

FACT SHEET



GREEN FIELDS CENTRE CODE AMENDMENT FOR 2 – 50 RYANS ROAD

November 2023

2 – 50 Ryans Road is proposed to be rezoned to enable a retail/bulky goods centre.

If the rezoning is to go ahead, traffic lights are proposed on Salisbury Highway adjacent Ryans Road. Ryans Road would be a cul-de-sac. The median in Salisbury Highway at Taylor Street would also be closed.

This will impact your neighbourhood.

Consultation is underway so you can understand what is proposed and comment. Submissions due 5pm Tuesday 16 January 2024.

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What is a Code Amendment?

The Planning and Design Code (the Code) sets out the rules that determine what land uses and buildings can be built on 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. 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 an area with specific rules about regulated and significant trees, and stormwater.

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, Government Agency, Joint Planning Board or private proponent may initiate an amendment to the Code.

On 27 August 2023, the Minister approved Thirteen Commercial Pty Ltd (a private proponent) to initiate the **Green Fields Centre Code Amendment** (Code Amendment).

The Code Amendment process involves specialist investigations, community engagement, consideration of submissions, and the Minister for Planning making the decision. The Minister's decision is tabled to the Environment, Resources and Development Committee of State Parliament.

Planning and Land Use Services (PLUS) and the State Planning Commission also provide advice to the Minister.

We acknowledge Aboriginal people as the First Peoples and Nations of the lands and waters we live and work upon and we pay our respects to their Elders past, present, and emerging. We acknowledge and respect the deep spiritual connection and the relationship that Aboriginal and Torres Strait Islander people have to Country.

What land is involved?

Changes are proposed to land on the north west corner of Salisbury Highway and Ryans Road. This land is generally known as 2 – 50 Ryans Road.



Figure 1 2 - 50 Ryans Road is proposed to be rezoned to a Suburban Activity Centre Zone in the southern part and Employment Zone in the northern part.

What is proposed?

The Code Amendment proposes that 2 – 50 Ryans Road be a Suburban Activity Centre Zone in the southern part and Employment Zone in the northern part. Traffic lights immediately south of Ryans Road are proposed. Technical changes to what are called 'Overlays' are also proposed.

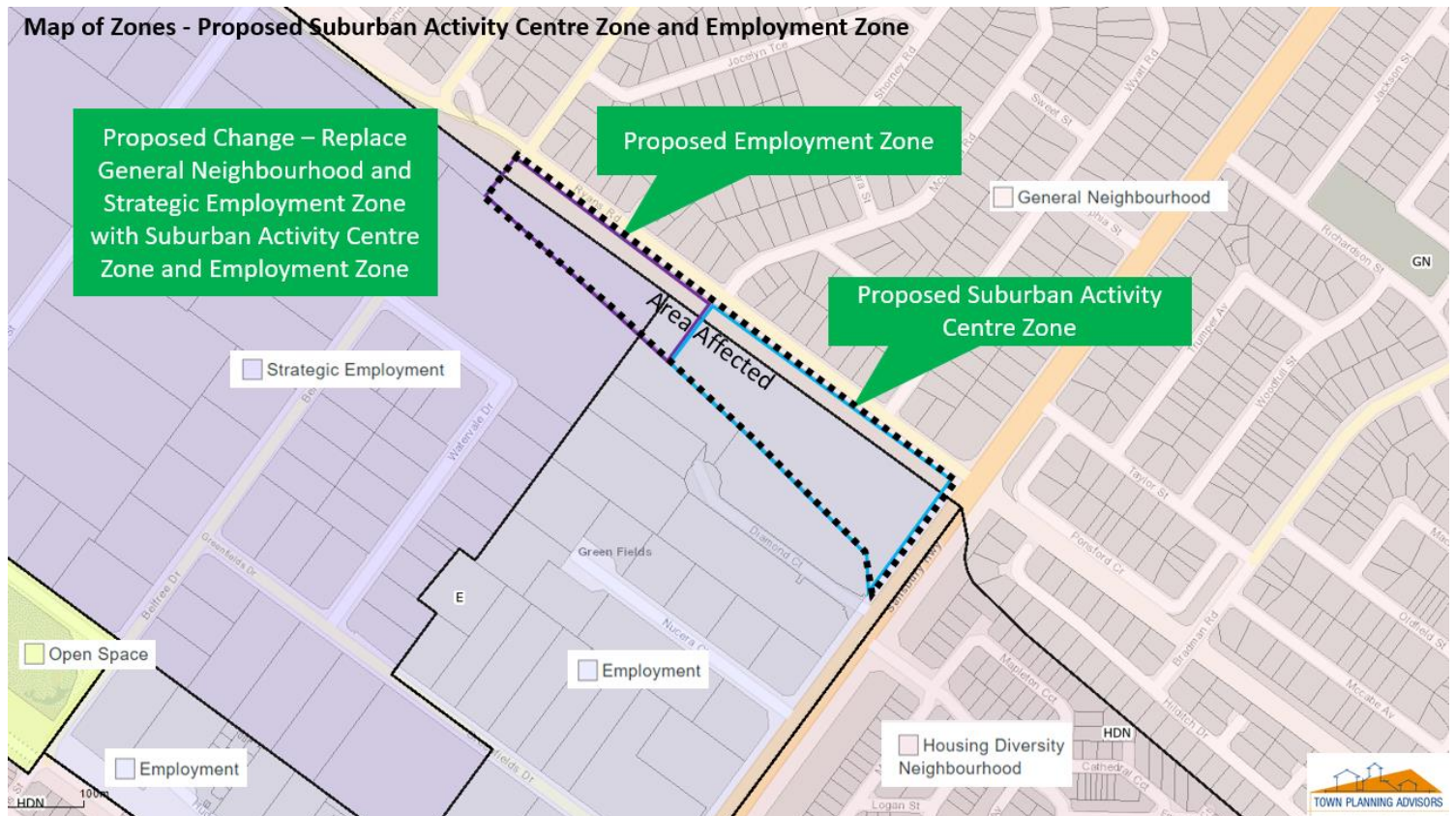


Figure 2 Proposed Extent of Suburban Activity and Employment Zones

The Suburban Activity Centre Zone enables retail development and the Employment Zone allows types of retail that are often called 'bulky goods'. This is why this Code Amendment is called 'Green Fields Centre' as it enables a retail/bulky goods based 'centre' to be developed.

The Planning and Design Code describes the Desired Outcome of:

- a Suburban Activity Centre Zone as 'An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.'
- an Employment Zone is 'A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities. Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.'

2 – 50 Ryans Road is currently in three different zones. These are the Employment, Strategic Employment and General Neighbourhood Zones.

How will traffic be impacted?

In Council consulting about selling the land several years back, traffic issues were raised by residents. Council, the DIT, the Planning Minister and Thirteen Commercial Pty Ltd acknowledge traffic needs investigation. In liaison with DIT and Council, experts have investigated traffic should the land be developed for retail/bulky goods.

The primary finding is that overall, the proposed rezoning and traffic lights will only have a very minor impact on traffic volumes on the adjacent local road network and Salisbury Highway.

The investigation found:

- A new access point on Salisbury Highway would provide access for 2 – 50 Ryans Road, along with access to and from Ryans Road itself. The Salisbury Highway access point would be controlled by traffic signals.
- The Salisbury Highway access point will provide access for light and heavy vehicles associated with the anticipated uses on the site, whilst the Ryans Road access points would provide for light vehicles only.
- The impact on the local road network will be minor, with part-closure of Ryans Road and removal of the median opening on Salisbury Highway at Taylor Street. These are required to accommodate new traffic signals at the Salisbury Highway access point.
- Salisbury Highway will require an additional traffic lane to accommodate the new traffic signals, with a concept plan indicating this can be achieved within the existing road reserve.
- Analysis of the new traffic signals has found it would meet the operating requirements and guidelines of Department for Infrastructure and Transport for new traffic signal controlled intersections.
- A review of the Planning and Design Code has not found any policies which would be problematic for the anticipated uses of 2 – 50 Ryans Road. Given the size and configuration of 2 – 50 Ryans Road, it is these policies can generally be satisfied with development in the Affected Area.

Siting new traffic lights immediately south of Ryans Road or at Ryans Road proper both involve Taylor Street changing to left in/left out due to extending the median north. For residents south of Salisbury Highway, a variety of vehicle movement options to access Salisbury Highway remain with this change.

Siting new traffic lights at the southern end of 2 – 50 Ryans Road is too close to the Elder Smith Road lights and would unduly impact Salisbury Highway traffic flow to an extent that DIT is not prepared to support.

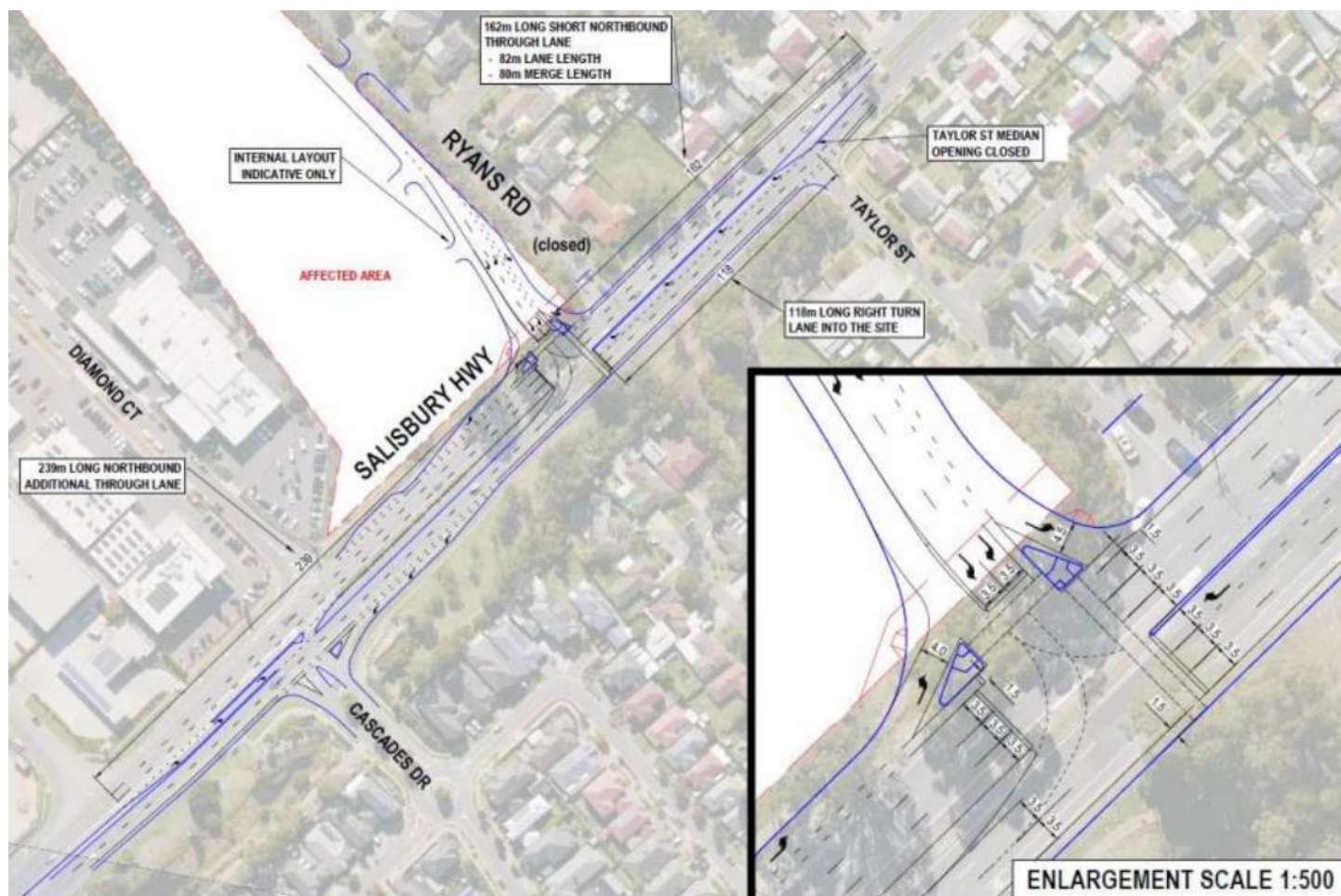


Figure 1 Concept plan of new traffic Lights immediately south of Ryans Road and Ryans Road being a cul-de-sac. This also involves left in left out only at Taylor Road.

Installing traffic lights immediately south of Ryans Road enables:

- Trucks to access buildings on 2 – 50 Ryans Road recognising Ryans Road itself has an 8 tonne limit.
- Ryans Road to continue as a quiet residential street. Residents on Ryan Road and to the east will be able to drive through the site to access Salisbury Highway.
- Pedestrians and cyclists will be able to cross Salisbury Highway via the signals to residential areas as well as Green Fields Train Station to the south.
- Three north bound traffic lanes and a cycle lane on Salisbury Highway are enabled. No changes to the number of south bound lanes is envisaged.
- Left in/left out vehicle access to the site is enabled, and a right turn southbound to the site at the traffic lights is enabled.

The investigations considered the impact of the new traffic signals on existing traffic volumes on nearby streets. The predicted redistribution of traffic is shown below.

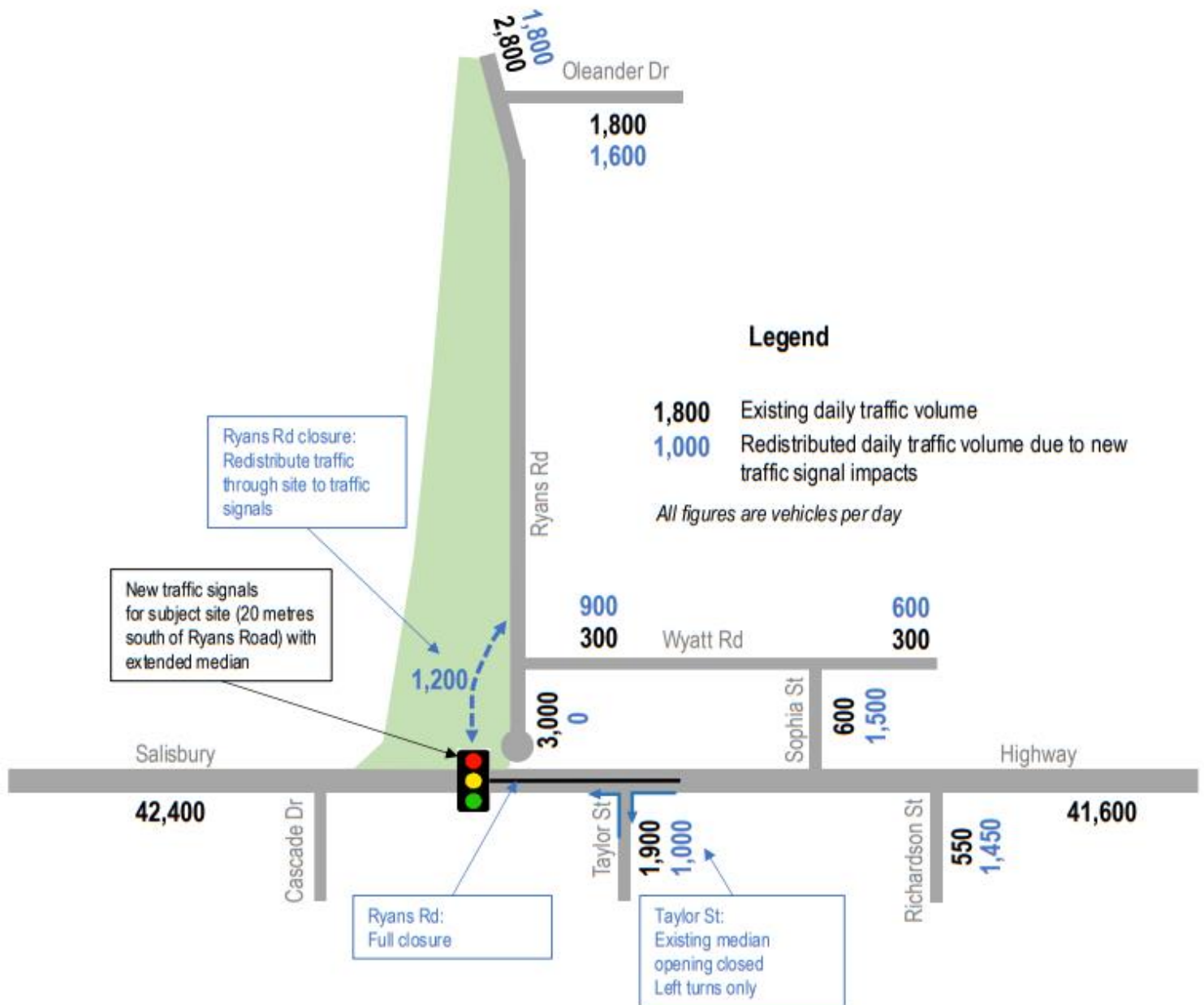


Figure 2 Figure 8 Predicted Redistribution of Existing Traffic Volumes

The adjusted traffic volumes on all streets in residential areas nearby are less than 2000 vehicles per day, this being the accepted standard for acceptable amounts of traffic on streets in residential areas.

The assessment of the redistribution found:

- Taylor Street will reduce in traffic volume from 1,900 to 1,000 vehicles per day.
- The existing right turn movements from Taylor Street will likely redistribute to Richardson Street and increase this street from 550 to 1,450 vehicles per day.
- The partial road closure of Ryans Road will maintain existing left turn movements to Salisbury Highway of 600 vehicles per day.

- It is anticipated that most of Ryans Road traffic will divert to the new traffic signals with approximately 1,800 vehicles per day redirected from Ryans Road.
- Some existing Ryans Road traffic is anticipated to use Sophia Street which would be up to 600 vehicles per day increasing Sophia Street from 600 vehicles per day to 1,200 vehicles per day and distributed north and south on Wyatt Street (300 vehicles per day in each segment).
- there is adequate capacity at the local street intersections (Sophia Street and Richardson St) with Salisbury Highway to cater for the increase in traffic associated with the redistribution. Hence the overall impact of the affected area traffic demands will be minor on the adjacent road network with regards to daily traffic volumes.

What about walking and cycling?

Rezoning the land to enable a retail centre and traffic lights increases convenient walking and cycling access to a centre for residents to the east and to the south across Salisbury Highway. Convenience is also improved for workers in businesses to the west and north. Cycle lanes are maintained on Salisbury Highway, and Ryans Road remains a quieter residential street.

What about the trees?



Figure 3 Code Policy about Regulated and Significant Trees is used to make development assessment decisions and is not changed by this Code Amendment

Arborman Tree Solutions have investigated trees.

‘Regulated’ and ‘Significant’ trees are the trees managed through the statutory planning system. The investigation identified 17 Significant, 52 Regulated and 15 groups of unregulated trees on the former Lot 1001. Lot 1001 was subdivided in 2023, from which the northern part and an 8m landscaped strip along Ryans Road are vested with Council. The remaining land forms 2 – 50 Ryans Road.

The existing Planning and Design Code generally seeks for regulated and significant trees to be retained. However, the Code does provide the following circumstances where regulated and significant trees can be removed¹:

- Short life expectancy of the tree
- Unacceptable risk to public or private safety from the tree
- Removal accommodates the reasonable development of land in accordance with the relevant zone where such development might not otherwise be possible.

The Minister for Planning and State Planning Commission requested policy options around a Concept Plan and trees. Salisbury Council seeks to foster local biodiversity.

The proposed Concept Plan shows intended locations - subject to assessment regarding regulated and significant tree policy in the Planning and Design Code – to retain select regulated and significant trees.

The Concept Plan also seeks to foster biodiversity through new selection of new trees and landscaping.

Should the land be rezoned, careful site design of a proposed retail/bulky goods development with siting of buildings and arrangement of car parking and landscaping areas can work to retain the regulated and significant trees as much as possible, and to have adequate extent of onsite landscaping to meet other Code policy, such as the Soft Landscaping Performance Outcome.



Figure 4 Draft Proposed Concept Plan

¹ This is a summary of Code policy (Full policy is in the Code). More detail about trees is provided in the Code Amendment.

What building development, landscaping, and parking may occur?

The proposed Suburban Activity Centre Zone envisages buildings sited and designed to create pedestrian, vehicular, open space and visual linkages between the various built-form elements within the zone and adjoining main roads and thoroughfares.

The proposed Suburban Activity Centre Zone enables buildings up to three storeys high. Buildings up to two storeys can be built in the Employment Zone. In both proposed zones, building siting, scale and design should mitigate interface impacts on nearby housing.

Existing Code Policy on noise, transport, access and parking (vehicle and bicycle) will also guide detailed design.

Do we know what will be built on the land?

Not exactly.

Under the proposed Suburban Activity Centre and Employment Zones, development for retail, bulky goods, commercial, and within the Suburban Activity Centre Zone, residential purposes could occur. However, exactly what form, where, what land uses, how much parking, what happens with trees and stormwater, all of that needs to be worked out. Once worked out, a development application will be lodged² and assessed regarding the Code (as amended this Code Amendment).

Input from engagement and further specialist investigations is informing future development applications. Two Initial master plans are shown in the Code Amendment to provide an 'idea' of what could be developed. However, these are indicative only.

Under the current zoning, commercial buildings could occur on the western part, and residential buildings on the eastern part.

What about stormwater?

2 – 50 Ryans Road plays an important role managing stormwater. In Salisbury Council selling the land to Thirteen Commercial Pty Ltd, Thirteen Commercial entered into a Deed with Council such that Council directs Thirteen Commercial as to what stormwater infrastructure is needed. The Deed obliges Thirteen Commercial to fund the stormwater works.

Development applications are also assessed regarding stormwater policies in the Planning and Design Code. This Code Amendment does not propose to change those policies.

² Noting Council's financial interest in the land, Council will need to seek advice as to whether the Council's Assessment Panel or Assessment Manager is sufficiently independent to assess a development application. If not, it may be that the State Commission Assessment Panel is the relevant planning authority. Irrespective of which entity is the planning authority, the assessment undertaken is about how well the development application performs with respect to the policies in the Planning and Design Code.

Who owns the land?

Thirteen Commercial Pty Ltd bought 2 – 50 Ryans Road in 2023 from Salisbury Council. Salisbury Council owned the land for many years, having been transferred the land some years back from the Department of Infrastructure and Transport (DIT).

Will the Code Amendment impact other nearby retail centres?

A retail investigation was undertaken. Based on current benchmarks, there is a significant undersupply of supermarket floorspace in the area. The catchment extends through the central and lower areas of Salisbury where it inevitably overlaps with other centres, some of which are ageing in appearance and function.

The catchment, passing trade and local employment base will support the proposed development with low-moderate one-off impacts on surrounding centres. These impacts can be sustained and managed and recovered in the short term with no likely long term effects on the centres hierarchy.

The proposed centre will generate 210 direct FTE jobs during the construction phase and 125 FTE jobs in its ongoing operation.'

How can I find out more?

You can view the Code Amendment and supporting technical documents on the Plan SA website: plan.sa.gov.au/have_your_say/code_amendments

Supporting documents include investigations about retail, traffic, trees, stormwater, environmental, services and Aboriginal sites.

A hard copy is available to view at the Salisbury Hub, 34 Church Street Salisbury, during business hours.

You can talk to members of the project team at informal drop-in sessions to be held at The Mawson Centre (2 – 8 Main Street Mawson Lakes) on:

- Wednesday 6 December 2023 (5:30pm – 7:00pm)
- Saturday 9 December 2023 (10:00 am – 11:30am).

If you intend to attend, please RSVP to info@townplanningadvisors.com.au or to 0482 063 514. You do not need to RSVP to be able to attend.

If you would like an opportunity to discuss the proposal online, please contact info@townplanningadvisors.com.au

Should you have any questions, please contact info@townplanningadvisors.com.au or 0482 063 514



Scan this QR code
to visit the Plan SA
website

How can I have my say about the proposal?

The Code Amendment will be available for public feedback until **5pm Tuesday 16 January 2024**.

There are several ways in which you can provide a submission:

- Make an online submission (www.plan.sa.gov.au)
- Email info@townplanningadvisors.com.au
- Post Town Planning Advisors PO Box 9061 Henley Beach South SA 5022

Submissions are requested to be labelled 'Submission – Green Fields Centre Code Amendment'.

If these methods are not suitable for you or people you know, please contact us.

How will I know my feedback has been used?

Town Planning Advisors, with support of Community Place Planning Pty Ltd, are independent organisations committed to undertaking consultation in accordance with the principles of the South Australian Government's Community Engagement Charter.

All formal submissions will be considered 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 PlanSA portal. Personal addresses, email and phone numbers will not be published; however company details will be.

Thirteen Commercial Pty Ltd and its advisors 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 PlanSA portal.

What happens next?

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 PlanSA portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for 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.