

65-73 Mooringe Avenue, Plympton

ACP Mooringe Pty Ltd

For Consultation

1. WHAT IS THE PLANNING AND DESIGN CODE?	5
1.1. Planning and Design Code Framework	5
1.2. Overlays	5
1.3. Zones	5
1.4. Sub zones	5
1.5. General Development Policies	5
1.6. Amending the Planning and Design Code	6
2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?	6
2.1. Need for the amendment	6
2.2. Affected Area	7
2.3. Summary of proposed policy changes	8
2.3.1. Current Code Policy	8
2.3.2. Proposed Code Policy	9
3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?	10
3.1. Engagement	10
3.2. How can I have my say on the Code Amendment?	11
3.3. What changes to the Code Amendment can my feedback influence?	11
3.4. What will happen with my feedback?	11
3.5. Decision on the Code Amendment	12
4. ANALYSIS	12
4.1. Strategic Planning Outcomes	12
4.1.1. Summary of Strategic Planning Outcomes	12
4.1.2. Consistency with the State Planning Policies	16
4.1.3. Consistency with other key strategic policy documents	17
4.2. Infrastructure planning	20
4.3. Investigations	20
4.3.1. Investigations undertaken	20
4.3.2. Recommended policy changes	27
5. REFERENCES	27
ATTACHMENT A – AREA AFFECTED	29
ATTACHMENT B – CURRENT CODE POLICY	30
ATTACHMENT C – PROPOSED CODE POLICY	31
ATTACHMENT D – STRATEGIC PLANNING OUTCOMES	32
1. State Planning Policies	32
2. Other Strategic Plans	38
ATTACHMENT E – INVESTIGATIONS	39

HAVE YOUR SAY

This Code Amendment is on consultation from 19 July 2021 to 16 August 2021.

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be sent to:

- Email: engagement@holmesdyer.com.au - attention to 65-73 Mooringe Avenue, Plympton Code Amendment
- In writing: c-/ Holmes Dyer Pty Ltd, Level 3, 15 Featherstone Place, Adelaide SA 5000 - attention to 65-73 Mooringe Avenue, Plympton Code Amendment,
- Online: via the Plan SA website
www.plan.sa.gov.au/have_your_say/code_and_development_plan_amendments#current_code_amendments

Copies of the Code Amendment are available on the Plan SA website at www.plan.sa.gov.au/have_your_say/code_and_development_plan_amendments#current_code_amendments

Hard copies of the Code Amendment are available at no cost at the City of West Torrens principal office, 165 Sir Donald Bradman Drive, Hilton SA 5033, and its libraries.

Further information on the consultation process is available on the Plan SA website www.plan.sa.gov.au. Enquiries can be directed to Nitsan Taylor, Principal, Holmes Dyer Pty Ltd by telephone on (08) 7231 1889.

1. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1. Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal.

1.2. Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3. Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4. Sub zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5. General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

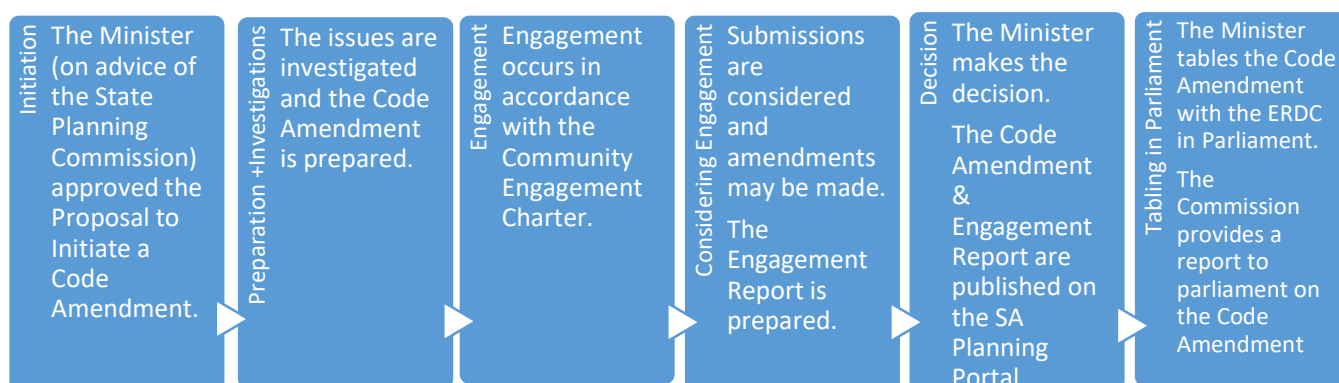
1.6. Amending the Planning and Design Code

The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning and Local Government (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1. Need for the amendment

The land the subject of the proposed amendment comprises 1.2 hectares and was formerly used as the Boral Batching site. The current Strategic Employment Zone was applied to reflect historic land uses, however most recently the land has been used as an operation centre, with no processing activities on site. The site had been available for sale for some time under zoning that envisaged industrial uses, but due to its location and areas of known contamination it could not be sold for industrial purposes.

The site is an isolated parcel of industrial land surrounded by residential development. This limits the economic viability of industrial uses given the modern requirements for interface mitigation, freight access and shop floor trends which can significantly conflict with the sensitivities of adjacent residential development. The landowner has recently completed a site remediation process (expenditure to date is approximately \$4 million) over the land and it is suitable for residential use.

The suburb of Plympton is generally characterised by 1960's and 1970's detached dwellings on large 700 square metre blocks. While some of the housing stock is ageing there is good residential amenity, which has made it a desirable place to live and resulted in escalating house prices up. There is however a notable lack of housing diversity and affordable housing products available in the area.

The site has the potential to be a key strategic infill site that offers an opportunity for increased density (up to 70 dwellings per hectare) and diverse housing products, providing housing affordability and choice that better meets the needs of the changing demographic. The rezoning of the site supports the urban regeneration and housing supply goals as outlined within *The 30-Year Plan for Greater Adelaide, 2017 Update* to better utilise established urban areas for residential infill development and encourage population growth near major transport corridors.

The land has limited value for industrial use as evidenced by the lack of demand to purchase the site for such purposes, and by virtue of its proximity to established residential areas. It is therefore considered a practical solution for the land to be rezoned and a policy framework implemented that supports the renewal of the site for medium density housing.

2.2. Affected Area

The area affected by the proposed amendment is described as 65-73 Mooringe Avenue, Plympton, and is more formally identified as Allotments 75 and 76 in Filed Plan 6524, Certificate of Title Volume: 5899 Folios: 548 and 549. A map of the affected area is shown below and in **Attachment A**



2.3. Summary of proposed policy changes

2.3.1. Current Code Policy

The Affected Area is currently located in the Strategic Employment Zone in the Planning and Design Code, as shown in **Attachment B**.

The Strategic Employment Zone envisages a range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities, generating wealth and employment for the state. The zone contemplates the following types of development:

- Advertisement
- Automotive collision repair
- Electricity substation
- Energy generation facility
- Energy storage facility
- Fuel depot
- General industry
- Intermodal facility
- Light industry
- Motor repair station
- Public service depot
- Rail marshalling yard
- Renewable energy farm (other than a wind farm)
- Retail fuel outlet
- Service trade premises
- Shop
- Store
- Telecommunications facility
- Training facility
- Warehouse

The maximum building height for development located within the Affected Area is 12 metres as stipulated by local variation in the relevant Technical and Numeric Variation (TNV).

The following Overlays apply to the Affected Area:

- Airport Building Heights (Regulated) (All structures over 15 metres)
 - Manages the potential impact of buildings and generate emissions to maintain operational and safety requirements of airfields, airports, airstrips and helicopter landing sites.
- Building Near Airfields
 - Maintains the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-

residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

- Hazards (Flooding – Evidence Required)
 - Ensures that development adopts a precautionary approach to mitigate impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.
- Prescribed Wells Area
 - Ensures sustainable water use in prescribed wells areas.
- Regulated and Significant Tree
 - Ensures the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

2.3.2. Proposed Code Policy

The Code Amendment proposes the following:

- Replacement of the Strategic Employment Zone with the Housing Diversity Neighbourhood Zone.

The Housing Diversity Neighbourhood Zone envisages medium density housing that supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. The zone contemplates the following types of development:

- Ancillary accommodation
 - Consulting room
 - Community facility
 - Dwelling
 - Educational establishment
 - Office
 - Place of Worship
 - Pre-school
 - Recreation area
 - Residential flat building
 - Retirement facility
 - Shop
 - Supported accommodation.
- Retention of the existing Maximum Building Height (metres) TNV of 12 metres.
- Application of a Maximum Building Height (levels) TNV of 3 levels.
- Retention of the existing Overlays
- Application of the following additional Overlays:
 - Affordable Housing Overlay
 - Seeks the provision of affordable housing
 - Noise and Air Emissions Overlay

- Seeks to protect the community from the adverse impacts of noise and air emissions.
- Stormwater Management Overlay
 - Seeks the use of water sensitive urban design techniques to capture and re-use stormwater
- Urban Tree Canopy Overlay
 - Seeks the preservation and enhancement of the urban tree canopy

The proposed policy changes are shown in **Attachment C**.

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1. Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- Publication of the Code Amendment, mapping changes, consultation materials (and Engagement Plan) on the Plan SA website at www.plan.sa.gov.au
- Article in a newspaper circulating in the area
- Signage on the affected area
- Hard copies of the Code Amendment made available at no cost at the City of West Torrens principal office, 165 Sir Donald Bradman Drive, Hilton SA 5033, and its libraries
- Owners and occupiers of the land and owners and occupiers of adjacent land will receive written correspondence providing information about the proposed Code Amendment and opportunities to provide feedback
- The following organisations and agencies will receive written correspondence providing information about the proposed Code Amendment and opportunities to provide feedback:
 - City of West Torrens (Council)
 - Local Government Association of South Australia (LGA)

- State and Federal Members of Parliament
- Environment Protection Authority
- Renewal SA
- Adelaide Airport Limited
- Department for Innovation and Skills
- Department for Infrastructure and Transport (DIT)
- Utility Organisations.

3.2. How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- Email: engagement@holmesdyer.com.au - attention to 65-73 Mooringe Avenue, Plympton Code Amendment
- In writing: c/- Holmes Dyer Pty Ltd, Level 3, 15 Featherstone Place, Adelaide SA 5000 - attention to 65-73 Mooringe Avenue, Plympton Code Amendment,
- Online: via the Plan SA website
www.plan.sa.gov.au/have_your_say/code_and_development_plan_amendments#current_code_amendments
- Telephone: further enquiries can be directed to Nitsan Taylor, Principal, Holmes Dyer Pty Ltd, on (08) 7231 1889.

3.3. What changes to the Code Amendment can my feedback influence?

Aspects of the project which stakeholders and the community can influence include:

- Zone outcome
- Application of Overlays to the affected area
- Application of Technical and Numeric Variations to the affected area.

Aspects of the project that stakeholders and the community cannot influence are:

- Geography of the affected area
- General Development Policies in the Planning and Design Code (as it relates to state-wide policy)
- Standard policies and wording contained in Zones and Overlays in the Planning and Design Code (as it relates to state-wide policy).

3.4. What will happen with my feedback?

ACP Mooringe Pty Ltd is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by *ACP Mooringe Pty Ltd* when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission.

ACP Mooringe Pty Ltd will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister published on the SA Planning Portal. The Engagement Report will include a summary of submissions received, however personal addresses, email addresses and phone numbers will not be published.

3.5. Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Minister may seek advice from the Commission if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4. ANALYSIS

4.1. Strategic Planning Outcomes

4.1.1. Summary of Strategic Planning Outcomes

Development Patterns and Trends

The City of West Torrens is experiencing urban renewal in the form of increased residential development, townhouses and higher density dwellings, mixed use and infill development. An assessment of future housing needs found that it is desirable for the inner western metropolitan housing market to diversify in response to population growth and changing demographic characteristics. While there is expected to be continued demand for traditional housing types, demand for infill development will continue as household formation and dwelling occupancy preferences change. Under current planning policy, demand is likely to be met through an over-reliance on minor infill (one into two) residential development. Without greater housing diversity, the dominance of detached dwellings and a lack of

housing choice is expected to continue to place pressure on housing affordability. Based on the population change for Plympton between 2006 and 2016, the projected growth of western Adelaide from 2016 to 2031 is likely to see a population increase of 1.1% per annum. The availability of the land will influence the densities and location of infill growth. Larger infill sites present an opportunity to achieve coordinated development at higher densities and with better quality built form and public realm outcomes.

The subject site provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner, reducing the reliance upon minor infill to meet housing demand in the City of West Torrens. Under a medium density residential scenario, the subject land is anticipated to yield in the order of 60 or more dwellings. The site is well serviced with infrastructure, with only minor enhancement required to facilitate residential use.

Economic Analysis

The rezoning of the land is not considered to have a detrimental impact on the existing economic viability of employment uses in Plympton. The City of West Torrens commissioned an Employment Land Investigation (ELI) to understand the current and potential economic activities and viability of existing employment lands in the city to inform future development policy, with the report identifying the former Boral batching site (the affected area) as a prospective area for conversion to residential use. The report noted enormous change in the employment landscape for South Australia associated in the decline in manufacturing and disruptions caused through the internet and automation.

The ELI concluded that the conversion of industrial land to residential could be argued based on:

- A lack of demand for industrial development of the type envisaged and provided for within the current Planning and Design Code given the locality;
- A demand for residential development of a kind that is not provided for elsewhere within the West Torrens Council, or a demand from the market to reside in a locality where industry currently predominates and/or
- A significant extant intermixing of residential and industrial uses such that the prevailing residential amenity is degraded.

The land sought to be rezoned provides good opportunity to facilitate residential development with little impact on the existing industrial and economic nature of Plympton.

Environmental Impacts

The proposed Code Amendment would positively improve the site's environmental impacts, particularly the removal of in situ site contamination. A key strategic planning outcome of the State Planning Policies is to protect communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable. The site was formerly used as a concrete batching plant, and most recently operated as an operations

centre with no processing activities on site. The site had been made available for sale for some time under its current zoning, but due to its location and site contamination could not be sold for industrial purposes. This is primarily due to the site being an isolated parcel of industrial surrounded by residential development. Industrial development on the site can therefore be assumed to no longer be viable, given the modern requirements for interface management significantly conflict with the sensitivities of adjacent residential development.

This proposal supports strategic planning outcomes in respect of Environmental Impacts by directly reducing the risk of site contamination remaining in situ. Preliminary assessment identified that the site had good remediation potential for possible residential land use. *ACP Mooringe Pty Ltd* has since completed substantial remediation of the site, with the affected area now being considered appropriate for residential use.

Infrastructure and Services

This proposal is well serviced by both civil and social infrastructure, as sought by the State Planning Policies.

Civil Infrastructure

The site does not require significant extensions to civil infrastructure and can be appropriately serviced via existing infrastructure located within close proximity to the site.

Sewer mains are located within Gardner Street and Mooringe Avenue. The site is relatively flat, so a connection into either main should be feasible. There are currently two connections from the site to the Mooringe Avenue main. As part of future construction works these connections would need to be disconnected. The site is expected to be connected into the main in Mooringe Avenue. Given the size of the adjacent mains within Mooringe Avenue and Gardner Street, and the former use of the site, it is likely that the existing sewer infrastructure is capable of supporting supply to the rezoned land.

Given the site's previous use as an industrial site, the existing SA Power Networks (SAPN) infrastructure should have sufficient capacity to cater for the rezoning. In terms of site infrastructure, it is likely that a pad-mount transformer would be required for the site. Additional connections could be provided from the street (either Mooringe Avenue, Streeters or Gardner Avenue).

The NBN is active within the area and has capacity to service the affected area.

Natural gas reticulation for the site would commence from either Mooringe Avenue or Gardner Street, with it being the preference of the APA Group that the site's connection come off the high-pressure gas main in Mooringe Avenue.

The subject site provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner which requires low levels of infrastructure investment. The site is well connected to and will be integrated with a

range of services, facilities, public transport, infrastructure etc needed to support a liveable and walkable neighbourhood.

Social Infrastructure

Social infrastructure investigations have identified that the site is suitably supported by existing social infrastructure, and is within close proximity to numerous educational, child-care, retail, medical and public transport facilities.

The affected area is located in close proximity to a number of areas of open space. This includes a Errington Street Reserve located 120 metres to the south-east, Sandringham Reserve 250 metres away at the intersection of Raymond Avenue and Kinkaid Avenue, and Parkin Reserve located 350 metres from the site at the Neston Avenue and Lewis Crescent intersection. A large school oval and playing courts located at the Plympton International College (R-12) is within walking distance (approximately 180m) and is accessible to the public and used for club-based sport. The location of the site enables the promotion of active travel and public transport use, with the Westside Bikeway located 500m to the south-east of the site and is expected to attract patronage from the subsequent development for both recreational and commuting activities.

Integrated Transport

The subject site is well integrated with existing and future transport infrastructure, services and functions, and is considered to strongly support state planning objectives in relation to integrated transport. Bus routes 167 and 168 provide services to Glenelg and the Adelaide CBD and are available from this location. Additional bus routes (such as J7 and J8) provide services between Marion and West Lakes, along with school buses accessible from Mooringe Avenue. Public transport infrastructure (bus stop 12) is located mid-block on Mooringe Avenue between Streeters Road and Errington Street. Bus stops located within the general locality of the subject site have shelters and are well placed to service the affected area.

The site is well positioned to support existing walking and cycling routes within the locality of Plympton. The Westside Bikeway, which is an existing shared pedestrian and cycling path, runs adjacent Osborne Terrace located just under 500m to the south-east of the site. These cycling and walking (shared) facilities are expected to attract patronage from the subsequent development for both recreational and community activities, as the path connects “off-road” as far as Mile End north-easterly and Novar Gardens south-westerly. The path can be accessed via Gardner Street and Errington Street, Plympton. Alternatively, bike lanes connect to the Westside Bikeway at the Marion Road intersection. Mooringe Avenue and Errington Street have part time bike lanes that provide safe cycling links to the nearby Plympton College. Mooringe Avenue, Marion Road, Morphett Road and the Westside Bikeway have relatively more cycling patronage than the surrounding local areas. Pedestrian linkages are also accessible along Streeters Road, connecting through to Myer Avenue.

The site is located within good proximity to high frequency bus routes and fixed tramlines. Bus routes 167, 167c and 168, frequent the area every twenty minutes;

and bus routes J7, J7m and J8 routes (which provide services from Wester Lakes Interchange to Marion Centre Interchange) operate every thirty minutes. The site is also located just under 1.5km from the Glenelg / Adelaide tramline.

Interface between Different Land Uses

The proposal will facilitate the creation of a more compatible interface with existing residential development. The current industrial zoning of the site can cause significant conflict with the more sensitive uses envisaged in surrounding residential areas. The rezoning of the site to facilitate residential development is therefore considered appropriate and logical due to the proximity to surrounding neighbourhood-zoned land. The exception to this is the land directly to the north-west of the site, which comprises the New Castalloy site (also zoned Suburban Employment). It should be noted that the New Castalloy site is currently being investigated for possible residential conversion. Redevelopment of the subject site will allow for an enhanced community with compatible interfaces with surrounding development.

Land Supply and Demand

The City of West Torrens is experiencing urban renewal including an increase in demand for residentially zoned land.

The Residential Broadhectare Land Supply Report (30th June 2018) notes that in recent years significant progress has been made on structure plans, investigations and subsequent Code Amendments for key infill areas and transit corridors across the inner and middle regions of metropolitan Adelaide. This provides for significant future community growth in a manner that supports both function and amenity.

In the past decade, a large amount of infill broadhectare land has become available in the inner / middle ring of Adelaide such as Fletchers Slip, Glenside, Mawson Lakes and Lightsvue, however this supply is rapidly diminishing and the challenge now is to progress the identified major infill areas and continually identify opportunities to create more capacity, such as 65-73 Mooringe Avenue, Plympton. In the West Torrens Council area, there is only one parcel of land identified as residential broadhectare and this site is owned by the SA Housing Trust.

The rezoning of the subject land would facilitate residential development that would form a complementary extension to existing residential development within the locality and general proximity of the site. It is the intention that subsequent residential development incorporates a diverse range of housing typologies that are able to cater for different life stages and demographics.

4.1.2. Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental

Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

4.1.3. Consistency with other key strategic policy documents

The proposed Code Amendment aligns with other key policy documents, outlined as follows :

Housing and Employment Land Supply Program (HELSP)

The Housing and Employment Land Supply Program (HELSP) is a review of the supply, demand and consumption, and the regional constraint and opportunities of housing and employment lands (together with population trends) in the Greater Adelaide area. It is guided by *The 30-Year Plan for Greater Adelaide 2017*, and supports the achievement of the targets of that Plan by ensuring the government can deliver a long-term supply of land to support housing and jobs growth, guide rezoning by Councils and the Government, support the transition to a new urban form through increased infill development and housing diversity, and aligning land supply with infrastructure planning and investment.

The Residential Broadhectare Land Supply report (30th June 2018) notes that in recent years significant progress has been made on structure plans, investigations and subsequent Code Amendments for key infill areas and transit corridors across the inner and middle regions of metropolitan Adelaide. This provides for significant future community growth in a manner that supports both function and amenity.

In the past decade, a large amount of infill broadhectare land has become available in the inner / middle ring of Adelaide such as Fletchers Slip, Glenside, Mawson Lakes and Northgate, however, this supply is rapidly diminishing and the challenge now is to progress the identified major infill areas and continually identify opportunities to create more capacity, such as 65-73 Mooringe Avenue, Plympton. In the West Torrens Council area there is only one parcel of land identified as residential broadhectare and this site is owned by the SA Housing Trust.

City of West Torrens 'Towards 2025' Community Plan (2017)

The proposed rezoning is aligned with Council's Community Plan 'Towards 2025' prepared in 2017. The Plan is based on six themes (four community and two corporate). The theme 'Built Environment' which aspires to create a well-designed built environment, is most relevant to the rezoning. Within this theme, the following long-term and short-term strategies are directly relevant to the proposed Code Amendment.

Aspiration: A well-designed built environment	
Long-term Strategy	Short-term Strategy
Facilitate development that meets the needs of the community	<ul style="list-style-type: none"> • Support a range of housing types and densities across the city, while conserving areas of character and heritage value • Advocates for the provision of adequate public places within the urban form

The proposed rezoning supports the Council's community plan in that it will minimise the interface between industrial and residential zoning (and land uses), provide interface treatments to industrial and residential uses, and support increased residential density in a location with ease of access to services, existing infrastructure, and within the metropolitan Adelaide area.

Residential Broadhectare Land Supply Report (2018)

Guided by Government policy, the City of West Torrens is experiencing urban renewal including an increase in residential development, townhouses and higher density dwellings from mixed use and infill development. Three key drivers influencing housing demand surrounding the affected area are:

- A new compact urban form and increased residential densities
- Housing choice and affordability, including opportunities for an ageing population, people living with a disability and new arrivals
- Reduced demand for industrial lands and conversion of some lands to residential and mixed use

An assessment of future housing needs undertaken by Holmes Dyer Pty Ltd identified that it is desirable for the inner western metropolitan housing market to diversify in response to population growth and changing demographic characteristics. While there is expected to be continued demand for traditional housing types, demand for infill development will continue as household formation and dwelling occupancy preferences change. Under current planning policy demand is likely met through an over-reliance on minor infill (one into two) residential development. Without greater housing diversity, the dominance of traditional housing types and a lack of housing choice is expected to continue to place pressure on housing affordability.

The Residential Broadhectare Land Supply Report (2018) identified that as of 30th June 2017, West Torrens Council has just under one hectare of residentially zoned (within a medium-density policy area) broadhectare land supply (0.4ha under SA 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 (43.3 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 rezoning of commercial land located between the Glenelg tramline and Anzac Highway to Urban Neighbourhood, as part of the Morphetville Racecourse DPA, supports medium to high density mixed use and residential development. For comparison, the Urban Neighbourhood Zone is intended to achieve an average net residential site density of 200 dwellings per hectare in the core area, with a transition area adjacent the existing surrounding residences of up to 4-storeys and 70 dwellings per hectare. The land available for growth through infill development within Plympton as a result of the proposed rezoning will increase from 0.4 hectares (Housing SA) to in the order to 3.1 hectares.

The subject site provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner, reducing reliance on minor infill to meet housing demand in the City of West Torrens. Under a medium density residential scenario, the area affected is anticipated to yield in the order of 60 dwellings.

Employment Lands Investigation (2018)

The City of West Torrens commissioned an Employment Land Investigation prepared by Property & Advisory (April 2018) to understand the current and potential economic activities and viability of existing employment lands in the city to inform future development policy. The area affected is identified in the 'Plympton Industrial' precinct and is identified as having significant redevelopment potential.

The report identified several locations in the Plympton Industrial Precinct that are prospective for conversion to residential uses, including the former Boral batching site which is the identified area sought to be rezoned. The report notes enormous change in the employment landscape for South Australia associated with a decline in manufacturing and disruption caused through the internet and automation. On a broader scale, the availability of industrial land supply interstate was reported as a barrier to demand for industrial land in Adelaide, and by extension, West Torrens.

Implications for the industrial suburbs of West Torrens such as Plympton includes a need to transition from industrial uses to broader employment lands, or residential use through Code Amendments and management of residential interfaces. The Employment Lands Investigation concludes that conversion of industrial land to residential (or mixed use) could be argued based on:

- A lack of demand for industrial development of the type envisaged and provided for in the current Planning and Design Code for a given locality;
- A demand for residential development of a kind that is not provided for elsewhere within the West Torrens Council, or a demand from the market to reside in a locality where industry currently predominates and/or
- A significant extant intermixing of residential and industrial uses such that the prevailing residential amenity is degraded.

The land sought to be rezoned provides good opportunity to facilitate residential development.

4.2. Infrastructure planning

The affected area does not require significant extensions to infrastructure; and can be serviced via existing infrastructure located within close proximity to the site.

Existing potable water infrastructure is available along Mooringe Avenue and Gardner Street. It is expected that the site would be able to connect into the 200mm main in Mooringe Avenue.

Sewer mains are located within Gardner Street and Mooringe Avenue. The site is relatively flat, so a connection into either main should be feasible. There are currently two connections from the site to the Mooringe Avenue main. As part of future construction works these connections would need to be disconnected. The site is expected to be connected into the main in Mooringe Avenue. Given the size of the adjacent mains within Mooringe Avenue and Gardner Street, and the former use of the site, it is likely that the existing sewer infrastructure is capable of supporting supply to the rezoned land.

Given the site's previous use as an industrial site, the existing SA Power Networks (SAPN) infrastructure should have sufficient capacity to cater for the rezoning. In terms of site infrastructure, it is likely that a pad-mount transformer would be required for the site. Additional connections could be provided from the street (either Mooringe Avenue, Streeters Road or Gardner Avenue).

The NBN is active within the area, and has capacity to service the affected area.

Natural gas reticulation for the site would commence from either Mooringe Avenue or Gardner Street, with it being the preference of the APA Group that the site's connection come off the high-pressure gas main in Mooringe Avenue.

It is likely that the development of this infrastructure will be undertaken in conjunction to the development application stage.

4.3. Investigations

4.3.1. Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate.

The following investigations have been undertaken to inform this Code Amendment:

Air Quality

An air quality assessment was prepared to review the potential for air quality impacts at 65-73 Mooringe Avenue, which is proposed to be rezoned from industrial to residential.

During the time that the assessment was prepared New Castalloy closed operations. This is very significant, since the New Castalloy operations was the largest industrial site in North Plympton industrial area and located immediately to the northwest of the land proposed for rezoning.

The closure of the New Castalloy operations means the New Castalloy site, which is understood to be located on state owned land, will be redeveloped at some stage. As part of any redevelopment it would be expected that the site would require remediation and that any new industrial developments would have to address interface issues with existing residential areas.

The review of wind data showed that there is very little wind blowing from the industrial area towards the Mooringe Avenue land proposed for rezoning. This means that there is little exposure potential from the North Plympton industrial area.

The complaints data showed a declining trend since 2008 with no complaints in 2018. It is expected that the complaints situation for the area will be improved with New Castalloy having closed operations.

Background air quality shows consistency with regional trends and local levels and does not highlight any specific concerns. Adelaide Airport is not an air quality concern at the land proposed for rezoning.

The closure of New Castalloy means that there is no existing industry that the rezoning of the Mooringe Avenue site will provide encroachment on. Any future industrial developments at the New Castalloy would need to demonstrate compliance over the nearby residential areas. Considering that the Mooringe Avenue land proposed for rezoning is surrounded with residential areas both to the north and to the west (these areas are to the east and south of the New Castalloy site) it is reasonable to expect that the additional residential presence from the rezoning would not be limiting if of similar character to surrounding residential areas.

Should however taller than surrounding residential housing (more than two stories) be proposed this can be considered a potential encroachment issue on the industrial zone and former New Castalloy site since there could be plume interception issues if tall residential buildings are located too close to stack sources in the industrial zone. To account for this it is suggested that a setback be considered for any three storey residential buildings (or taller) from the industrial area. The setback should apply from where a stack source may

be located (and should also include any future setback at the industrial site to accommodate interface issues with existing residential receptors).

Communications

The NBN have confirmed that there is an active network within the area which could service the area affected. Fibre can be delivered for future development.

Electricity

SA Power Networks (SAPN) have advised that given the site was previously used as an industrial site, the network should have sufficient capacity to cater for the rezoning. This is however subject to the final loading from the rezoned land. In terms of site infrastructure, it is likely that a pad-mount transformer would be required for the site. Also, some of the allotment connections could be provided from the street (either Mooringe Avenue, Streeters Road or Gardner Avenue).

Environmental Site History

Given the industrial use of the subject land, site contamination was expected within the affected area. Preliminary assessments of the contamination status of the site was undertaken by an environmental consultant, who confirmed that the area affected had good remediation potential for possible residential land use. A substantial body of environmental data has been collected at the site, which aided in the development of a Detailed Site Investigations (DSI) report and a Remediation Management Plan (RMP).

A third-party Interim Audit Advice which was prepared by an independent site auditor further demonstrated that the land was suitable for residential development. The interim determination by the auditor indicated that based upon knowledge available at the time, the land should be able to be made suitable for residential use(s).

Since the completion of the environmental site history investigations the site has undergone significant remediation and is considered appropriate for residential use.

Gas

APA Gas have undertaken a preliminary assessment of the area affected. There are existing gas mains adjacent to the land within Mooringe Avenue, with adequate capacity to service the proposed rezoning. The gas mains extensions will be subject to a further evaluation and approval process.

Noise

Noise investigations were undertaken for the affected area that considered the potential impact of noise on the amenity of future residences on the subject site, as well as the potential for future residents to constrain the existing and future desired land uses in the vicinity. In particular, the assessment considered the noise from existing and future industrial land uses at New

Castalloy to the northwest, aircraft at Adelaide Airport, and traffic on Mooringe Avenue.

On-site observations of the noise sources at the existing industrial land use were conducted on the 7th and 13th of February 2019. At the time of the observations there was no significant noise being emitted from the New Castalloy site, and it is understood that the site was in the process of being shut down at the time observations occurred. Subsequently the New Castalloy site emitted low levels of activity and noise and the time of the investigations, with the noise assessment turning its focus to ensuring that any future industrial land uses on the New Castalloy site is not constrained by the presence of residences resulting from the rezoning. A future use of the New Castalloy site will need to ensure that appropriate noise levels are achieved at existing residences, including the existing double storey units on Mooringe Avenue between Streeters Road and Whelan Avenue. As these units are closer to the New Castalloy site than the proposed affected area, achieving appropriate noise levels at the units would result in appropriate noise levels being achieved at the subject site.

On-site observations regarding traffic noise were conducted continuously from the 13th to the 14th February 2019, which indicated that indicative acoustic treatments (such as glazing) would be recommended along the Mooringe Avenue boundary to achieve suitable levels of amenity from traffic noise. The proposed treatments were developed for distances of less than 10m from the road corridor, and between 10m and 25m of the road corridor. At distances greater than 25m, suitable levels of amenity would be achieved with standard building techniques. Overall, the report found that suitable noise levels could be achieved inside dwellings with reasonable and practical building techniques.

With respect to aircraft noise the report found that the affected area was unconditionally acceptable for residential development, without any need to upgrade building façades.

Open Space

The area sought to be rezoned is within walking distance of open space. This includes a reserve (Errington Street Reserve) located 120 metres to the south-east along Errington Street, Plympton. The site is within 250 metres from Sandringham Reserve located on the intersection of Raymond Avenue and Kinkaid Avenue (to the north), and 350 metres from Parkin Reserve, situated on the Neston Avenue and Lewis Crescent intersection to the north-east. A large school oval and playing courts located at the Plympton International College (R-12) is within walking distance (approximately 180 metres) and is accessible to the public and used for club-based community sport.

The assessment of open space by Holmes Dyer is that current provisions exceed Council's benchmark for open space provisions within this location. Based upon 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.

Potable Water

Investigations undertaken by WGA identified a 200mm potable water main located within Mooringe Avenue, and a 100mm main located within Mooringe Avenue, and a 100mm main located in Gardner Street.

The site is expected to be connected into the 200mm main in Mooringe Avenue, however, interconnecting into the 100mm main may also be required,

SA Water have advised that the land is not within a Gazetted augmentation area, and consequently there will be no augmentation fees. Given the size of the adjacent mains and the former use of the site, it is likely that the SA Water assessment will be positive to support supply for the land.

Public Transport, Pedestrian and Cycling Network

An assessment undertaken by WGA identified that the area affected is already well serviced by existing public transport modes and reasonably good connections to cycling and pedestrian facilities and networks within the local area. A summary is provided below:

- Bus routes 167 and 168 service the Adelaide CBD and Glenelg from this location. Additional bus routes (such as J7 and J8) service between Marion and West Lakes, and school buses utilise Mooringe Avenue. Public transport infrastructure (bus stop 12) is located mid-block on Mooringe Avenue between Streeters Road and Errington Street. The bus stops (12 in both directions and 13 eastbound only) have shelters and are well placed to service the area affected.
- Mooringe Avenue is a designated “Secondary Road Bike Lane” directly north of the area affected.
- There is an existing shared pedestrian and cyclist path that runs adjacent to Osborne Terrace (Westside Bikeway), which is identified as an “Off Road Sealed Path”. These cycling and walking (shared) facilities are expected to attract patronage from the subsequent development for both recreational and commuting activities, as the path connects “off road” as far as Mile End north-easterly and Novar Gardens south-westerly. The path can be accessed via Gardner Street and Errington Street, Plympton. Alternatively, Mooringe Avenue bike lanes connect to the Westside Bikeway at the Marion Road intersection. Other links include the footpath at the south end of Streeters Road connecting through to Myer Avenue.
- Mooringe Avenue and Errington Street have part time bike lanes that provide safer cycling links to the nearby Plympton International College. Mooringe Avenue, Morphet Road, Marion Road and the Westside Bikeway have relatively more cycling patronage than the surrounding local

areas. Comparatively, Cross Road, Anzac Highway and Marion Road attract much higher cycling activities.

Sewer

SA Water have advised that there would be no major augmentation works required for the sewer services to the area affected.

There is a 150mm VC gravity sewer main located within Gardener Street, and a 525mm PVCU gravity main located within Gardner Street, and a 525mm PVCU gravity main located in Mooringe Avenue. The site is relatively flat, so a connection to either main should be feasible, however, this would need to be confirmed in more detail later based on the invert levels of the mains. There are currently two connections from the site to the Mooringe Avenue main. As part of this construction works, these connections would need to be disconnected. The site is expected to be connected into the main in Mooringe Avenue, however, this would need to be confirmed by SA Water. Given the size of the adjacent mains within Mooringe Avenue and Gardner Street, and the former use of the land, it is likely that the SA Water assessment will be positive to support supply to the rezoned land. SA Water has advised that the subject land is not within a Gazetted augmentation area, and consequently there will be no augmentation fees.

Social Infrastructure

The area affected is in an established urban area and is generally well supplied for social infrastructure, including near proximity of existing urban aged care accommodation, child care, preschool (early learning) and educational (primary and secondary) facilities, community centres, shops, and health and medical facilities. Some of these social infrastructures also serve the area affected for the *Morphettville Racecourse Ministerial DPA* (approved 7th May 2020).

The social infrastructure for that rezoning concluded that no changes were required as social infrastructure in the location was adequate to provide for any additional population growth consistent with the targets of *The 30-Year Plan for Greater Adelaide*. In general terms, western Adelaide is considered well catered for in terms of social infrastructure.

This is consistent with the assessment undertaken by Holmes Dyer Pty Ltd, which identified that the capacity of existing social infrastructure was adequate to meet the expected demand from the rezoning, with no additional provisions required to support the rezoning of the land. Anticipated population growth is expected to further support the viability of existing services and facilities.

Stormwater

WGA have undertaken a stormwater assessment to identify the impact of the proposed rezoning on existing stormwater infrastructure and any potential options and upgrades that may be required. The assessment finds that stormwater generated on-site can be adequately managed in terms of quantity

and quality, and discharged at acceptable flow rates to the existing stormwater pipe system which originates in Gardener Street and drains towards Morphet Street. This pipe discharges to a swale running around the sough of the Airport, which then discharges into the Patawalonga Creek.

Preliminary modellings show that onsite detention storage would be required in the order of 55m³ which could be accommodated for either within a detention basin, or storage provided underground within pipes / detention tanks.

The area affected is within the broader Brownhill Keswick Creek catchment. Flood mapping (prepared as part of the BHKC Flood Study (2006)) demonstrated that there is no flood risk for the site in a 1-in-100 year event.

Transport and Movement

WGA has undertaken an analysis of the existing and proposed future traffic impacts to determine traffic requirements for the proposed rezoning based upon the City of West Torrens Transport Strategy (2009) and the relevant Australian Standards and Ausroads guidelines. A summary of the key findings and recommendations is provided below:

- The proposed rezoning would likely increase local traffic by around 54 vehicle trips generated during peak hour traffic.
- Most of the rezoning traffic will access the arterial road via Mooringe Avenue, however it is likely that some development traffic will redistribute to Whelan Avenue and Errington Street via Gardner Road.
- The rezoning has no impact on programmed road upgrades in the area, nor do any programmed upgrades impact the proposal. Given the narrow verge on Streeters Road, Council's proposal to widen Streeters Road will likely benefit traffic behaviour for the rezoning but requires further assessment to gauge the impact on the proposal. Council has suggested that land could be provided from the subject site to enable a wider verge to be provided to accommodate future footpath and landscaping requirements.
- The existing road network flows reasonably well during peak hour, with observations indicating only minor increase in delays experienced for traffic entering Mooringe Avenue for adjacent side roads.
- Crash history indicates that crashes in the vicinity of the rezoning are at established "conflict points" (intersections and junctions). All intersections and junctions reviewed are considered to be performing adequately for the types of intersection and volumes experienced.
- An assessment of three theoretical access points to the site show all sight distances are likely to be achieved, and do not warrant nor will require any turning treatments.
- Traffic modelling indicates that the Mooringe Avenue / Streeters Road intersections perform to an acceptable level of service for the estimated post-development traffic flows. Traffic performance will remain similar to existing levels of service, creating only minimal delays to traffic on

the minor legs of the intersection. No significant changes to the Mooringe Avenue / Streeters Road intersection are required to cater for the traffic impacts generated by the rezoning.

- Traffic modelling for the Mooringe Avenue / Marion Road traffic signals with the anticipated 54 vehicles per hour increase during peak times, indicated minimal impact on the performance of the signalised intersection with levels of service remaining the same.

Further details on investigations undertaken in support of the Code Amendment are included in **Attachment E**.

4.3.2. Recommended policy changes

Following is a list of the recommended policy changes which are proposed in response to the investigations undertaken in support of this Code Amendment:

Proposed Code Policy	<p>Zone</p> <ul style="list-style-type: none">• Housing Diversity Neighbourhood Zone <p>Overlays</p> <ul style="list-style-type: none">• Affordable Housing• Airport Building Heights (Regulated) (All structures over 15 metres)• Building Near Airfields• Hazards (Flooding – Evidence Required)• Noise and Air Emissions• Prescribed Wells Area• Regulated and Significant Tree• Stormwater Management• Urban Tree Canopy <p>Local Variation (TNV)</p> <ul style="list-style-type: none">• Maximum Building Height (Metres) – 12 metres• Maximum Building Height (Levels) – 3 Levels
----------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

5. REFERENCES

- AAA Environmental, Interim Audit Advice, December 2018
- AAA Environmental, Site Contamination Audit Report, January 2021
- Adelaide Airport Limited (AAL), 2014, Adelaide Airport Master Plan.
- AECOM, September 2016, Aircraft Noise Discussion Paper, City of West Torrens (60485119)
- Cities of West Torrens, Port Adelaide and Enfield, Charles Sturt and Holdfast Bay, 2016, Building Western Adelaide Economic Strategy
- City of West Torrens, 2009, Transport Strategy
- City of West Torrens, 2013, Open Space and Public Place Plan

- City of West Torrens, 2013, Residential and Industrial Land Use Interface Study
- City of West Torrens, 2015, Strategic Directions Report
- City of West Torrens, 2015, Underdale and Torrensville Residential-Industrial Interface DPA Investigations prepared by Ekistics
- City of West Torrens, 2017, Community Plan, Towards 2025
- City of West Torrens, April 2018, Employment Lands Investigation prepared by Property & Advisory
- City of West Torrens, October 2013, Residential and Industrial Land Use Interface Study
- City of West Torrens, Port Adelaide and Enfield, Charles Sturt, 2016, AdaptWest Climate Change Adaptation Plan
- City of West Torrens, Port Adelaide and Enfield, Charles Sturt, 2017, Western Adelaide Urban Heat Mapping Report
- Environmental Resources Management (ERM), Air Quality Assessment, March 2019
- Holmes Dyer Pty Ltd, February 2019, Plympton Housing Assessment
- Holmes Dyer Pty Ltd, February 2019, Social Infrastructure (and Open Space) Assessment
- Plan SA, Planning and Design Code [26.05.2021]
- Property and Advisory, April 2017, Employment Lands Investigation, City of West Torrens, (PA1812-R0182)
- Sonus, Environmental Noise Assessment, March 2019
- South Australian Government, 2013, Housing Strategy for SA 2013-2018
- South Australian Government, 2017, The 30 Year Plan for Greater Adelaide
- South Australian Government, 2019, State Planning Policies for South Australia
- Wallbridge Gilbert Aztec, May 2019, Stormwater Management
- Wallbridge Gilbert Aztec, May 2019, Transport Impact Assessment
- Wallbridge Gilbert Aztec, May 2019, Civil Infrastructure Assessment

ATTACHMENT A – AREA AFFECTED



ATTACHMENT B – CURRENT CODE POLICY

Current Policy	<p>Zone</p> <ul style="list-style-type: none">• Strategic Employment <p>Overlays</p> <ul style="list-style-type: none">• Airport Building Heights (Regulated) (All structures over 15 metres)• Building Near Airfields• Hazards (Flooding – Evidence Required)• Prescribed Wells Area• Regulated and Significant Tree <p>Local Variation (TNV)</p> <ul style="list-style-type: none">• Maximum Building Height (Metres) – 12 metres
----------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ATTACHMENT C – PROPOSED CODE POLICY

Proposed Code Policy	<p>Zone</p> <ul style="list-style-type: none">• Housing Diversity Neighbourhood Zone <p>Overlays</p> <ul style="list-style-type: none">• Affordable Housing• Airport Building Heights (Regulated) (All structures over 15 metres)• Building Near Airfields• Hazards (Flooding – Evidence Required)• Noise and Air Emissions• Prescribed Wells Area• Regulated and Significant Tree• Stormwater Management• Urban Tree Canopy <p>Local Variation (TNV)</p> <ul style="list-style-type: none">• Maximum Building Height (Metres) – 12 metres• Maximum Building Height (Levels) – 3 levels
----------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES

1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

Integrated Planning

Objective: To shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.

SPP 1.1 An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.

SPP 1.3 Plan growth in areas of the State that is connected to and integrated with existing and proposed public transport routes, infrastructure, services and employment lands.

SPP 1.6 Plan for strategic infrastructure that helps to shape the pattern of settlement in a way that enhances quality of life and supports long-term sustainability.

SPP 1.9 Plan neighbourhoods to support walking and cycling, particularly in Greater Adelaide and regional townships.

Code Amendment

Outcome: The City of West Torrens is experiencing urban renewal in the form of new residential development, townhouses and higher density dwellings, mixed use and infill development. The three key drivers influencing urban renewal are:

- Increased demand for new compact urban form at higher densities;
- Increased demand for housing choice and affordability, including opportunities for an ageing population, people living with a disability and new arrivals; and
- Reduced demand for industrial/employment land.

An assessment of future housing needs found that it is desirable for the inner western metropolitan housing market to diversify in response to population growth and changing demographic characteristics. While there is expected to be continued demand for detached dwellings on larger blocks, demand for infill development will continue as household formation and dwelling occupancy preferences change. Under current planning policy, demand is likely to be met through an over-reliance on minor infill (one into two) residential development. Without greater housing diversity, the dominance of detached housing and a lack of housing choice is expected to continue

to place pressure on housing affordability. Based on the population change for Plympton between 2006 and 2016, the projected growth of western Adelaide from 2016 to 2031 is likely to see a population increase 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. The subject site provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner, reducing the reliance upon minor infill to meet housing demand in the City of West Torrens. Under a medium density residential scenario, the subject land is anticipated to yield in the order of 60 or more dwellings. The site is well serviced with infrastructure, with only minor enhancement required to facilitate for residential purposes.

The site is able to be appropriately connected to and integrated with existing public transport routes, infrastructure, services and employment lands. The site is within an established urban area and is well supplied with social infrastructure. The Plympton International R-12 College is located directly adjacent the affected area, and has close access to the Westside Bikeway. This site is just under one kilometre from a mixed retail, health and supermarket centre located at the corner of Marion Road and ANZAC Highway, and is under 1.5km from the Adelaide and Glenelg tramline. Child care facilities are located within 600m east of the site (Mooringe World of Learning), with a further nine childcare, out-of-school-hours care, and vacation care located within the Plympton locality. The nearest school (Plympton International R-12 College) is located 180m south, which also incorporates the Errington Special R-12 School which provides education for children with disabilities. St John's Baptist Catholic Primary School, Plympton Primary School, Immanuel College and Immanuel Primary School can all be located within 1km – 1.7km from the site. Based on the number of educational facilities available it is envisaged that any additional demand created through the proposed rezoning can be met through these existing facilities.

The site is well located to medical facilities, with the Mooringe Avenue Medical Centre located directly opposite Mooringe Avenue to the north. Galway Medical Centre, Kurralt Park Surgery and Morphettville Medical Centre are all located just over 2km from the site, with the Ashford Private Hospital located 3.5km to the east along ANZAC Highway. Two centres predominantly provide the available allied health and pharmaceutical services can be located 1km to the south-east (Plympton Shopping Centre) and 2.2km to the east (Kurralt Park District). Based on the availability of medical and allied health and pharmaceutical services to the site it is expected that existing service providers can meet additional demand created through the rezoning of the site.

The site is central to two community centres, Plympton Community Centre (1km) and Camden Community Central (2km), and is also serviced by the City of West Torrens Mobile Library, which attends Mooringe Avenue (corner of Packer Avenue) 400m to the east of the site 5 days per week. A community bus is also provided by Council which collects residents wishing to attend local shopping centres such as Kurralt Park. The site has ease of access to a comprehensive network of existing bikeways including the Westside Bikeway. This 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 walking and cycling links to the Glenelg / Adelaide tramline, and to the airport retail and employment areas via the Sturt River and the Anna Meares Bike Paths. This network also facilitates access to areas of interest and open space (Foreshore and parklands) and is a viable option for non-motorised transport / commuting or multi-modal transport by connecting walking and cycling with public transport. The site is well serviced by public transport, including light rail (Adelaide and Glenelg tramline), and by bus, and is directly connected to employment and retail centres. As such, the site represents an opportunity to increase the population within near proximity to existing infrastructure.

This proposal is not in relation to land known to be required for strategic infrastructure, and thus does not present any negative impacts on the State's strategic infrastructure. Nonetheless, the increase in population which would result from the rezoning of this area will support demand for existing and future services.

The site is well positioned to support existing walking and cycling routes within the locality of Plympton. The Westside Bikeway, which is an existing shared pedestrian and cyclist path, runs adjacent Osborne Terrace located just under 500m to the south-east of the site. These cycling and walking (shared) facilities are expected to attract patronage from the subsequent development for both recreational and commuting activities, as the path connects "off road" as far as Mile End north-easterly and Novar Gardens south-westerly. The path can be accessed via Gardner Street and Errington Street, Plympton. Alternatively, bike lanes connect to the Westside Bikeway at the Marion Road intersection. Mooringe Avenue and Errington Street have part time bike lanes that provide safe cycling links to the nearby Plympton College. Mooringe Avenue, Marion Road, Morphett Road and the Westside Bikeway have relatively more cycling patronage than the surrounding local areas. Pedestrian linkages are also accessible along Streeters Road, connecting through to Myer Avenue.

Design Quality

Objective: To elevate the design quality of South Australia's built environment and public realm.

SPP 2.12 Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.

Code Amendment

Outcome: The rezoning of the site to facilitate for residential development is considered appropriate, due to the site predominantly interfacing with residentially zoned land to the north, east, south and west. Exceptions are made directly to the north-west of the site where the New Castalloy site (zoned Suburban Employment) is present. It should be noted that the New Castalloy site is currently being investigated for possible residential conversion. Redevelopment of the subject site enables for an enhanced community with compatible interfaces with surrounding development.

Housing Supply and Diversity

Objective: *To promote the development of a well-serviced and sustainable housing and land choices where and when required.*

SPP 6.1 *A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities.*

SPP 6.2 *The timely supply for housing that is integrated with, and connected to, the range of services, facilities, public transport and infrastructure needed to support liveable and walkable neighbourhoods.*

SPP 6.3 *Develop healthy neighbourhoods that include diverse housing options; enable access to local shops, community facilities and infrastructure; promote active travel and public transport use; and provide quality open space, recreation and sporting facilities.*

SPP 6.6 *A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.*

SPP 6.8 *Ensure a minimum of 15% of new housing in all significant development that meets the criteria for affordable housing.*

Code Amendment

Outcome: Projected growth within western Adelaide from 2016 to 2031 is likely to see a population increase of 1.1% per annum. The availability of land will influence the densities and location of infill growth. Infill sites, such as that represented by the subject site, present an opportunity to achieve coordinated development of higher density developments with high quality built form and public realm outcomes.

The subject site provides an opportunity to deliver approximately 1.2 hectares of new residential land in a planned and coordinated manner reducing the reliance upon minor infill to meet housing demand in the City of West Torrens. It is the proponent's intention that the future housing supply developed within the site embody the vision of being diverse, well designed and affordable to support the needs of both current and future residents.

Given the location of the site, the rezoning of the land would require low levels of infrastructure investment and is most proximate to facilities provided in the adjacent existing urban area. The site is well connected to and will be integrated with a range of services, facilities, public transport, infrastructure etc. needed to support a liveable and walkable neighbourhood. The delivery of subsequent residential housing (post rezoning of the land) is expected to be completed within three years, with the intention to commence the project as soon as the land is suitably rezoned.

Social infrastructure investigations have identified that the site is suitably supported by existing social infrastructure, and is within close proximity to numerous educational, child-care, retail, medical and public transport facilities. The area affected is within 400 metres of open space. This includes a reserve (Errington Street

Reserve) located 120 metres to the south-east along Errington Street, Plympton. The site is within 250 metres from Sandringham Reserve (located on the intersection of Raymond Avenue and Kinkaid Avenue), and 350 metres from Parking Reserve (situated on the Neston Avenue and Lewis Crescent intersection). A large school oval and playing courts located at the Plympton International College (R-12) is within walking distance (approximately 180m) and is accessible to the public and used for club-based sport. The location of the site enables the promotion of active travel and public transport use, with the Westside Bikeway located 500m to the south-east of the site and is expected to attract patronage from the subsequent development for both recreational and commuting activities.

The rezoning of the land would facilitate residential development which would become a complementary extension to existing residential areas within the locality and general proximity of the site. It is the intention that subsequent residential development incorporates a diverse range of housing typologies which are able to cater for different life stages and lifecycles. A review of population characteristics and housing market activity suggests demand for affordable residential housing. It is the intention of this proposal that an Affordable Housing Overlay be included over the affected area to ensure the provision of affordable residential housing to the locality.

Strategic Transport Infrastructure

Objective: To integrate land use policies with existing and future transport infrastructure, services and functions to preserve and enhance safe, efficient and reliable connectivity for people and business.

SPP 11.2 Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.

SPP 11.5 Encourage development that supports the increased use of wider variety of transport modes, including public transport, walking and cycling, to facilitate a reduced reliance on private vehicle travel and promote beneficial community health outcomes.

SPP 11.11 Encourage housing in metropolitan Adelaide in proximity to current and proposed fixed line (rail, tram, O-Bahn) and high frequency bus routes.

Code Amendment

Outcome: The affected area is already well serviced by existing public transport models and reasonably good connections to cycling and pedestrian facilities and networks within the local area. Bus routes 167 and 168, which provides services to Glenelg and the Adelaide CBD are available from this location. Additional bus routes (such as J7 and J8) provide services between Marion and West Lakes, along with school buses accessible from Mooringe Avenue. Public transport infrastructure (bus stop 12) is located mid-block on Mooringe Avenue between Streeters Road and Errington Street. Bus stops located within the general locality of the subject site have shelters and are well place to service the affected area.

The site is well positioned to support existing walking and cycling routes within the locality of Plympton. The Westside Bikeway, which is an existing shared pedestrian and cycling path, runs adjacent Osborne Terrace located just under 500m to the south-east of the site. These cycling and walking (shared) facilities are expected to attract patronage from the subsequent development for both recreational and community activities, as the path connects “off-road” as far as Mile End north-easterly and Novar Gardens south-westerly. The path can be accessed via Gardner Street and Errington Street, Plympton. Alternatively, bike lanes connect to the Westside Bikeway at the Marion Road intersection. Mooringe Avenue and Errington Street have part time bike lanes that provide safe cycling links to the nearby Plympton College. Mooringe Avenue, Marion Road, Morphet Road and the Westside Bikeway have relatively more cycling patronage than the surrounding local areas. Pedestrian linkages are also accessible along Streeters Road, connecting through to Myer Avenue.

The site is located within good proximity to high frequency bus routes and fixed tramlines. Bus routes 167, 167c and 168, which are accessible along Mooringe Avenue, frequent the area every twenty minutes. While the J7, J7m and J8 routes (which provide services from Wester Lakes Interchange to Marion Centre Interchange) are every thirty minutes. The site is also located just under 1.5km from the Glenelg / Adelaide tramline.

Emissions and Hazardous Activities

Objective: *To protect communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable.*

SPP 16.2 *Assess and manage risks posed by known or potential site contamination to enable the safe development and use of the land.*

Code Amendment

Outcome: It is acknowledged that site contamination is a complex and broad issue impacting large areas of land across the state. With the increasing focus on urban renewal and reinvigoration of existing urban areas, it is critical that site contamination issues are identified and addressed to safeguard communities and the environment. Site contamination investigations determined that the site was considered to have a medium-high risk of significant and widespread contamination being present that would adversely affect the proposed residential land use. The landowner has since completed extensive remediation of the site, which commenced in 2018 with an expenditure to date of approximately \$4 million.

The transition of the subject land from a Strategic Employment zoning to one which contemplates residential development can be considered appropriate, as the site has been available for sale for some time, but due to its location and contamination was not sold for industrial purposes. This is primarily due to the site being an isolated parcel of industrial land surrounded by residential development. This limits the economic viability of industrial uses given the modern requirements for interface

mitigation, freight access and shop floor trends which can significantly conflict with the sensitivities of adjacent residential development.

2. Other Strategic Plans

City of West Torrens 'Towards 2025' Community Plan 2017

The proposed rezoning is aligned with Council's Community Plan 'Towards 2025', prepared in 2017. The Plan is based on six themes (four community and two corporate). The theme of '*Built Environment*' which aspires to create a well-designed built environment, is most relevant to the rezoning. Within this theme, the following long-term and short-term strategies are directly relevant to the proposal.

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">• Support a range of housing types and densities across the city, while conserving areas of character and heritage value.• Advocates for the provision of adequate public places within the urban form.

The rezoning supports the Council's community plan in that it will minimise the interface between industrial and residential zoning (and land uses), provide interface treatments to industrial and residential uses, and support 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*.

ATTACHMENT E – INVESTIGATIONS