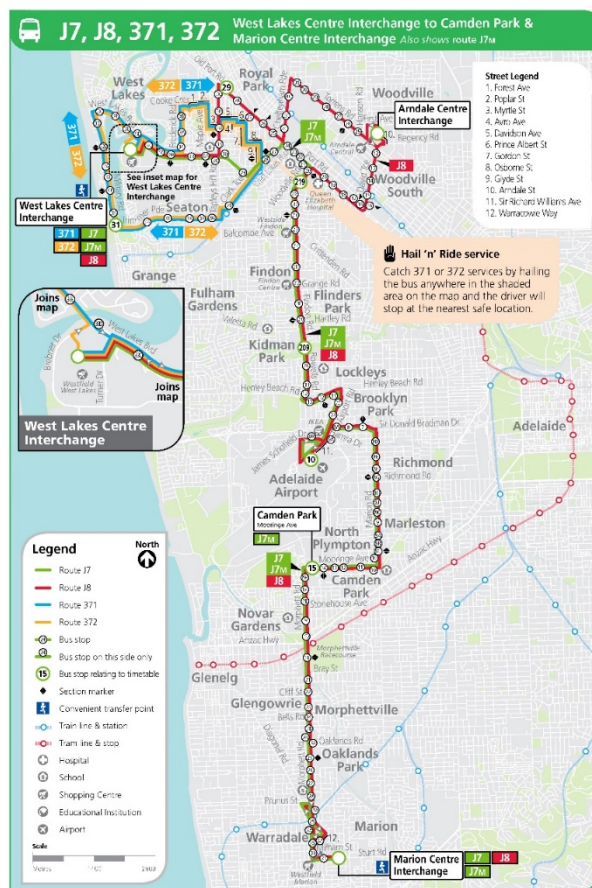


Image sourced from [adelaidemetro.com.au](http://adelaidemetro.com.au)

## APPENDIX

## Appendix 1. Study Area

## Appendix 2. Social Infrastructure Plans

## Appendix 3. Open Space Plans