



GOOLWA NORTH CODE AMENDMENT

Ambo Pty Ltd

FOR CONSULTATION

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HAVE YOUR SAY

This Code Amendment is on consultation from Monday, 23 October 2023 to Sunday 17 December 2023.

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

Submissions can be provided via one of the following:

- (a) online via the SA Planning Portal (URL: plan.sa.gov.au/en/codeamendments)



Use your smart phone to scan this code

- (b) Via email to engagement@futureurban.com.au

- (c) Via post to:

Goolwa North Code Amendment
Future Urban Pty Ltd
Level 1/74 Pirie Street
ADELAIDE SA 5000

Information Drop-in Sessions

The Designated Entity is holding information drop-in sessions on the following days:

- Wednesday, 8 November 2023 – 10:00am until 1:00pm
- Thursday, 9 November 2023 – 4:00pm until 7:00pm
- Saturday, 11 November 2023 – 10:00am until 2:00pm

The drop-in sessions will be held at Centenary Hall, 12 Cadell Street, Goolwa. Registrations are essential and can be booked through Eventbrite at the following link

<https://www.eventbrite.com/cc/goolwa-north-code-amendment-2614769>.

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 overrides 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 Technical and Numeric Variations

Different Technical and Numeric Variations (TNVs) apply spatially across various areas of the state. The data in these layers populate policies within a zone, subzone, overlay or general development policies. While a technical and numeric variation may spatially apply at a particular location, it has no work to do unless it is specifically referenced in the relevant Code policies. Assessment provisions in the Code can reference TNVs to provide for local variation in the policy.

1.7 Amending the Planning and Design Code

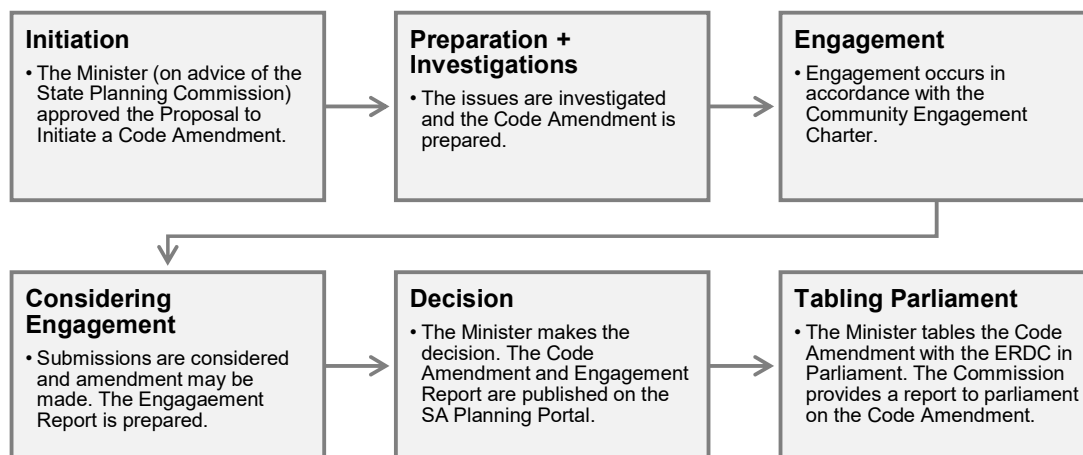
The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the 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 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. A summary of this process is provided in Figure 1.1 below.

Figure 1.1 Summary of the Code Amendment Process



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1 Need for the Amendment

2.1.1 Housing Affordability

The housing market in South Australia is facing significant pressures. This has resulted in the median house price in South Australia increasing by 36.8% over the two years since December 2019¹. More housing is needed to alleviate price pressures and make it affordable for all South Australia's to access housing.

Adelaide also has one of the lowest rental vacancy rates in the country and vacancy rates across regional SA have reached historically low levels, currently ranging between 0.74% to 0.4%².

2.1.2 Population Growth and Demand for Housing

The Alexandrina Council increased in population from 23,699 persons in 2011 to 28,730 persons in 2021. This represented an average annual population growth rate of approximately 2.1%, or 503 persons per year over a 10 year period. This growth rate is higher in the Goolwa-Port Elliot Statistical Area 2 (SA2) and Goolwa urban centre.

Population growth within the Alexandrina Council was significantly higher than the population growth rate for the Greater Adelaide region which experienced an average annual growth rate of 1.3% from 2011 to 2021.

In 2021, the Goolwa-Port Elliot SA2 made up 44% of the total population within the Alexandrina council area, and historically has been a significant contributor to population growth.

According to the Department for Trade and Investment's latest population projections, the Fleurieu Peninsula region is anticipated to accommodate approximately 5% of Greater Adelaide's population growth over the next 18 years (to 2041).

2.1.3 Strategic Context

Goolwa North is identified as a Growth Area in the State Government's Regional Plan, The 30-Year Plan for Greater Adelaide.

The Alexandrina Council has been proactively planning for the growth of Goolwa over a number of years and in 2009 adopted a key strategic report titled 'GO 2030 Making Sense of Goolwa's Growth Opportunities' which identified a preferred growth scenario for Goolwa in a staged manner towards the north of the existing urban area.

In 2016, another key strategic report was produced titled 'Goolwa North Enquiry by Design Workshop – Outcomes Report' which prepared a Masterplan to guide the future growth of Goolwa North. The Masterplan identified the core road network, the general location of facilities and services for the growth area which will provide the framework for the future urban growth in Goolwa North.

A Development Plan Amendment to rezone the whole of the Goolwa North Future Growth Area was initiated following the preparation of the above Masterplan but was ultimately not progressed.

The Alexandrina Council has recently commenced a new growth plan process which is occurring concurrently with this Code Amendment process.

¹ SA Government, A Better Housing Future, February 2023

² Toop and Toop, August 2023

2.1.4 Infrastructure Investment

In recognising the historic and projected future growth in the Fleurieu region, the State and Federal Government has funded major road infrastructure including the Main South Road and Victor Harbor Road duplication projects and Long Valley Road improvement works. Construction on these projects is currently underway.

The township of Goolwa has also recently benefited from the opening of the Goolwa Secondary College in 2022. This new public high school was developed following closure of Investigator College in 2019 in recognition of the expected growth of the town. Furthermore, Stage One of the Goolwa Oval Recreational Precinct was completed in 2022 and Stage Two is currently underway.

2.1.5 Land Supply

Additional land which is zoned to accommodate residential development is required to accommodate the projected housing needs for the region and to assist in addressing issues of housing affordability. Based on a 5-year average consumption rate and 5-year high consumption rate, the existing zoned supply has the ability to cater for 5.8 to 8.7 years of residential growth within the Alexandrina Council.

While there is land zoned for residential land uses that could provide supply for the short term, these numbers can be misleading as there is no certainty that zoned land will be released to the market. Relevantly, there is no requirement for a land owner to release or develop land. Some land owners may have no intention to sell or develop their land. Other factors, in particular infrastructure provision, is also critical to the availability of land. In other words, land may be zoned for a use, but is not readily available due to lack of infrastructure.

Additional land zoned for residential development purposes must be accommodated within those areas identified for future growth by *The 30 Year Plan for Greater Adelaide*. Such areas are external to the Environment and Food Production Area (EFPA).

It is the intent of the Code Amendment to install the necessary planning policy framework to assist with facilitating residential growth within the existing growth area.

The rezoning of the Affected Area is envisaged to facilitate development of a low density and low scale residential community, with associated non-residential uses such as retail and community facilities. In recognition of Goolwa as a Cittaslow town, the rezoning of the Affected Area is likely to facilitate incremental growth over a long period of time.

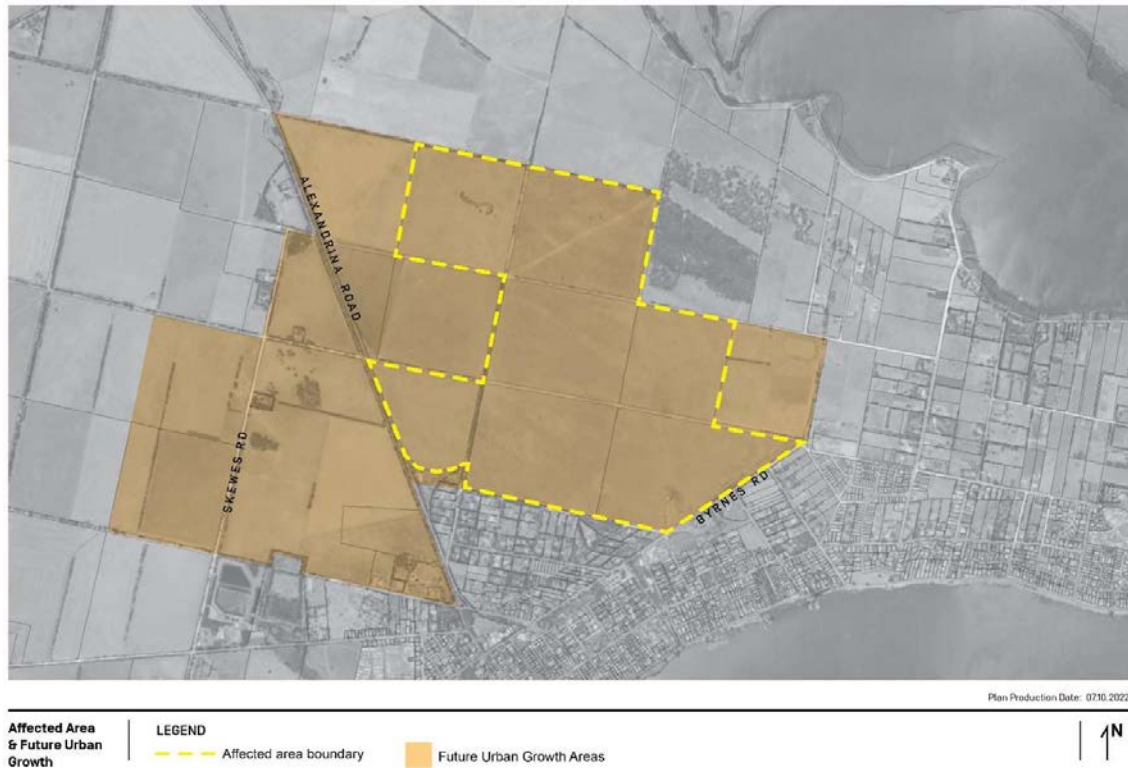
2.2 Affected Area

The proposal seeks to amend the Code for the Affected Area, which comprises the following parcels:

- Section 2420 of Hundred 150400 - Certificate of Title Volume 5463 Folio 530;
- Section 2419 of Hundred 150400 - Certificate of Title Volume 6071 Folio 445;
- Section 2418 of Hundred 150400 - Certificate of Title Volume 5463 Folio 531;
- Section 2403 of Hundred 150400 - Certificate of Title Volume 5463 Folio 532; and
- Allotment 4 of Deposited Plan 22658 - Certificate of Title Volume 5413 Folio 829.

The area affected (Affected Area) by the proposed amendment is shown in the map at **Appendix 1** and in Figure 2.1 below. This is also shown in the context of the full Growth Area.

Figure 2.1 *Affected Area and Growth Area*



The Affected Area is located within the suburb of Goolwa, which is within the Alexandrina Council area (the Council).

The Affected Area has:

- frontage to Alexandrina Road, Rickaby Road, North Road, and Byrnes Road; and
- a total area of 241 hectares.

With the exception of established vegetation and some small-scale agricultural buildings, the Affected Area can be generally described as vacant land of limited agricultural, horticultural or mining value.

The locality contains the following key land uses:

- Currency Creek to the north;
- rural living style allotments to the east and south-west;
- established residential development to the south-east;
- rural land to the north and west; and
- Goolwa Airport approximately 3km to the west.

For additional context in respect to the Affected Area, and the intention to rezone, it is noted:

- the recently endorsed Hackham Code Amendment rezoned approximately 211 hectares to accommodate 2,000 dwellings;

- the William Lakes development within the Roseworthy Growth Area is 130 hectares and will accommodate around 1,700 dwellings. This is one portion of a much larger development area which is now accommodating five different housing estates;
- the Renewal SA land at Aldinga development is 95 hectares in area and is expected to and approximately 1000 dwellings; and
- Riverlea is 1,340 hectares and currently zoned to accommodate approximately 12,000 dwellings.

Such demonstrates that it is not uncommon for particular areas to be rezoned to accommodate several years of supply, with development undertaken on a staged basis as demand and development capacity permits.

2.3 Summary of Proposed Policy Changes

2.3.1 Current Code Policy

The Affected Area is currently located in the Rural Zone and within the following Overlays:

- Airport Building Heights (Aircraft Landing Area) Overlay;
- Building Near Airfields Overlay;
- Hazards (Flooding – Evidence Required) Overlay;
- Hazards (Bushfire – Medium Risk) Overlay;
- Limited Land Division Overlay;
- Major Urban Transport Routes Overlay;
- Murray-Darling Basin Overlay;
- Native Vegetation Overlay;
- Traffic Generating Development Overlay; and
- Water Resources Overlay.

The Rural Zone predominantly seeks to ensure rural land is used for a range of primary production activities and associated value adding, processing, warehousing and distribution.

A copy of the policies that apply within the Rural Zone are available in **Appendix 2**. The full suite of policies can be found on the Plan SA website here: <https://code.plan.sa.gov.au>.

A summary of the Overlays that apply to the Affected Area, their Desired Outcome and their impact on the development of the Affected Area are summarised in **Table 2.1** below.

Table 2.1 *Summary of Overlays relating to the Affected Area*

Overlay	Desired Outcome	Impact on Development
Airport Building Heights (Aircraft Landing Area)	Management of potential impacts of buildings on the operational and safety requirements of aircraft landing areas.	Includes policy ensuring building heights will not pose a hazard to the operation of an aircraft landing area.
Building Near Airfields	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-	Ensures development does not pose a hazard to commercial or military aircraft operations.

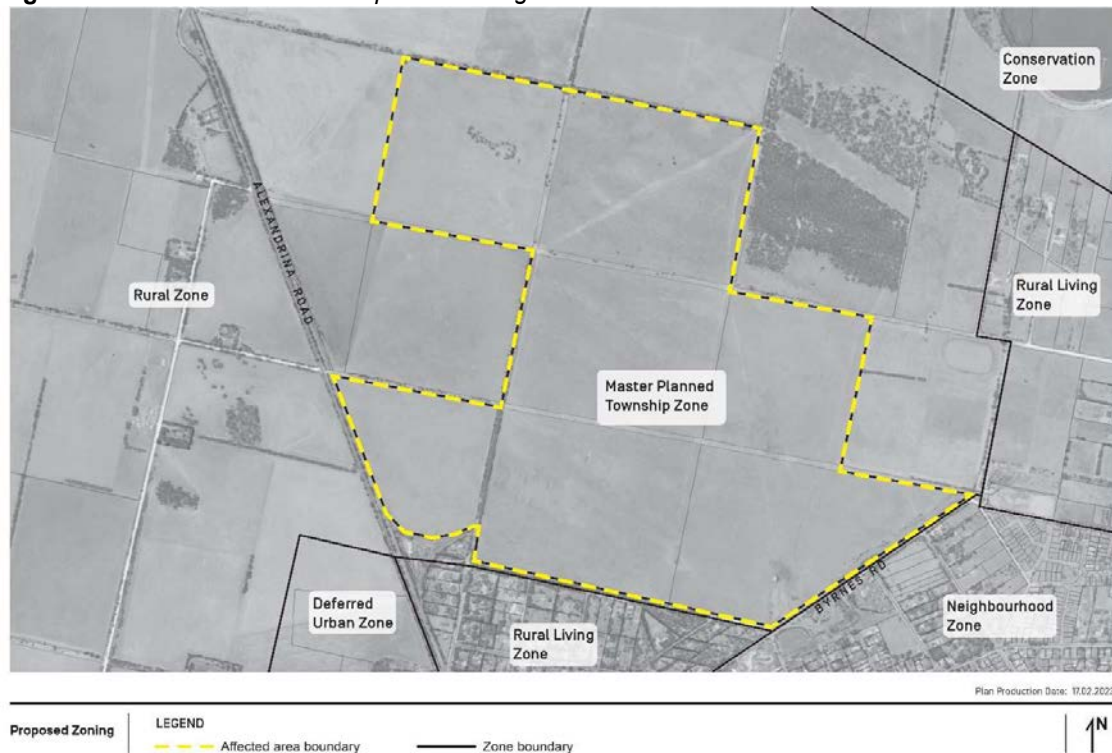
	residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.	
Hazards (Bushfire – Medium Risk)	<p>Development, including land division responds to the medium level of bushfire risk and potential for ember attack and radiant heat by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.</p> <p>To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.</p>	<p>Development must be designed and sited to mitigate the threat of bushfires on life and property.</p> <p>Seeks to ensure safe access for emergency vehicles.</p>
Hazards (Flooding – Evidence Required)	Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.	Development should include measures to prevent the entry of water.
Limited Land Division	The long term use of land for primary production is maintained by minimising fragmentation through division of land.	<p>Does not allow additional allotments to be created.</p> <p>It is proposed to remove this overlay from the Affected Area.</p>
Major Urban Transport Routes	<p>Safe and efficient operation of Major Urban Transport Routes for all road users.</p> <p>Provision of safe and efficient access to and from Major Urban Transport Routes.</p>	Outcomes sought by existing policy can be achieved having regard to traffic investigations undertaken and traffic management interventions proposed.
Murray-Darling Basin	Sustainable water use in the Murray-Darling Basin area.	Ensures development has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in the Murray-Darling Basin.
Native Vegetation	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.	Does not identify areas where there is native vegetation, however seeks to protect native vegetation if any is identified on the land.

Traffic Generating Development	<p>Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.</p> <p>Provision of safe and efficient access to and from urban transport routes and major urban transport routes.</p>	Outcomes can be achieved having regard to traffic investigations undertaken and traffic management interventions proposed.
Water Resources	<p>Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.</p> <p>Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.</p>	Outcomes can be achieved having regard to natural flow paths and water sensitive urban design in future development and subdivision layout.

2.3.2 Proposed Code Policy

The proposed rezoning of the Affected Area is shown in **Figure 2.2** below.

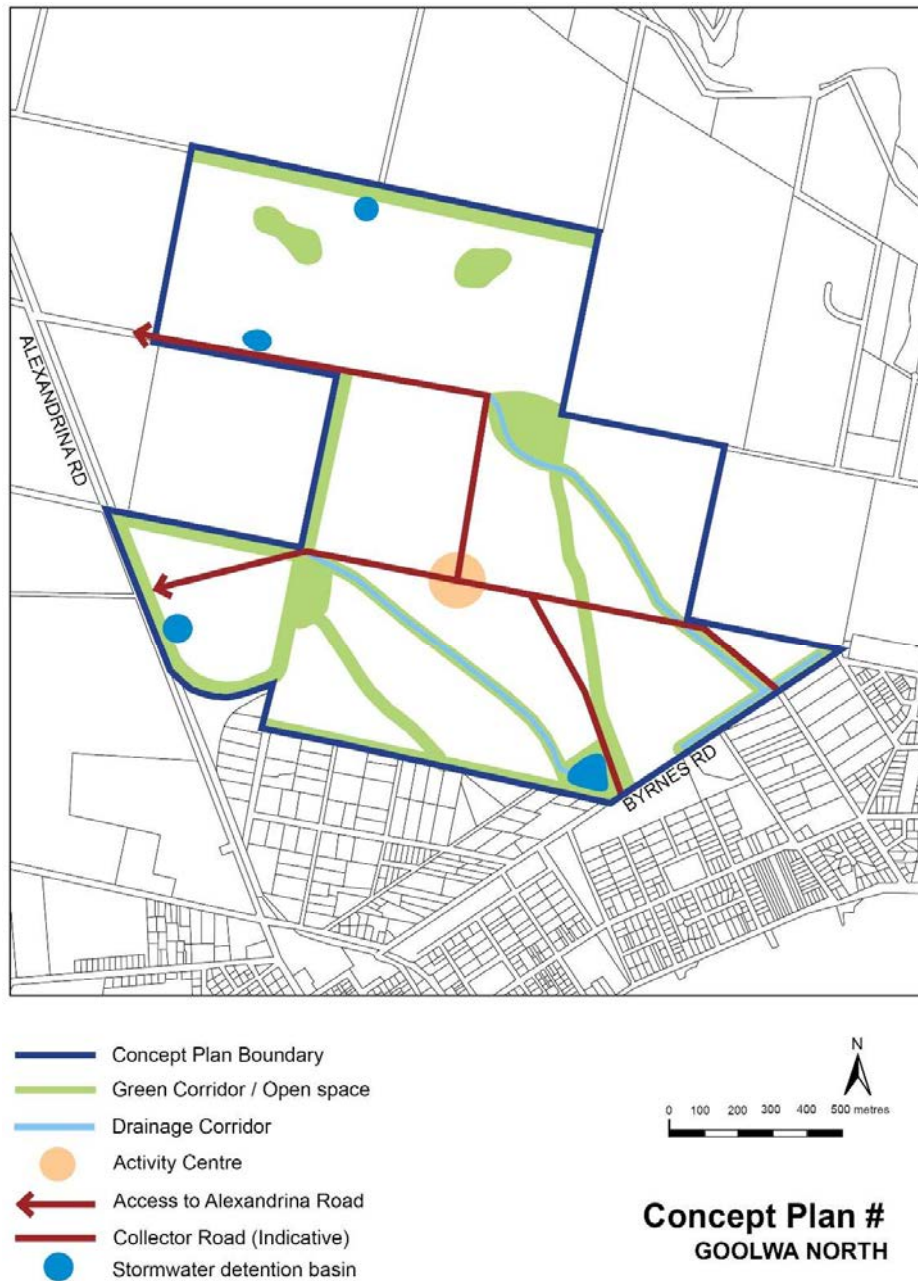
Figure 2.2 Affected Area and Proposed Zoning



The Code Amendment proposes the following changes:

- Rezone the Affected Area to the Master Planned Township Zone;
- Apply the Emerging Township Activity Centre Subzone over the Affected Area;
- Retain the following Overlays to the Affected Area:
 - » Airport Building Heights (Aircraft Landing Area) Overlay;
 - » Building Near Airfields Overlay;
 - » Hazards (Flooding – Evidence Required) Overlay;
 - » Hazards (Bushfire – Medium Risk) Overlay;
 - » Major Urban Transport Routes Overlay;
 - » Murray-Darling Basin Overlay;
 - » Native Vegetation Overlay;
 - » Traffic Generating Development Overlay; and
 - » Water Resources Overlay.
- Remove the following Overlays from the Affected Area:
 - » Limited Land Division Overlay.
- Apply the following Overlays:
 - » Noise and Air Emissions Overlay to the portion of land adjacent to the rail corridor; and
 - » Apply the Affordable Housing Overlay over the Affected Area.
- Apply a new Concept Plan to the Affected Area:
 - » Proposed Concept Plan demonstrated in **Figure 2.3** below and contained in **Appendix 14**.

Figure 2.3 *Proposed Concept Plan*



Spatial mapping of the zone, subzone and overlays is provided in **Appendix 1**. A copy of the Master Planned Township Zone, Emerging Township Activity Centre Subzone, Affordable Housing Overlay and Noise and Air Emissions Overlay policies that are proposed to apply to the Affected Area are contained in **Appendix 3**.

The General Development Policies that will apply to the Affected Area are contained within Part 4 – General Development Policies of the Code and can be accessed via the following link: https://code.plan.sa.gov.au/home/browse_the_planning_and_design_code?code=browse.

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:

- letters will be sent to adjacent owners, Council, State MP, relevant government agencies/departments and other identified stakeholders;
- information will be provided to the public generally via the PlanSA Have Your Say website;
- community drop-in sessions; and
- interested parties will have the opportunity to provide a written submission via the PlanSA Have Your Say website and by post or email to Future Urban.

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:

- (a) online via PlanSA Have Your Say website (URL: plan.sa.gov.au/en/codeamendments)



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- (b) Via email to engagement@futureurban.com.au

- (c) Via post to:

Goolwa North Code Amendment
Future Urban Pty Ltd
Level 1/74 Pirie Street
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3.3 What changes to the Code Amendment can my feedback influence?

Aspects of the Code Amendment which stakeholders and the community can influence (i.e. are negotiable) are:

- Whether you believe the Master Planned Township Zone and Emerging Township Activity Centre Subzone are the most appropriate Zone and Subzone for the Affected Area;
- Whether there are any gaps in the investigations undertaken to consider the impact of the rezoning on the surrounding area;
- Whether the Overlays applied address key matters stakeholders would like to see future development meet or if other Overlays should be applied; and
- Elements of the Concept Plan which will guide future development of the growth area, particularly elements such as the location of the activity centre and public open space (which have not been spatially identified within the investigations).

Aspects of the project which stakeholders and the community cannot influence (i.e. are not negotiable) are:

- The geographic extent of the Code Amendment (i.e. the Affected Area);
- The residential intent of the Master Planned Township Zone; and
- The policy wording within the Planning and Design Code.

3.4 What will happen with my feedback?

The Proponent 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 the Proponent 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. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published; however company details will be.

The Proponent 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, and then published on the SA Planning Portal.

3.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister, at the Minister's request, 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.

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

The Code Amendment will achieve the strategic outcomes of the State and the Alexandrina Council in the following ways:

- Ensuring adequate land supply for Goolwa and the Fleurieu region;
- Infrastructure, services and housing to support the future residential population;
- Facilitating development of diverse and affordable housing options in a recognised growth area;
- Wastewater and stormwater infrastructure augmentation to support development within the growth area; and
- Potential traffic management interventions to support the additional traffic movements arising from future development.

4.1.2 Consistency with the State Planning Policies

State Planning Policies (the 'SPPs') 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 SPPs and six special legislative SPPs.

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 SPP.

This Code Amendment is consistent with the SPPs as shown in **Appendix 6**.

4.1.3 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. The current Regional Plan application for the Code Amendment is the 30-Year Plan for Greater Adelaide – 2017 amendment (the '30-Year Plan'). Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the SPPs, the State Planning Policies will prevail.

This Code Amendment is consistent with the 30-Year Plan as shown in **Appendix 4**.

4.1.4 Consistency with other key strategic policy documents

This Code Amendment aligns with other key policy documents, including the Strategic Management Plan Alexandrina 2040.

This Code Amendment is consistent with the relevant objectives in these strategic policy documents as shown in **Appendix 4**.

4.2 Infrastructure planning

The following infrastructure planning is relevant to this Code Amendment:

Council Infrastructure Planning	Response/Comment
Roads	<p>Traffic investigations have identified that the existing road network can accommodate approximately 500 dwellings without any upgrades to the existing network.</p> <p>The investigations also identify that a further 250 dwellings could be developed should Byrne Terrace be upgraded along with treatment of the Cadell Street/Glendale Grove/Vercoe Terrace intersection.</p> <p>Other upgrades in respect to intersections with State maintained roads and are identified below.</p> <p>A full copy of the investigations relating to traffic and road upgrades are provided in Appendix 7.</p>
Wastewater	<p>There is currently no SA Water sewer in Goolwa and the existing sewerage system is owned, managed, and operated by the Alexandrina Council. All of Goolwa's wastewater enters the Waste Water Treatment Plant (WWTP), located near the intersection of Skewes Road and Kessell Road.</p> <p>A portion of the wastewater treated by the WWTP is pumped via a vacuum pump station located at the intersection of Byrnes Road and Boston Street, Goolwa North. In 2016, 400 allotments were serviced by the vacuum pump station. The vacuum pump station had a capacity to serve 2,000 allotments and it is estimated that it has now has residual capacity for approximately 1,500 additional allotments, depending on the demand from future non-residential uses.</p> <p>The western wastewater catchment will fall by gravity directly to the existing WWTP. The eastern catchment will be collected by the existing vacuum pump station.</p> <p>The existing vacuum pump station has capacity to cater for approximately half of the anticipated development within the Affected Area and will be required to be upgraded to cater for the total anticipated development within the Affected Area.</p> <p>An upgrade to the Vacuum Pump Station will be triggered once 1,500 additional allotments are connected to the vacuum pump station. The 3 km radius of the vacuum pump station covers the entire Affected Area, however it is noted that a portion west of the Affected Area grades away from the vacuum sewer pump station and has therefore been assumed to connect via gravity to the existing WWTP to the south-west.</p> <p>Alternatively, a private waste water treatment plant may be provided and an operator of the plant would need to be sourced.</p> <p>Ongoing engagement with Council will occur to confirm the above assumptions, identify appropriate solutions and to identify any infrastructure agreement needed in order to</p>

	<p>facilitate a partial and/or full development of the Affected Area.</p> <p>A copy of the Infrastructure and Servicing Investigations detailing the above are available in Appendix 6.</p>
Stormwater	<p>Investigations have identified that the stormwater runoff from the Affected Area will need to be managed as outlined below:</p> <ul style="list-style-type: none"> • Individual land development allotments are to drain into a road drainage system within the proposed road network; • The road drainage system will flow into stormwater swales, channels, or flood-ways, within public road, linear reserves or public open space areas; • A network of stormwater channels will convey the stormwater flows towards stormwater detention basins and stormwater quality treatment system; • Water Sensitive Urban Design (WSUD) principles are to be incorporated in the drainage network to meet with the established WSUD stormwater management policy objectives. <p>It is anticipated that the western catchment will need to be serviced by a large stormwater detention basin, together with associated stormwater quality treatment measures, located just east of Alexandrina Road in a localised low area. A detention basin would be expected to detain peak flows to estimated pre-development flowrates and discharge the stormwater runoff downstream, along existing flow paths.</p> <p>The eastern catchment is likely to require a large stormwater detention basin located directly north of Byrnes Road. The future stormwater system will need to detain the anticipated development flows to pre-development flow volumes and discharge the stormwater to the existing stormwater detention basin system, located south of Byrnes Road, which is directly connected to the Goolwa Channel.</p> <p>The final details of any stormwater solution will be worked through at a land division stage.</p> <p>In respect to the Code Amendment, it is proposed to indicatively show on a Concept Plan to be incorporated into the Code the likely location of the two detention basins referred to above.</p> <p>As the intent is for future development to focus on limiting future development flows to pre-development flow rates, no external infrastructure upgrades have been identified as part of the investigations.</p> <p>A copy of the Infrastructure and Servicing Investigations detailing the above are available in Appendix 6.</p>
Government Agency Infrastructure Planning	Response/Comment

Roads	<p>Traffic investigations have identified that the existing road network can accommodate 500 allotments without any upgrades.</p> <p>A further 250 dwellings could be developed if Byrnes Road is upgraded along with an upgrade of the Cadell Street/Glendale Grove/Vercoe Terrace intersection.</p> <p>An additional 300 dwellings could be developed if a new access point is created on Alexandrina Road.</p> <p>To accommodate the full development of the Affected Area, a series of external road upgrades will be required.</p> <p>In summary, the upgrades recommended by CIRQA to accommodate the forecast traffic volumes associated with rezoning the Affected Area (including some longer-term upgrades associated with development of the overall Goolwa North growth area) are:</p> <ul style="list-style-type: none"> • construction of a western link (bypass) between Alexandrina Road to Port Elliot Road (to minimise impacts on Cadell Street); • new intersections on Alexandrina Road (one or two intersections depending on ultimate internal layout) to provide the primary access for the future development of the Affected Area; • new level crossings associated with the new road connections to Alexandrina Road; • upgrades of the intersections of Alexandrina Road with Airport Road and Goolwa (to Mount Compass) Road; • upgrade of the intersections of Cadell Street with Glendale Grove/Vercoe Terrace and Gardiner Terrace (to single lane roundabouts); • upgrade of the Hutchinson Street/Wildman Street/Oliver Street to a single lane roundabout; and • the need for any future upgrade to Port Elliot Road west of Goolwa depending on other anticipated growth areas and development along the Fleurieu Peninsula. <p>All of the above interventions are recommendations derived by CIRQA and are yet to be endorsed by relevant stakeholders, including Council and the Department for Infrastructure and Transport (DIT). Infrastructure agreements would be required to formalise the final details, funding and implementation of the upgrades.</p> <p>Ongoing engagement with Council and DIT will be required to verify the investigations and resolve the various interventions recommended, the associated thresholds for future development, together with content of the infrastructure agreements.</p>
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	A full copy of the investigations relating to traffic and road upgrades are provided in Appendix 7 .
SA Water	<p>The Affected Area is located within a 'Limited Supply' area. As such, for the number of dwellings anticipated, SA Water expect significant augmentation works to be required. At this time, a gazetted Water augmentation fee per allotment for the Goolwa area does not exist.</p> <p>An augmentation charge per allotment is likely to be the funding strategy implemented to deliver the required works.</p> <p>Water mains of varied size (100 mm to 450 mm) are anticipated to be required (refer to water layout plan in Greenhill investigation report for preliminary sizing).</p> <p>Ongoing engagement with SA Water is required to further resolve the final infrastructure requirements and the method of funding and delivery.</p> <p>A copy of the Infrastructure and Servicing Investigations detailing the above are available in Appendix 6.</p>
Other	Response/Comment
Electricity	<p>The required electrical infrastructure will be contingent upon how the development of the Affected Area will be designed and planned at a land division stage. SAPN have advised that:</p> <ul style="list-style-type: none"> • future development will need to be designed at 6 kVA per lot, in addition the design will need to include high voltage 11 kV loop feed throughout the development and it may also require the upgrading of the existing overhead 11 kV mains; • the existing high voltage feeder that would supply this development is nearing capacity. SAPN may be able to include part of stage 1 on the existing feeder but the majority of this development will need to be connected to a new 11 kV feeder from Goolwa substation; • master planning will be required to be undertaken to determine the anticipated high voltage network and staging for delivery of anticipated electrical infrastructure. <p>At the land division stage, a standard augmentation charge will be applied. An additional substation augmentation charge may apply if the development exceeds the substation capacity of 2,500 kVA within a 7-year rolling period.</p> <p>The cost of new electricity infrastructure that is provided by development may be rebated by SAPN if it will benefit other uses and would be determined at the time of application.</p> <p>Any additional substation augmentation is addressed through application with SAPN and not addressed through a development application or deed.</p>

	<p>Having regard to the above, there are no implications arising in respect to this Code Amendment.</p> <p>A copy of the Infrastructure and Servicing Investigations detailing the above are available in Appendix 6.</p>
Gas	<p>There is currently no gas infrastructure within the Affected Area or surrounding land.</p> <p>Further discussions would need to be held with suppliers to select an appropriate alternative gas service if required.</p> <p>Alternatives to reticulation of natural gas would be opportunistic or discretionary. They would be contingent upon future developers, the nature and rate of development and a business case evaluation of alternative suppliers.</p> <p>Having regard to the above, there are no implications arising in respect to this Code Amendment.</p> <p>A copy of the Infrastructure and Servicing Investigations detailing the above are available in Appendix 6.</p>
Communications	<p>There are existing NBN, Telstra and Nextgen infrastructure within Alexandrina Road and other minor roads located generally adjacent the Affected area to the south.</p> <p>The Affected Area is adjacent to existing NBN fixed line network which is able to service the proposed Affected Area with residential grade connections and Fibre to the Premises (FTTP). NBN have also indicated they may also be able to provide enterprise Grade 1 Gbps ethernet services.</p> <p>NBN have advised that there would likely be no backhaul or augmentation fees but this will be contingent upon how development is to proceed in the Affected Area.</p> <p>A typical underground pit and pipe system for telecommunications infrastructure is assumed to be required for the development.</p> <p>New telecommunications infrastructure for the Affected Area is assumed to be installed as an underground scheme as part of a common services trench along with electrical and gas services as required.</p> <p>Having regard to the above, there are no implications arising in respect to this Code Amendment.</p> <p>A copy of the Infrastructure and Servicing Investigations detailing the above are available in Appendix 6.</p>

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. In addition to this, the Commission has also specified certain investigations to be undertaken to support the Code Amendment.

The investigations undertaken for the Code Amendment include:

- Preliminary Site Investigation (**Appendix 5**);
- Infrastructure and Servicing Report (**Appendix 6**);
- Traffic Advice (**Appendix 7**);
- Zoning Analysis;
- Infrastructure delivery mechanism;
- Vegetation, Fauna and Environmental Investigations (**Appendix 8**);
- Search of the Taa wika Cultural Heritage Database and Register;
- Site analysis (**Appendix 9**);
- Supply and demand, population and demographics and yield analysis (**Appendix 10**);
- Retail capacity analysis (**Appendix 11**);
- Social infrastructure analysis (**Appendix 12**);
- Bushfire (**Appendix 13**); and
- Interface management (Concept Plan contained in **Appendix 14**).

The following table provides a summary of the investigations that have been undertaken to inform this Code Amendment:

Investigation	Outcomes/Recommendations
Preliminary Site History Report	<p>The objectives of the assessment were:</p> <ul style="list-style-type: none"> • To identify Potentially Contaminating Activities ('PCA's') within the proposed DPA area, and to provide a qualitative risk ranking in regards contamination and likely future land uses; and • Where necessary, highlight area specific constraints that may impact on the indicative land uses and provide recommendations regarding assessment or approvals that may be required to mitigate unacceptable constraints. <p>A PSI is a forensic study that considers multiple lines of evidence to build an understanding of the use of the site over time. Particular activities are identified that are considered to have the potential to cause site contamination, termed Potentially Contaminating Activities ('PCA's'). Chemical substances that are known to be associated with these activities are considered and documented. It is important to note that this PSI is qualitative (i.e. are based on professional judgement and experience). Often once quantified through sampling and testing of relevant media (soils, groundwater, soil vapour etc.), potential contamination issues identified in the PSI do not result in actual site contamination.</p> <p>In this instance, qualitative risk rankings have been provided for the identified potentially contaminating activities to prioritise future investigations that are required to confirm whether actual site contamination exists.</p> <p>Most of the Affected Area has been used for broad acre agricultural uses (livestock grazing, minor cropping) since the early 1900's. No evidence of intensive agricultural activities have been identified in the research to date. It is considered that these land uses present a low risk of contamination that would significantly impact on the proposed Code Amendment. Two farm storage and work areas are located in the southern part of the land.</p>

Investigation	Outcomes/Recommendations
	<p>Some activities identified within the Affected Area in the PSI present a moderate or high risk of contamination are summarised below:</p> <p>High risk:</p> <ol style="list-style-type: none"> 1. Sheep dip at one location <p>Moderate risk:</p> <ol style="list-style-type: none"> 1. Fill or soil importation around buildings; 2. Waste burial areas, including animal carcasses at various locations; and 3. Liquid chemical substances storage in sheds near shearing sheds on the eastern and western parts of the Affected Area. <p>The following activities were identified off-site that are considered to have the potential to impact on the Affected Area:</p> <p>Moderate risk:</p> <ol style="list-style-type: none"> 1. Railyard located adjacent the central southern boundary; and 2. Rail line that runs along a portion of the Affected Area. <p>It is considered that these areas warrant intrusive quantitative investigations to confirm the presence / absence of site contamination in the context of the proposed land use(s).</p> <p>In accordance with SA EPA guidelines and terminology, these investigations should be in the form of a Detailed Site Investigation, which will determine whether remediation is required in the context of the proposed land use(s). This work is required to be undertaken as part of the assessment of any land division application lodged for the land in accordance with the <i>Planning Development and Infrastructure (General) Regulations 2017</i> and <i>State Planning Commission Practice Direction 14 (Site Contamination Assessment)</i>.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>Due to the findings of the Preliminary Site Investigation, any future land division application affecting the land will require a referral to the Environment Protection Authority pursuant to Part 9 of the Planning and Design Code.</p> <p>The Code Amendment addresses the findings of the preliminary site investigation through:</p> <ul style="list-style-type: none"> • Applying the Master Planned Township Zone which requires all land division applications to address Site Contamination Performance Outcome (PO) 1.1 which states '<i>ensure land is suitable for use when land use changes to a more sensitive use</i>' • The continued application Part 9.1 of the Planning and Design Code which ensures a that referral to the Environment Protection Authority (EPA) will occur for land divisions where assessment of site suitability is necessary; and • The continued application of <i>Practice Direction 14: Site Contamination Assessment</i>. <p>The relevant Code policy and practice direction set out the process for ensuring land is suitable for its intended use where land use is changing to a</p>

Investigation	Outcomes/Recommendations
	<p>more sensitive use, including when referral to the EPA is required in respect to site contamination.</p> <p>Recommended Policy Change</p> <p>No policy change is required.</p>
Infrastructure and Servicing Report	<p>Infrastructure upgrades and extension will be required to supply essential services such as electricity, potable water, and sewer services to the Affected Area. A summary of the findings relating to infrastructure requirements is provided in section 4.2 above.</p> <p>In order to minimise infrastructure headworks costs to service the Affected Area staging of the development would best commence at the southern extent of the Affected Area, adjacent to the established built-up area. This will allow for direct connection and extension to existing roads and services.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>Table 3 of the Master Planned Township Zone identifies which policies apply to the assessment of land division applications. These policies include the following with respect to infrastructure provision:</p> <ul style="list-style-type: none"> • Zone Policies: <ul style="list-style-type: none"> ○ Coordinated and Orderly Development PO 2.1, PO 2.2 ○ Open Space PO 4.1, PO 4.2 ○ Concept Plans PO 14.1 • General Development Policies <ul style="list-style-type: none"> ○ Land Division [All land division [Infrastructure]] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6 ○ Land Division [Major Land Division (20+ Allotments) [Open Space]] PO 9.1, PO 9.2, PO 9.3 ○ Land Division [Major Land Division (20+ Allotments) [Water Sensitive Design]] PO 10.1, PO 10.2 <p>The above policies work together to ensure that infrastructure provision occurs within the Affected Area. In addition, Part 9 of the <i>Planning Development Infrastructure (General) Regulations 2017</i> enforces minimum standards for some infrastructure associated with land division applications.</p> <p>The above policies do not enforce the delivery of infrastructure external to the Affected Area. As a result, separate Infrastructure Agreements and/or alternative funding arrangements are required for the delivery of infrastructure external to the land. This requires ongoing discussion with numerous stakeholders to ensure that infrastructure is provided in a structured and orderly manner for both the Affected Area and the broader Goolwa North Growth Area. These negotiations will need to be finalised prior to the authorisation of the Code Amendment.</p> <p>Recommended Policy Change</p> <p>Apply a Concept Plan which shows the location of key infrastructure within the Affected Area.</p>

Investigation	Outcomes/Recommendations
Traffic Advice	<p>CIRQA has considered the assumed development yields achievable within the Affected Area and potential interventions which may be required to support the rezoning of the Affected Area. Specifically, the following potential interventions have been identified to accommodate the forecast volumes arising from rezoning the Affected Area:</p> <ul style="list-style-type: none"> • construction of a western link (bypass) between Alexandrina Road to Port Elliot Road (to minimise impacts on Cadell Street); • new intersections on Alexandrina Road (one or two intersections depending on ultimate internal layout) to provide the primary access for the future development of the Affected Area. If a western link road is provided, the primary connection could be provided as a four-way intersection treated with a roundabout (or signal); • new level crossings associated with the new road connections to Alexandrina Road. It is anticipated that the Department for Infrastructure and Transport (DIT) may require closure of one or two existing level crossings (effective relocation to the new connections), however, this can be further explored with the Department; • upgrades of the intersections of Alexandrina Road with Airport Road and Goolwa (to Mount Compass) Road; • upgrade of Byrnes Road and Vercoe Terrace to provide a minor collection route and assist with distribution of traffic to/from the Affected Area; • upgrade of the intersections of Cadell Street with Glendale Grove/Vercoe Terrace and Gardiner Terrace (to single lane roundabouts); • upgrade of the Hutchinson Street/Wildman Street/Oliver Street to a single lane roundabout; and • the need for any future upgrade to Port Elliot Road west of Goolwa depending on other anticipated growth areas and development along the Fleurieu Peninsula which, along with the development of the Affected Area, may compound capacity issues in the longer term. <p>Notwithstanding the recommended interventions identified, there is capacity to accommodate approximately 500 dwellings without the need for any external interventions. A further 250 dwellings (with some flexibility for additional yields in an interim arrangement) could be developed accommodated should Byrne Terrace be upgraded along with improvements to the Cadell Street/Glendale Grove/Vercoe Terrace intersection. An additional 300 dwellings may be achievable via an interim access to Alexandrina Road. However, such an option will require further discussions with DIT to confirm acceptance of such an arrangement with the existing limited separation to the rail corridor.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>Table 3 of the Master Planned Township Zone identifies which policies apply to the assessment of land division applications. These policies include the following with respect to infrastructure provision:</p>

Investigation	Outcomes/Recommendations
	<ul style="list-style-type: none"> General Development Policies Land Division [All land division [Roads and Access]] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6, PO 3.7, PO 3.8, PO 3.9, PO 3.10 <p>The above policies work together to ensure that the provision of roads occurs within the Affected Area. In addition, Part 9 of the <i>Planning Development Infrastructure (General) Regulations 2017</i> enforces minimum standards for new roads associated with land division applications.</p> <p>The above policies do not enforce the delivery of road and intersection upgrades external to the Affected Area. As a result, separate Infrastructure Agreements and/or alternative funding arrangements are required for the delivery of infrastructure external to the land. This requires ongoing discussion with numerous stakeholders to ensure that infrastructure is provided in a structured and orderly manner for both the Affected Area and the broader Goolwa North Growth Area. These negotiations will need to be finalised prior to the authorisation of the Code Amendment.</p> <p>Recommended Policy Changes</p> <p>Apply a Concept Plan which shows the proposed location of collector roads and connections to existing roads.</p>
Zoning	<p>Zone Selection</p> <p>Investigations regarding relevant zones and envisaged land uses within the zones have been undertaken as part of the Code Amendment.</p> <p>The zone selection considers intent of the Code Amendment, as stipulated in the Proposal to Initiate. Consideration was also given to the zones that currently exist within Goolwa. Two zones somewhat align with the intent of the Code Amendment (i.e. to facilitate low density residential development), as such, the following zones were investigated for use over the Affected Area; Master Planned Township Zone and Neighbourhood Zone. The Deferred Urban Zone was also considered.</p> <p><i>Desired Outcomes</i></p> <p>Master Planned Township Zone - Expansion of an existing township with a range of housing that caters to prevailing and emerging housing needs and lifestyles within easy reach of services, facilities and open space. Development complementary to existing township settlement patterns, adjacent rural landscapes and natural features.</p> <p>Neighbourhood Zone - Housing supports a range of needs and complements the existing local context. Services and community facilities contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood.</p> <p><i>Key differences</i></p> <p>The Neighbourhood Zone exists to the south of the Affected Area and contains various Technical and Numeric Variations (TNVs). These TNVs are local variations and ensure development is consistent with the character of the existing neighbourhood. The existing TNV's are:</p> <ul style="list-style-type: none"> Maximum building height is 8m or 2 levels; Minimum frontage for a detached dwelling is 12m and semi-detached dwelling is 8m; and

Investigation	Outcomes/Recommendations
	<ul style="list-style-type: none"> Minimum site area for a detached dwelling is 450 sqm and semi-detached dwelling is 300 sqm. <p>While applying the Neighbourhood Zone and some TNVs would provide some consistency with the policy setting for the existing township, it would not provide the flexibility to incorporate non-residential uses. Investigations have established that an activity centre is required and the Master Planned Township Zone provides flexible policy to allow that centre to be developed and grow as required through the use of the Emerging Township Activity Centre Subzone. Applying the Neighbourhood Zone would require land for an activity centre to be identified and established as a separate zone.</p> <p>This would not provide flexibility if more land was needed for non-residential uses in the future. The Master Planned Township Zone contains specific policy relating to the development of growth areas, including staging and the economic provision of infrastructure and services. It also contains policies in relation to the planting of street trees.</p> <p><i>Deferred Urban Zone</i></p> <p>The Desired Outcome of the Deferred Urban Zone is to safeguard land for future urban growth. This zone was initially identified due to the previous rezoning process and community desire for slower or limited growth.</p> <p>Application of the Deferred Urban Zone would safeguard the land for future development, however, as the Goolwa North Growth Area is identified in the 30-Year Plan for Greater Adelaide, it is considered to be recognised and safeguarded for growth regardless of the underlying zone.</p> <p>Since the Code Amendment was initiated, there has been increased evidence of the worsening housing affordability crisis and a call to action to ease financial pressure and boost housing.</p> <p>A Concept Plan is proposed to apply to the Affected Area which incorporates the key spatial findings of the investigations.</p> <p>It would be highly probable that a Deferred Urban Zone would eventually be rezoned to facilitate growth within the Growth Area. It is therefore considered appropriate to rezone all of the Affected Area to the Master Planned Township Zone, rather than introduce multiple zones.</p> <p><i>Summary</i></p> <p>Additional land supply will help ease affordability issues.</p> <p>The Master Planned Township Zone is the most appropriate zone for the Affected Area due to the flexibility of policy to cater for emerging housing needs and activity centre.</p> <p>While the Neighbourhood Zone allows TNVs to be stipulated, it does not provide a flexible policy setting to facilitate a large master planned community.</p> <p><i>Overlays</i></p> <p>Removal of the Limited Land Division Overlay is required to facilitate future land divisions. All other existing Overlays will be retained.</p> <p>It is proposed to apply the Affordable Housing Overlay which provides policy incentives to encourage the provision of affordable housing. Application of</p>

Investigation	Outcomes/Recommendations
	<p>the Affordable Housing Overlay is also proposed to comply with Code drafting principles established by the State Planning Commission.</p> <p>It is also proposed to apply the Noise and Air Emissions Overlay to the portion of land adjacent to the rail corridor in order to ensure future development needs to consider the acoustic environment and mitigate potential impacts. This is explained further under 'Interface management' below.</p> <p>Recommended Policy Change</p> <p>Apply the Master Planned Township Zone and Emerging Township Activity Centre Subzone to the Affected Area.</p> <p>Apply a Concept Plan which shows the proposed location of the activity centre and to guide infrastructure provision.</p> <p>Apply the Affordable Housing Overlay to the Affected Area.</p> <p>Apply the Noise and Air Emissions Overlay at a width of 100 metres where the Affected Area adjoins the train line.</p>
Infrastructure delivery mechanism	<p>Future infrastructure will be provided through a variety of methods when it is needed (for example once development outcomes are known and before the development of dwellings). A summary is provided as follows:</p> <ul style="list-style-type: none"> • Investigations have identified that augmentation of key services is likely to be required; • Ongoing consultation is being undertaken to agree on the extent of augmentation requirements. Some of these will not be known until the land is master planned or a land division is lodged, however where necessary infrastructure agreements will be struck for known interventions; • Options for wastewater management have been identified, including upgrades to existing council facilities, new facilities or a privately operated system; • Power will be delivered via an augmentation charge to SA Power Networks; • Water supply is being consideration by SA Water; • If the Code Amendment is adopted infrastructure agreements will need to be entered into between the Designated Entity and owners of the infrastructure (for example: the Council, DIT, SA Water). <p>How are these investigations addressed by the Code Amendment?</p> <p>The infrastructure delivery mechanism needs to be negotiated and resolved, prior to the authorisation of the Code Amendment.</p> <p>Recommended Policy Change</p> <p>The infrastructure delivery mechanism sits outside of the Planning and Design Code, however, the policy changes proposed by this Code Amendment, rely on these infrastructure mechanisms being in place prior to its authorisation.</p>

Investigation	Outcomes/Recommendations
Vegetation, Fauna and Environmental Investigations	<p>The desktop study has identified that the following constraints, in relation to Threatened Ecological Community (TEC), flora and fauna including threatened flora and fauna species and their habitat in the Affected Area:</p> <ul style="list-style-type: none"> • Nine sections of vegetation that were previously surveyed are relevant to the current Affected Area. There is one section that should not be disturbed (section 1299) and two sections where disturbance should be avoided wherever possible (sections 1296 and 1298). • One patch of Peppermint Box (<i>Eucalyptus odorata</i>) Woodland was identified within the Affected Area based on previous survey effort. This patch would need to be assessed against the Peppermint Box (<i>Eucalyptus odorata</i>) Grassy Woodland of South Australia (PBGW) listing criteria (Turner 2012) via additional field assessment to determine if it is the PBGW TEC. • One <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) threatened flora species is likely to occur in the Affected Area. <i>Olearia pannosa</i> ssp. <i>pannosa</i> (Silver Daisy-bush) has been previously recorded in close proximity to the Affected Area boundary and overlaps with the PBGW TEC. • One EPBC Act threatened fauna species is likely to occur in the Affected Area. The Hooded Robin (<i>Melanodryas cucullata cucullata</i>) has been previously recorded in the Search Area and prefers dry Eucalypt and Acacia woodlands and shrublands which occur in patches in the Affected Area. • No EPBC Act listed migratory species were assessed as potentially occurring in the Affected Area. • A total of 11 <i>National Parks and Wildlife Act 1972</i> (NPW Act) listed flora species are likely to occur in the Affected Area. All these species have been recorded within 5km of the Affected Area within the last 30 years. • A total of 13 NPW Act listed fauna species are likely to occur in the Affected Area. All these species have been recorded within 5km of the Affected Area within the last 20 years. • Sections of vegetation within the Affected Area provide habitat for many species including threatened fauna and other native fauna. When mature <i>Eucalyptus</i> spp. are in flower, they provide a foraging resource for nectarivorous species. • Several scattered trees in the Affected Area may contain hollows suitable for use by native fauna including threatened fauna for nesting and breeding. <p>Based upon the vegetation that was identified by EBS in 2016, a priority assessment was undertaken, and three levels of priority were identified and are still relevant. The Affected Area contains vegetation in all three priority levels:</p> <ol style="list-style-type: none"> 1. Highlight baseline non-negotiable high value habitat reserve zones and observe existing linking corridors with open space buffers. 2. Connect high value habitat reserve zones with other intact remnant patches within or external to urban growth zone.

Investigation	Outcomes/Recommendations
	<p>3. Enhance connectivity using planning and natural land features such as creeks to link patches wherever possible.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>The Native Vegetation Overlay continues to apply to the land and seeks to protect native vegetation within the Affected Area. In addition, a Concept Plan is proposed to link areas of vegetation and open space to create corridors for both flora and fauna.</p> <p>Recommended Policy Change</p> <p>Apply a Concept Plan over the Affected Area which seeks to preserve the identified priority areas through the provision of public open space and green corridors.</p> <p>Retain the Native Vegetation Overlay.</p>
Search of the Taa wika Cultural Heritage Database and Register	<p>A search of the Taa wika Cultural Heritage Database and Register was undertaken for the Affected Area. The search confirmed that there were no registered Aboriginal sites or objects on the Affected Area.</p> <p>Recommended Policy Change</p> <p>No policy change proposed.</p>
Site analysis	<p><u>View from Alexandrina Road</u></p> <p>Submissions on the previous DPA raised concerns about the impact of development on entry to Goolwa.</p> <p>The current outlook from Alexandrina Road looking towards the Affected Area has a scattering of roadside vegetation and views to the rural land beyond the rail line. Photos are provided in Appendix 9.</p> <p>To minimise the visual impact of future development, the Concept Plan identifies a green corridor along Alexandrina Road, noting that the Code Amendment is not able to introduce new policy to the Code but can apply a Concept Plan over the Affected Area.</p> <p><u>Existing Built-up Areas</u></p> <p>The Affected Area adjoins existing rural living allotments, an aged care facility and a large degree of public open space along its southern boundary. In all instances, adjoining uses are separated by a road or road reserve. Photos are provided in Appendix 9.</p> <p>While the southern boundary of the Affected Area adjoins in part the Neighbourhood Zone, the size of the adjacent allotments are over 6,000sqm.</p> <p>There is a large amount of existing vegetation along the southern boundary which is proposed to be retained through use of a Concept Plan. There will be an opportunity for new and existing areas to integrate through use of shared paths, which will encourage walking and cycling in and out of the future development.</p>

Investigation	Outcomes/Recommendations
	<p>The placement of connector roads has been carefully considered in the development of a Concept Plan. These have been placed with a view to preserve existing vegetation and minimise impact to existing residences.</p> <p><u>Primary Production Value</u></p> <p>The Primary Production Priority Areas mapping project was developed by Department of Primary Industries and Regions (PIRSA) in response to various (South Australian) Planning Strategy directives, including the 30-Year Plan for Greater Adelaide, to identify 'areas of primary production significance'.</p> <p>The Affected Area has been identified by PIRSA as a Non-Primary Production Priority Area. This contributed to the identification of the land as a future growth area.</p> <p>Environment and Food Production Areas (EFPA) were introduced in 2017 to help protect vital food and agricultural lands and contain urban sprawl by reducing the ability to subdivide land for housing in these areas.</p> <p>The Goolwa North Growth Area is not within an Environment and Food Production Area.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>The Code Amendment includes a Concept Plan which includes green corridors to manage the visual interface with Alexandrina Road and existing built-up areas.</p> <p>Recommended Policy Change</p> <p>Identify green corridors and areas that should be set aside as public open space on a Concept Plan.</p>
Supply and demand, population and demographics and yield analysis	<p>The following demographic characteristics apply to the Alexandrina LGA:</p> <ul style="list-style-type: none"> • the Alexandrina LGA has been historically characterised by an older population; • an increase in the older population aged from 60 to 85 and above has occurred for the time period between 2011 to 2021; • housing tenure of the Alexandrina LGA contained a high proportion of homes owned outright. This is typically representative of the high proportion the older age cohort who are more likely in their retirement years; • a high higher rate of unoccupied dwellings within the Alexandrina LGA, likely attributed to high proportions of holiday homes; and • affordable housing is needed within the Alexandrina LGA. <p>A range of 2.2 to 2.5 persons per household was adopted for the purposes of estimating the population to be accommodated in the Area Affected. This range is typical of the household sizes for greenfield estates once they have reached a period of maturity.</p> <p>These household occupancy rates result in a potential dwelling demand of between 230 dwellings to 522 dwellings per annum for the Alexandrina LGA. Planning for the higher end of the demand will ensure infrastructure provision</p>

Investigation	Outcomes/Recommendations
	<p>is suitable, should land be zoned and developed for housing purposes and with consideration to a higher proportion of dwellings which may be developed for other purposes (such as a holiday home or short term rental).</p> <p>With consideration of the existing population projections, strong population growth for the Alexandrina LGA and Goolwa-Port Elliot SA2, and the historical evidence of supply led demand increasing population growth to around 5.5%, a conservative average annual growth rate range between 2.0% and 4.0% was adopted for the purposes of the assessment.</p> <p>This equates to an average annual population growth rate of between 574 to 1149 persons per annum when applied to the 2021 Census total population for the Alexandrina LGA.</p> <p>With recent government road and education investment, along with strong demand in the region on the back of the COVID-19 pandemic, there is a need to plan for a high growth scenario.</p> <p>The number of dwellings constructed in the Alexandrina LGA experienced an increase in 1,363 dwellings from 2016 to 2021 with an average total dwelling supply rate of 273 dwellings per annum.</p> <p>Dwelling approvals being sought are a good indicator of current demand. The 5-year average for Alexandrina Council is 302 dwellings per year and the 5-year high is 406 dwellings per year. These figures were used to determine the likely consumption rate of zoned land.</p> <p>Based on a 5-year average consumption rate and 5-year high consumption rate, the existing supply has the ability to cater for 5.8 to 8.7 years of residential land supply within the Alexandrina Council.</p> <p>It is therefore considered necessary that rezoning occurs to cater for the projected population.</p> <p>Two scenarios were developed to guide planning for infrastructure. Scenario A assumes a split of allotment sizes in accordance with market preferences in the region. Scenario B assumes a slightly higher yield. The higher yield (Scenario B) will be used for infrastructure planning purposes.</p> <p>Scenario A assumes the Affected Area will yield approximately 2437 allotments and Scenario B will yield approximately 2990 allotments.</p> <p>The population in Goolwa currently accounts for approximately 36% of the population of the Alexandrina Council. On this basis, to determine the likely years' land supply, on the assumption that development within the Affected Area will account for approximately 40% of growth within the council area, development of the Affected Area could add an additional 6-10 years land supply for Stage 1, 4-7 years of additional supply for Stage 2 and 4.5-8 years of additional supply for Stage 3.</p> <p>In total, it is predicted that development of the Affected Area could take anywhere between 14 and 25 years to complete. This is considered to deliver a good balance of steady supply to cater for the future housing population demand and the slow, sustainable growth aspirations within the wider community. Such will also assist in maintaining affordable land prices over the longer term.</p> <p>The remaining 342 hectares of land designated for future growth within Goolwa is likely to yield between 3,500 dwellings and 4,500 dwellings. Yields would be determined at the time of development, noting that a rezoning</p>

Investigation	Outcomes/Recommendations
	<p>process would need to be undertaken in order to pursue any future development.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>The Code Amendment is rezoning land for residential purposes to meet demand for housing within Alexandrina Council.</p> <p>Recommended Policy Change</p> <p>Apply the Master Planned Township Zone to the Affected Area which enables the development of services reflective of the needs of the anticipated population profile.</p> <p>Apply the Affordable Housing Overlay to the Affected Area.</p>
Retail capacity analysis	<p>At capacity, total retail spending by residents of the growth area is projected to reach \$304.7m, with \$122.9m generated by residents of the Affected Area.</p> <p>Demand for approximately 11,280m² of retail floorspace is expected in the Goolwa North Growth Area at full development capacity. This is subject to revision based on final growth area planning outcomes. Note that this reflects an outcome where 75% of spending by residents is directed to retail located <u>outside</u> the Growth Area, including the Goolwa Town Centre and other centres identified in Chapter 2 of the Retail Capacity Assessment.</p> <p>The recommended outcome for retail in the Goolwa North Growth Area is for two supermarket-based retail centres on either side of Alexandrina Road. The larger centre on the eastern side has a recommended land budget of 2.4 hectares, with that on the western side requiring a land budget of 1.5 hectares.</p> <p>These neighbourhood-level retail centres would support between 4,000m² and 6,000m² of retail plus a range of other shopfront commercial uses such as real estate agents, post office etc.</p> <p>Other facilities such as childcare centres, medical centres, allied health facilities, and other such uses that are often located within or on the fringe of an activity centre will also need to be accommodated outside the above land budget.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>The Code Amendment includes applying the Emerging Activity Centre Subzone to the Affected Area and nominates a location for a future activity centre on a Concept Plan, to ensure that the future demand for additional retail floorspace resulting from the rezoning of land can be facilitated within the Affected Area.</p> <p>Recommended Policy Change</p> <p>Apply the Master Planned Township Zone and Emerging Township Activity Centre Subzone to the Affected Area.</p> <p>Identify on a Concept Plan where an activity centre could be located.</p>
Social infrastructure analysis	<p>This Social Infrastructure Assessment has assessed the need for social infrastructure that would be required to meet the needs of the future population in both the Affected Area and <u>the broader Goolwa North Growth Area</u>.</p>

Investigation	Outcomes/Recommendations
	<p>Delivery of social infrastructure will be influenced by a number of factors including, but not limited to:</p> <ul style="list-style-type: none"> • development yields; • rate of delivery; • demographics of future residents; • community preferences; • capacity of existing facilities; • any future rezoning and development of the balance of the growth area. <p>The Social Infrastructure Assessment provides an analysis of social infrastructure needs based on an understanding of the existing provision, likely future population characteristics, best practice approaches and application of relevant standards and benchmarks. It provides a holistic analysis of the existing Goolwa township and full Goolwa North Growth Area. The Assessment considers the following services and facilities:</p> <ul style="list-style-type: none"> • Libraries, community and cultural facilities; • Schools; • Childcare; • Youth facilities; • Health facilities; • Retail; • Indoor recreation and aquatic facilities; and • Open space and recreation. <p>How are these investigations addressed by the Code Amendment?</p> <p>The infrastructure delivery mechanism for social infrastructure needs to be negotiated and resolved, prior to the authorisation of the Code Amendment. This will require input from multiple agencies, which is currently occurring. It is expected that social infrastructure will need to be funded through a range of methods and include State Government funding.</p> <p>Recommended Policy Change</p> <p>The infrastructure delivery mechanism for social infrastructure sits outside of the Planning and Design Code, however, the policy changes proposed by this Code Amendment, rely on these infrastructure mechanisms being in place prior to its authorisation if deemed necessary.</p>
Bushfire	<p>The Proponent sought advice on the Code Amendment from the Country Fire Service (CFS) to inform policy decisions. The CFS did not suggest any changes to the bushfire hazard overlay.</p> <p>SA CFS noted that, should the bushfire hazard overlay remain as 'medium', adequate separation distances to hazardous vegetation will be needed to achieve the Bushfire Attack Level (BAL) of BAL 12.5 which, under MBS 008, is allocated to dwellings within that overlay.</p>

Investigation	Outcomes/Recommendations
	<p>Staged developments should consider the need for interim/additional buffers where required to protect new developments until such time as the future stages are implemented.</p> <p>Any future internal road networks should be designed to achieve compliance with the 'Roads' requirements in the corresponding bushfire hazards overlays. Perimeter roads should be incorporated into the subdivision designs and the use of cul-de-sacs should be avoided where possible.</p> <p>It is imperative to ensure adequate water pressure/reticulation and hydrants are provided in the subject development. A water supply and fire plug/hydrant system of adequate capacity to be used for fire and other emergencies within the proposed development area should be provided in accordance with AS 2419.1 – 2005, Appendix B (B2) and to the appropriate SA Water Standards.</p> <p>Individual residential allotments will also be required to provide a fire fighting water supply in line with the provisions of MBS 008.</p> <p>Recommended Policy Change</p> <p>Retain the Hazards (Bushfire – Medium Risk) Overlay over the Affected Area</p>
Interface management	<p><u>Train corridor</u></p> <p>Part of the Affected Area is adjacent to the Steam Ranger Heritage Railway. The trains do not operate every day and run predominantly during daylight hours. Nevertheless, part of the Affected Area is adjacent to a train corridor and as such, appropriate measures should be put in place to mitigate against noise and air emissions.</p> <p>The Noise and Air Emissions Overlay seeks to ensure community health and amenity is protected from adverse impacts of noise and air emissions. It introduces planning policy which seeks to shield sensitive receivers from the emission source. The Overlay also triggers application of Ministerial Building Standard 010 - Construction requirements for the control of external sound through the Building Rules.</p> <p><u>Rural uses</u></p> <p>The land to the north of the Affected Area is in the Rural Zone and within an Environment and Food Production Area. There are a number of land uses desired within the Rural Zone, including grazing, cropping and animal husbandry. The Affected Area will be master planned and therefore, the interface at the time of development is able to be appropriately managed. There is also existing vegetation along the northern boundary which is likely to be retained and act as a vegetation buffer. It is therefore not considered necessary to incorporate any further policy requirements, however, existing vegetation of identified significance will be identified on the Concept Plan.</p> <p>How are these investigations addressed by the Code Amendment?</p> <p>The Code Amendment seeks to apply the Noise and Air Emissions Overlay to ensure that future buildings are suitably attenuated adjacent the rail corridor.</p> <p>The Concept Plan includes a buffer along the northern boundary of the site, which will provide a degree of separation to the adjacent rural uses.</p>

Investigation	Outcomes/Recommendations
	Recommended Policy Change Apply the Noise and Air Emissions Overlay at a width of 100 metres where the Affected Area adjoins the train line. Identify green corridors on a Concept Plan.

Further details on investigations undertaken in support of the Code Amendment are included in **Appendices 5 to 14**.

4.3.2 Recommended Policy Changes

The scope of the Code Amendment does not include the creation of new planning policy, and is limited to the spatial application of Zones, Subzones and Overlays or TNVs provided for under the published Planning and Design Code. The changes to the spatial application of Zones, Subzones and Overlays and technical and numerical variations are described in section 2.3.2 of this report.

For ease of reference, the Code Amendment addresses the above investigations by:

- Applying the Master Planned Township Zone and Emerging Township Activity Centre Subzone to the Affected Area
- Applying a Concept Plan which shows:
 - » The location of key infrastructure within the Affected Area
 - » The proposed location of collector roads and connections to existing roads
 - » The proposed location of the activity centre
 - » The provision of public open space and green corridors
- Applying the Affordable Housing Overlay to the whole Affected Area
- Applying the Noise and Air Emissions Overlay at a width of 100 metres where the Affected Area adjoins the train line
- Retaining the Native Vegetation Overlay
- Retaining the Hazards (Bushfire – Medium Risk) Overlay over the Affected Area

The above investigations support that the policy contained within the Planning and Design Code is adequate to guide the future development of the Affected Area.

APPENDIX 1. CURRENT AND PROPOSED ZONE AND OVERLAY MAPPING

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 2. CURRENT ZONE POLICY

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 3. PROPOSED CODE POLICY

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 4. STRATEGIC PLANNING ANALYSIS

This investigation report can also be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at
https://plan.sa.gov.au/have_your_say/general_consultations

(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 summarised below:

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
SPP 1 Integrated Planning: To apply the principles of integrated planning to shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.	
<p><i>(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.</i></p> <p><i>(1.2) Provide an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure investment commensurate with the rate of future population growth.</i></p> <p><i>(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.</i></p> <p><i>(1.9) Plan neighbourhoods to support walking and cycling, particularly in Greater Adelaide and regional townships.</i></p>	<p>The proposed Code Amendment seeks to deliver planned residential growth within Greater Adelaide. The proposal has the potential to yield approximately 2,500-3,000 allotments and will deliver an appropriate and desired offering in the south east of the Fleurieu region.</p> <p>The proposed Code Amendment will see a logical expansion of an existing township and ensure there is adequate land supply for projected growth.</p> <p>Development of the Affected Area through a master planned neighbourhood, accompanied by a Concept Plan, will ensure there is adequate provision of necessary infrastructure. The Code Amendment will deliver a range of new low-density residential outcomes in a walkable neighbourhood.</p>
SPP 2 Design Quality: To elevate the design quality of South Australia's built environment and public realm.	
<p><i>(2.9) Respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers existing and desired future context of a place.</i></p> <p><i>(2.10) Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.</i></p> <p><i>(2.13) Provide a diverse range of high quality green public open spaces and streetscapes, particularly in areas of growth and renewal.</i></p>	<p>The Master Planned Township Zone will facilitate development that is complementary to existing township settlement patterns, adjacent rural landscapes and natural features.</p> <p>The future development of the land will deliver public open space in a manner that provides both local amenity and a stormwater management function.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<i>(2.14) Provide public open space that accommodates a range of passive, active and formal sporting opportunities at the state, regional and/or local level.</i>	
SPP 4 Biodiversity: To maintain and improve our state's biodiversity and its life supporting functions.	
<i>(4.4) Enhance the biodiversity of urban areas and townships through a connected and diverse network of green infrastructure systems along streetscapes, major watercourses, linear parks, open space, the coast and other strategic locations.</i>	Development of a large master planned neighbourhood presents an opportunity to provide a connected green infrastructure system.
SPP 6 Housing Supply and Diversity: To promote the development of well-serviced and sustainable housing and land choices where and when required.	
<p><i>(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.</i></p> <p><i>(6.2) The timely supply of land 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.</i></p> <p><i>(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.</i></p> <p><i>(6.4) The growth of regional centres and towns within the existing footprint or outside towns where there is demonstrated demand and the land is serviced with infrastructure.</i></p> <p><i>(6.6) A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.</i></p> <p><i>(6.7) Facilitate the provision of Affordable Housing through incentives such as planning policy bonuses or concessions (e.g. where major re-zonings are undertaken that increase development opportunities).</i></p>	<p>The Code Amendment will deliver the rezoning of approximately 241ha of land to support residential growth in an area with limited zoned land supply.</p> <p>Development outcomes sought will be well-designed and take into account the Affected Areas characteristics, including topography and natural features.</p> <p>The Code Amendment seeks to apply the Affordable Housing Overlay to the whole of the Affected Area, which provides incentives for provision of affordable housing.</p> <p>The Affected Area is within a planned growth area and can be developed to minimise land use conflicts.</p> <p>The Master Planned Township Zone will facilitate coordinated development of a walkable, healthy neighbourhood. The zone also facilitates a variety of housing types and allotment sizes to ensure a diverse range of housing is provided, flexible to market preferences.</p> <p>The Affected Area is not within an Environmental and Food Production Area.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p><i>(6.8) Ensure a minimum of 15% of new housing in all significant developments that meets the criteria for affordable housing.</i></p> <p><i>(6.11) Residential development that does not fragment valuable primary production land, create land use conflicts or encroaches on sensitive environmental assets and places of high landscape value.</i></p>	
SPP 8: Primary Production: A diverse and dynamic primary industry sector making the best use of natural and human assets.	
<p><i>(8.4) Equitably manage the interface between primary production and other land use types, especially at the edge of urban areas.</i></p>	<p>Master planning of the Affected Area will ensure the interface with primary production areas is managed effectively. The Concept Plan will also be used to reinforce buffer and interface areas.</p>
SPP 9: Employment Lands: To provide sufficient land supply for employment generating uses that supports economic growth and productivity.	
<p><i>(9.2) Enable opportunities for employment and encourage development of underutilised lands connected to, and integrated with, housing, infrastructure, transport and essential services.</i></p> <p><i>(9.7) Encourage appropriate retail development through the implementation of best practice retail planning guidelines.</i></p> <p><i>(9.8) Allow for competition within the retail sector by providing an appropriate supply of land for all retail formats in areas that are easily accessible to communities.</i></p>	<p>Investigations have reviewed previous work undertaken and determined the appropriate amount of retail and commercial space to support the growth area.</p>
SPP 11 Strategic Transport Infrastructure: 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.	
<p><i>(11.3) Equitable contributions towards the funding and provision of transport infrastructure and services to support land and property development.</i></p> <p><i>(11.4) Minimise negative transport-related impacts on communities and the environment.</i></p>	<p>Infrastructure agreements are required to ensure contributions are made towards the funding and provision of required infrastructure. This process is made considerably easier due to the Affected Area being in single ownership.</p> <p>The Code Amendment will apply the Noise and Air Emissions Overlay to mitigate against road and rail related noise.</p>
SPP 15 Natural Hazards: To build the resilience of communities, development and infrastructure from the adverse impacts of natural hazards.	
<p><i>(15.1) Identify and minimise the risk to people, property and the environment from</i></p>	<p>The Affected Area is located within the:</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p><i>exposure to natural hazards including extreme heat events; bushfire; terrestrial and coastal flooding; soil erosion; drought; dune drift; acid sulfate soils; including taking into account the impacts of climate change.</i></p> <p><i>(15.4) Mitigate the impact of extreme heat events by designing public spaces and developments to create cooler microclimates through the use of green infrastructure and water sensitive urban design.</i></p> <p><i>(15.6) Avoid development in high or extreme hazard risk areas (such as bushfire risk areas) that will necessitate the removal of native vegetation.</i></p>	<ul style="list-style-type: none"> • Hazards (Bushfire – Medium Risk) Overlay; and • Hazards (Flooding – Evidence Required) Overlay. <p>These Overlays provide clear guidance on matters related to natural hazards. No changes are proposed to the application of these overlays.</p>

(2) REGIONAL PLANS

The Regional Plan – The 30 Year Plan for Greater Adelaide

The key policy themes of the 30 Year Plan for Greater Adelaide (the Regional Plan) 2017 Update which are most relevant to this Code Amendment are:

- transit corridors, growth areas and activity centres;
- design quality;
- housing mix, affordability and competitiveness;
- health, wellbeing and inclusion;
- the economy and jobs;
- infrastructure;
- biodiversity;
- open space, sport and recreation;
- water; and
- emergency management and hazard avoidance.

The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Regional Plan as described below.

The key targets from the Regional Plan relevant to the Code Amendment are contained in the following table.

Regional Plan identified priorities or targets	Code Amendment Alignment with Regional Plan
Transit corridors, growth areas and activity centres	
<p>P11 Ensure new urban fringe growth occurs only within designated urban areas and township boundaries and outside the Environment and Food Production Areas, as shown on Map 3.</p> <p>P12 Ensure, where possible, that new growth areas on the metropolitan Adelaide fringe and in townships are connected to, and make efficient use of, existing infrastructure, thereby discouraging “leapfrog” urban development.</p>	<p>The Affected Area is located within the planned urban lands to 2045 as contained in the 30-Year Plan.</p> <p>The Code Amendment seeks to provide an area for low density, low scale residential development which is contiguous to the existing built-up area and represents a logical expansion of the township and associated infrastructure.</p>
Design Quality	
<p>P26 Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide’s changing housing needs, reflects its character and climate, and provides a diversity of price points.</p>	<p>The Code Amendment will introduce a zone which will facilitate a range of housing typologies and can respond to local demand and changing household needs.</p> <p>The introduction of the Master Planned Township Zone will ensure a coordinated and well-</p>

<p>P28 Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.</p> <p>P29 Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</p> <p>P30 Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.</p>	<p>designed development which is compatible with the character of the existing township.</p>
<p>Housing mix, affordability and competitiveness</p>	
<p>P36 Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</p> <p>P37 Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</p> <ul style="list-style-type: none"> ▪ ancillary dwellings such as granny flats, laneway and mews housing ▪ dependent accommodation such as nursing homes ▪ assisted living accommodation ▪ aged-specific accommodation such as retirement villages ▪ small lot housing types ▪ in-fill housing and renewal opportunities. <p>P42 Provide for the integration of affordable housing with other housing to help build social capital.</p> <p>P43 Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</p>	<p>The Code Amendment will introduce the Master Planned Township Zone which facilitates residential development.</p> <p>This zone is considered sufficiently flexible to enable development of allotments (and associated housing product) which responds to market preference and choice in this location. Currently around 92% of dwellings in Goolwa are separate houses and a rezoning presents an opportunity to increase housing diversity and offer a variety of housing choices for all ages.</p> <p>An increase in the supply of residential zoned land will increase competition in the Fleurieu residential land markets and therefore assist in relieving pricing pressures. The Affordable Housing Overlay will be applied to ensure provision of at least 15% affordable housing within the development.</p>

<p>P44 Enable and encourage the provision of affordable housing through linking incentives, including the benefits of re-zoning such as planning policy bonuses or concessions to new affordable housing supply.</p> <p>P46 Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).</p>	
Health, wellbeing and inclusion	
<p>P47 Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:</p> <ul style="list-style-type: none"> ▪ diverse housing options that support affordability ▪ access to local shops, community services and facilities ▪ access to fresh food and a range of food services ▪ safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity ▪ diverse areas of quality public open space (including local parks, community gardens and playgrounds) ▪ sporting and recreation facilities ▪ walkable connections to public transport and community infrastructure. <p>P49 Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</p> <p>P50 Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.</p> <p>P53 Encourage the integration of green infrastructure in the public and private realms to</p>	<p>The 2016 Masterplan identified the core road network, the general location of facilities and services for the growth area and has formed the basis of a Concept Plan.</p> <p>The Master Planned Township Zone contains policies to ensure future development has good quality open space, landscaping, tree planting and activity centres.</p> <p>The 2016 Master Plan has been reviewed and amended to reflect the investigations that will be undertaken on the Code Amendment, such as the location of an activity centre, buffer areas, public open space and road network.</p>

support positive physical, mental and social health outcomes.	
The economy and jobs	
P62 Manage the interface between townships and adjacent primary production activities and areas of nature protection.	Investigations have been undertaken to ensure appropriate interface management strategies are in place, these are largely through use of a Concept Plan and the Noise and Air Emissions Overlay.
Transport	
<p>P75 Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.</p> <p>P77 Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.</p>	<p>The Code Amendment will introduce a Concept Plan which identifies a local traffic network and policy which will facilitate the introduction of pedestrian/shared paths.</p> <p>New housing will not impact the existing airport or rail line. The Code Amendment proposes use of the Noise and Air Emissions Overlay to mitigate noise and air emissions from the adjacent rail corridor.</p>
Infrastructure	
<p>P86 Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> ▪ walking and cycling paths and facilities ▪ local stormwater and flood management including water sensitive urban design ▪ public open space ▪ sports facilities ▪ street trees ▪ community facilities, such as childcare centres, schools, community hubs and libraries <p>P88 Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.</p>	<p>The Code Amendment includes investigations relating to hard and soft infrastructure which identify existing capacity and the potential need to augment services.</p> <p>Relevant infrastructure agreements will be entered into where necessary.</p> <p>Use of the Emerging Township Activity Centre Subzone a Concept Plan is proposed to ensure infrastructure and future activity centre are identified.</p>
Biodiversity	

<p>P93 Ensure that greenways are landscaped with local indigenous species where possible to contribute to urban biodiversity outcomes.</p>	<p>Investigations have been undertaken to inform environmental opportunities (such as greenways along existing vegetated drainage lines) and constraints (such as areas of native vegetation). These are identified on the Concept Plan.</p>
<p>Open space, sport and recreation</p>	
<p>P99 Ensure quality open space is within walking distance of all neighbourhoods to:</p> <ul style="list-style-type: none"> ▪ link, integrate and protect biodiversity assets and natural habitats ▪ provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres ▪ be multi-functional, multi- use (including the shared use of strategically located school facilities) and able to accommodate changing use over time ▪ incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity ▪ contain appropriate and low- maintenance species and locate trees to maximise shade ▪ encourage unstructured recreation opportunities such as the provision of a variety of paths and children's play equipment ▪ foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities. <p>P103 Ensure that public open space is adequately greened and irrigated (where appropriate) to act as a natural cooling system to reduce heat island effects in urban areas.</p> <p>P104 Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.</p>	<p>A new master planned neighbourhood provides the opportunity to ensure open space and other facilities are well designed and within walking distance to all future residents. Policies within the Master Planned Township Zone will facilitate these outcomes.</p>
<p>Water</p>	
<p>P115 Incorporate water-sensitive urban design in new developments to manage water quality,</p>	<p>The Code includes policies which are instructive in respect water quality, use and management.</p>

<p>water quantity and water use efficiency and to support public stormwater systems.</p> <p>P117. Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</p> <ul style="list-style-type: none"> ▪ run-off from infill development ▪ urban flooding from increased short-duration intense rainfall events associated with climate change ▪ pollution from roads and other developed areas. 	<p>Engineering investigations ensure that the proposed urban development will not be contrary to the relevant water policies.</p>
<p>Emergency management and hazard avoidance</p>	
<p>P118 Minimise risk to people, property and the environment from exposure to hazards (including bushfire, terrestrial and coastal flooding, erosion, dune drift and acid sulphate soils) by designating and planning for development in accordance with a risk hierarchy of:</p> <ul style="list-style-type: none"> • avoidance • adaptation • protection <p>P120 Decrease the risk of loss of life and property from extreme bushfires through creating buffers in new growth areas that are in or adjacent to areas identified as high risk from bushfires.</p> <p>P122 Mitigate the impact of extreme heat events by designing development to create cooler communities through the use of green infrastructure.</p>	<p>Overlays that apply to the Affected Area provide guidance on matters related to natural hazards.</p> <p>The hazard overlays provide policy to mitigate bushfire and flooding risk. No changes are proposed to application of these overlays.</p>

(3) OTHER STRATEGIC PLANS

Additional documents may relate to the broader land use intent within the scope of this proposed Code Amendment and/or directly to the area affected and therefore are identified for consideration in the preparation of the Code Amendment.

The following table identifies the key aspects within other strategic documents which are relevant to this Code Amendment:

Document	Code Amendment Outcome
Strategic Management Plan Alexandrina 2040 (Alexandrina Council)	<p>Key indicators from the Strategic Plan that are relevant to this Code Amendment are:</p> <ul style="list-style-type: none"> • Liveable – distinctive villages, places, spaces and transport networks to support active lifestyles, vibrant cultures and productive enterprise • Green – nature is valued and resources are managed sustainably • Connected – safe, healthy and enjoy accessible infrastructure and services <p>The Code Amendment investigations have confirmed that the Affected Area is suitable for residential purposes. The zone selected supports an urban form and density consistent with the Council's Strategic Plan.</p>
Alexandrina Connecting Communities – Community Strategic Plan 2014-23 Alexandrina Council Community Wellbeing Action Plan 2022–26 A2040 Live. Green. Connected. Our plan to thrive 2020-2024 Disability Access and inclusion plan 2021-2024 Alexandrina Council Community Land Management Plan 2023-27 [Draft]	<p>These documents were reviewed as part of the Social Infrastructure Assessment.</p> <p>The Code Amendment supports these documents by introducing the Master Planned Township Zone, Emerging Township Activity Centre Subzone and a Concept Plan which promotes the creation of public open space networks, active travel, sport and recreation facilities, community facilities and public spaces.</p>

APPENDIX 5. INVESTIGATIONS – PRELIMINARY SITE INVESTIGATION

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 6. INVESTIGATIONS –INFRASTRUCTURE AND SERVICING REPORT

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 7. INVESTIGATIONS – TRAFFIC

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 8. INVESTIGATIONS –VEGETATION, FAUNA AND ENVIRONMENTAL

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 9. INVESTIGATIONS – SITE ANALYSIS

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 10. INVESTIGATIONS – LAND SUPPLY

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 11. INVESTIGATIONS – RETAIL CAPACITY ASSESSMENT

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 12. INVESTIGATIONS – SOCIAL INFRASTRUCTURE ANALYSIS

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 13. BUSHFIRE ADVICE

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations

APPENDIX 14. CONCEPT PLAN

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at https://plan.sa.gov.au/have_your_say/general_consultations