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Strategic Planning and Development Policy Committee

AGENDA

NOTICE OF MEETING

Notice is hereby given that a meeting of the Strategic Planning and Development Policy Committee will be held in the

**Council Chamber, Glenelg Town Hall
Moseley Square, Glenelg**

Tuesday 25 February 2020

Roberto Bria
CHIEF EXECUTIVE OFFICER

Strategic Planning and Development Policy Committee Agenda

1. OPENING

The Presiding Member, Mayor Wilson will declare the meeting open at pm.

2. APOLOGIES

2.1 Apologies received

2.2 Absent

3. DECLARATION OF INTEREST

If a Council Member has an interest (within the terms of the Local Government Act 1999) in a matter before the Committee they are asked to disclose the interest to the Committee and provide full and accurate details of the relevant interest. Members are reminded to declare their interest before each item.

4. CONFIRMATION OF MINUTES

Motion

That the minutes of the Strategic Planning and Development Policy Committee held on 26 November 2019 be taken as read and confirmed.

Moved Councillor _____, Seconded Councillor _____ **Carried**

5. PUBLIC PRESENTATIONS - Nil

6. QUESTIONS ON NOTICE - Nil

7. MOTIONS ON NOTICE - Nil

8. ADJOURNED ITEMS - Nil

9. REPORTS BY OFFICERS

9.1 Seacliff Park Residential and Centre Development Plan Amendment (Report No: 10/20)

9.2 Planning Reforms – Planning and Design Code (Report No: 47/20)

10. URGENT BUSINESS – Subject to the Leave of the Meeting

11. CLOSURE

ROBERTO BRIA
CHIEF EXECUTIVE OFFICER

Item No: 9.1

Subject: **SEACLIFF PARK RESIDENTIAL AND CENTRE DEVELOPMENT PLAN
AMENDMENT**

Date: 25 February 2020

Written By: Strategic Planner Policy

General Manager: Strategy and Business Services, Ms P Jackson

SUMMARY

A draft Seacliff Park Residential and Centre Development Plan Amendment (DPA) has been jointly prepared by the City of Marion and the City of Holdfast Bay.

The subject site is located within the City of Holdfast Bay and the City of Marion.

Following a community engagement process in 2012, which sought the local community's aspirations for the site, numerous investigations were undertaken and a draft DPA proposing rezoning of the land to a Suburban Neighbourhood Zone was created for the two Councils.

The draft DPA was placed on Government Agency consultation in 2014.

Following consideration of the Agency responses received the DPA was amended and made ready for public consultation in 2015. Public consultation was placed 'on hold' pending finalisation of an agreement between Boral and the Seacliff Group regarding relocation of the quarry haulage road from adjacent the southern boundary of the Seacliff site.

The new location of the haulage road has been resolved and an agreement has been drafted, pending execution by the Developer.

As additional land has been included in the site and the intervening period of time since 2015 had resulted in changes to circumstances previously investigated as part of the DPA, additional and updated investigations were undertaken and an amended/updated version of the DPA was created.

The DPA was placed on public/Government Agency consultation from 22 August to 17 October 2019 and a joint Council Public Hearing was held on 24 October 2019. Responses/feedback received during the consultation period and at the public hearing have been taken into consideration and the DPA (version seeking Ministerial Approval) has been amended, where considered necessary.

On 11 February the City of Marion endorsed the DPA being referred to the Minister for approval subject to the execution of the Seacliff Park Development Deed. The Mayor and the Chief

Executive Officer were authorised to execute the Seacliff Park Development Deed (upon its completion) for the provision of major stormwater infrastructure.

Council is requested to consider a summary Infrastructure Deed (between the City of Holdfast Bay, City of Marion and the developer) covering the provision of major stormwater infrastructure for the site.

Council is requested to consider the amended version of the DPA and endorse that the DPA is suitable for Ministerial Approval.

RECOMMENDATION

That Committee recommends that the Council:

- **endorses the Draft Seacliff Park Residential and Centre Development Plan Amendment, subject to the Execution of the Seacliff Park Development Deed for Ministerial Approval;**
 - **authorises the Mayor and Chief Executive Officer to finalise, execute and seal the deed (upon its completion) for the provision of major stormwater infrastructure; and**
 - **authorises the Chief Executive Officer to work with the Chief Executive Officer, City of Marion to draw the Minister for Planning's attention to the contents of the Summary of Consultation and Proposed Amendments (SCPA) Report, including community concerns regarding potential impacts of traffic from the development, specifically the retail zone.**
-

COMMUNITY PLAN

Placemaking: Creating lively and safe places

Placemaking: Developing walkable connected neighbourhoods

Placemaking: Housing a diverse population

Economy: Supporting and growing local business

Environment: Building an environmentally resilient city

COUNCIL POLICY

Our Place 2030: supports the strategic objective of housing a diverse population.

STATUTORY PROVISIONS

The two Councils seek to amend their Development Plans in accordance with Part 3, Section 24 and 25 of the *Development Act 1993* (the Act). These sections of the Act specify the process of amendment, which includes (among other things) reaching agreement with the Minister for

Planning regarding the nature of the investigations and the Development Plan Amendment (DPA) process to be undertaken by the Council.

The DPA was subject to a two-step consultation process and on the 4 September 2014 the DPA was released for Agency Consultation (concluded on the 17 October). Thirteen submissions were received from agencies and Boral and the DPA was amended and made ready for public consultation in 2015. Public consultation was placed 'on hold' pending finalisation of an agreement between Boral and the Seacliff Group regarding relocation of the quarry haulage road from adjacent the southern boundary of the Seacliff site.

The new location of the haulage road has been drafted, pending execution by the Developer.

The Minister for Planning agreed to the addition of land, previously the Boral haul road, to be included in the Affected Area for the rezoning. The investigations undertaken (and updated in 2019) for the DPA were also in accordance with the Statement of Intent agreed to by the Minister for Planning on 31 July 2012 and amended by letter of 7 June 2019.

As additional land has been included in the site and the intervening period of time since 2015 had resulted in changes to circumstances previously investigated as part of the DPA, additional and updated investigations were undertaken and an amended/updated version of the DPA was created.

The DPA was placed on public/Government Agency consultation from 22 August to 17 October 2019 and a joint Council Public Hearing was held on 24 October 2019. Responses/feedback received during the consultation period and at the public hearing have been taken into consideration and the DPA (version seeking Ministerial Approval) has been amended, where considered necessary.

Any Ministerial approval of the DPA is also expected to be subject to a deed for the provision of major stormwater infrastructure. The site currently conveys stormwater flows from the City of Marion through to the drainage infrastructure in the City of Holdfast Bay. Locations in that catchment are currently subject to flooding in peak rainfall events and combined efforts of both councils and the development site can improve the situation.

Council is being requested to consider:

- the amended version of the DPA; and
- the proposed provisions of a deed for stormwater management for the DPA site and flows from upstream and downstream; and
- recommends that Council endorse the DPA as being suitable for Ministerial approval subject to the executed deed (when completed) for stormwater infrastructure provision.

BACKGROUND

This DPA proposes to introduce policies to introduce policies to facilitate appropriate development of land located within the suburbs of Seacliff, Seacliff Park and Marino. The site is

referred to informally as "Cement Hill" or the "Monier/Lorenzin land". The site is located prominently at the intersection of Ocean Boulevard and Scholefield Road, with the latter road being one of the main entrances into the predominantly residential areas of Seacliff Park, Kingston Park and Marino, and to a lesser extent Hallett Cove.

At the time of agreement to the original Statement of Intent for this DPA, the area affected covered some 8.1 hectares. However, as a result of further discussions with Boral Resources (the adjoining landowner to the south), an additional 3.9 hectares of land is now able to be included within the area affected. The Minister for Planning has agreed to this revised Affected Area.

Although partly zoned for residential purposes, the site has historically been used for quarrying, concrete manufacturing, domestic land fill, concrete roofing tile manufacturing and as a depot for a construction company. Dilapidated industrial buildings, areas of stockpiled "fill" and vandalism on the site have contributed to the poor visual appearance of the land, with its derelict nature creating a major cause of concern for local residents and the Councils over a number of years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to have some contamination from previous land uses.

The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighbouring low-density residential uses. The slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality. In addition, its proposed redevelopment for residential and neighbourhood activity centre uses will require remediation of contaminated land to a state that is suitable for the future intended land use.

The existing policies applying to the subject land are not conducive to the form or density of development considered necessary to successfully redevelop the land in a manner that will provide significant community benefit and vastly improved amenity.

While the final form and yield of the development area will be determined over a potential 6 to 10 years build time, it is likely to encompass the following elements:

- In the order of 150 residential allotments
- In the order of 430 to 480 multi-storey apartment dwellings
- Shops up to 6,000 square metres in area
- Other non-residential development up to 2,000 square metres in area
- Community open space.

After reviewing a number of policy modules contained within the SA Planning Policy Library 2011 (Development Act), it was considered the Suburban Neighbourhood Zone policies (with minor amendments) best reflected the proposed development scenario for the bulk of the subject land. Given the potential constraints applying to the development of the land (i.e. the location and form of development may change based on the final Site Contamination Audit findings), the proposed Suburban Neighbourhood zoning provides greater flexibility for land use types over other more 'rigid' zones in this instance.

The proposed objectives and policies for the Suburban Neighbourhood Zone are shown in full in 'The Amendment' section of the DPA to this report.

Refer Attachment 1

To demonstrate that the land is suitable for more intensive development than able to be provided for under the current residential and mineral extraction zoning, detailed investigations have been undertaken for a number of issues including access and traffic movements, stormwater management, site contamination, noise and air quality, impact on the Linwood Quarry operations and the type and form of development appropriate to the land and the surrounding locality.

As additional land has been included in the site and the intervening period of time since 2015 had resulted in changes to circumstances previously investigated as part of the DPA, additional and updated investigations were undertaken and an amended/updated version of the DPA was created.

A summary of the investigations that have been undertaken for this DPA are included in 'Section 3. Investigations' of the 'Explanatory Statement and Analysis' section of the DPA attached to this report.

Refer Attachment 1

REPORT

Public Consultation

The DPA was placed on consultation between the 22 August 2019 and 17 October 2019, and a public meeting, before a joint Council's Committee (City of Marion and City of Holdfast Bay) was held on 24 October 2019.

Councils received a total number of 21 responses from the public and 9 responses from government agencies.

Summary of Responses Received

Public

- Increase in local traffic movements and associated issues
- Scholefield Road/Ocean Boulevard intersection is at capacity and requires upgrading
- Proposed scale, location and viability of proposed Neighbourhood Activity Centre is questioned
- Proposed retail component's impact on other existing shopping centres
- Proposed residential density considered excessive
- Loss of views through the site to the sea and coast from multi-storey buildings
- 6 storey apartment blocks would be out of character with surrounding residential areas
- Long term health effects from exposure to low level silica dust
- Impacts associated with development construction need appropriate management
- Desirability of high quality open space and connectivity within and beyond the site

- Critically important for development of the site not to affect the ongoing operations of the Linwood Quarry
- Process of consultation (timeframe, detail provided) considered inadequate

Agencies/Boral

- Works to limit stormwater flows generated within the site and from the upstream catchment are to be undertaken prior to development of the site, to reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade.
- Future development of site should aim to maximize open green space and retention of mature trees
- In regards to air quality, the EPA has advised that the separation distance between the quarry and the subject site to be sufficient
- Need to design, site and orient residential accommodation in order to minimise potential for impacts of noise from roads, mixed use activities, and the Linwood Quarry.
- The relocation of the haulage road would remove the EPA's previous concerns about its potential noise impacts.
- Previous policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry, should be retained.
- Any future development within the subject site with the line of sight of the areas proposed to be mined (east of the existing quarry pit) are discouraged.
- Prior to the rezoning being approved, the developer should enter into a deed for the infrastructure works directly attributed to the rezoning
- Provide confirmation of the extinguishment of the mining licence over the additional land included in the affected area at the time the DPA is lodged for approval.
- When Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new planning system.

Submission Summary Tables within the 'Summary of Consultation and Proposed Amendments (SCPA) Report' and a separate summary table for Agency Submissions, contain a detailed summary of submissions and Councils discussion/response on the matters.

Refer Attachment 2 and 3

Subsequent to queries raised during public consultation a more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The analysis reports that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres. The recent report accompanies the SCPA Report.

In 2016 the Australian Competition and Consumer Commission (ACCC) reported in relation to competition policy that land use planning policies should not be used to restrict competition. The market is expected to ultimately determine the need for and nature of retail activities in the location designated for retail and non-residential uses within the areas shown in the Concept Plan for the Seacliff site. The zoning provides the location that enables the market to respond.

The suggested floorspace limits for retail and other non-residential uses in this DPA were determined with reference to several commercial retail analysis reports prepared over the last 7 years. The recent update of the retail analysis provided for the DPA process is included as an attachment.

Refer Attachment 4

Proposed Changes to the DPA

- Include policies in the Desired Character and principles of development control, which identify the need to site and design sensitive development so as to not affect the ongoing operation of the Linwood Quarry.
- Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.
- Changes to be made to the Desired Character Statement to seek public open space and the public realm are provided with a high level of amenity through retention of existing and planting of appropriate species of trees that provide canopy cover to encourage walking and cycling through the area.
- Map Mar/10 to be updated with additional boundary details

Tracked changes within the proposed Desired Character, Objectives and Policies for the Suburban Neighbourhood Zone can be seen in 'The Amendment' section of the DPA attached to this report.

Refer Attachment 1

Evaluation

The various investigations undertaken for the DPA provide advice that the site can be made suitable for the intended land uses, subject to certain requirements being undertaken.

Overall, the rezoning of the land will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

The policies proposed in this DPA will support the development of the site for multi-level, medium density residential development, shopping and community facilities and open space, while ensuring potential adverse impacts are overcome or minimised.

The DPA document is considered to be at a point that is suitable for the DPA to proceed to the next stage of the process, 'Seeking Ministerial Approval'.

Infrastructure

The DPA sets policy direction for the infrastructure required for the development to occur (at a broad level). Separate to the DPA, certain infrastructure agreements are required prior to the DPA being approved by the Minister for Planning. The agreements will cover infrastructure as follows:

- improvements to the intersection of Scholefield Road and Ocean Boulevard (Developer and DPTI); and

- upgrades to the stormwater network, which includes management of flows from the upstream catchment, flows generated by the subject site and improvement of existing drainage issues downstream of the site (Developer and Holdfast Bay / Marion).

Wallman's Lawyers has been appointed to represent Council in the infrastructure negotiations.

Other infrastructure requirements such as the upgrade of Scholefield Road and the design, form and amount of open space will be worked through during the land division/master planning components of the development process.

Stormwater Agreement/Deed

The Deed is in the final stages of preparation. The Deed obliges the Developer to provide stormwater detention capacity sufficient to detain stormwater generated by the development site to alleviate any additional pressure on stormwater infrastructure downstream of the site. It also ensures that adequate pipe capacity, in an easement, is provided through the site to contain stormwater in-pipe at the northern boundary at Kauri Parade.

Additional studies undertaken for the 2 councils and developer further inform the options for the 2 councils to manage the stormwater generated outside the site to the south in Marion and the subsequent flows in Holdfast Bay through Pine Gully to the ocean. The options for councils are being investigated to determine the most feasible, practical and cost effective approach and an agreeable cost sharing arrangement. These council arrangements do not preclude the Developer from commencing development if a rezoning approval is gained as the obligations of the Developer will already be confirmed and agreed in the proposed Deed.

While the Deed is nearing completion, a summary of the contents of the Deed has been prepared for Council's consideration. Administration has used relevant internal and external expertise to draft the Deed and it is recommended that Council delegate the execution of the Deed to the Mayor and CEO.

The Summary of Provisions of draft Seacliff Park DPA Stormwater Deed is attached.

Refer Attachment 5

Traffic Agreement/Deed

A deed between the developer and the DPTI is being finalised for an extension to the turning lane capacity from Brighton Road/Ocean Boulevard on to Scholefield Road. DPTI does not require any further traffic infrastructure to be confirmed at this time.

Planning Reform

A new planning system is currently being introduced into South Australia. The new Planning, Development and *Infrastructure Act 2016* (PDI Act) is being introduced in stages. The Planning and Design Code is the cornerstone of the new planning system, it consolidates the planning rules contained in South Australia's 72 Development Plans into one rulebook. The Marion and Holdfast Bay (City) Development Plans will be superseded by the new Planning and Design Code

in July 2020. Existing zones in the current Development Plans will be transitioned to the equivalent zone in the Planning and Design Code.

This rezoning proposal is currently in the transition between the two pieces of legislation. This DPA, being undertaken by the Councils, is being prepared and consulted on under the Development Act 1993 to amend the Councils' current Development Plans.

All the policy changes proposed in this DPA involve the introduction of a new zone and associated policy from within the current SA Planning Policy Library (2011), with some local additions. If the DPA is approved by the Minister for Planning, the new zone and associated policy will be added to both Councils Development Plans. When superseded by the Planning and Design Code, the intent of the policy changes will be transitioned across into the Code. Potentially local additions will be transitioned into a subzone.

The transition period for completion of any outstanding DPAs will expire with the introduction of the new Planning and Design Code in urban council areas in September 2020. As this DPA amendment has been granted a number of time extensions to avoid it lapsing, the Minister of Planning has indicated that this DPA must be finalised and lodged with him no later than 31 March 2020 to be completed under the Development Act 1993.

Other matters

- Agreement between the Developer and Boral for the additional land is due for Boral Board decision at their next meeting at the end of February 2020.
- The City of Marion discussed the issue of retail floor space caps and felt that the Draft DPA adequately balances the needs of the community as well as commercial outcomes noting that the market will dictate the final retail floor space.

BUDGET

The costs of participating with the City of Marion to complete this DPA are part of normal operating costs. The costs of additional infrastructure for any future development on the site are the subject of negotiation between the City of Holdfast Bay, City of Marion and the Developer.

LIFE CYCLE COSTS

Not applicable.

Attachment 1



Development Plan Amendment

By the Council

City of Marion City of Holdfast Bay

Seacliff Park Residential and Centre DPA

Explanatory Statement and Analysis

For Minister's Approval 13.01.20 Version

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Have Your Say

This Development Plan Amendment (DPA) will be on public consultation from 22 August 2019 until 17 October 2019.

The DPA is available for inspection by the public during normal office hours at the City of Marion Council Offices, 245 Sturt Road, Sturt and the City of Holdfast Bay Council Offices, Brighton Civic Centre, 24 Jetty Road, Brighton. Alternatively the DPA report can be viewed on the Internet at www.makingmarion.com.au/SeacliffDPA

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to Submissions Seacliff Park Residential and Centre DPA, Chief Executive Officer, City of Marion, PO Box 21, Oaklands Park SA 5046. If you wish to lodge your submission electronically, please email it to communityengagement@marion.sa.gov.au or complete an online submission on the Making Marion website www.makingmarion.com.au/SeacliffDPA

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on 24 October 2019 at 7.00pm at Kingston Room, Brighton Civic Centre, 24 Jetty Road, Brighton, SA 5048, at which time interested persons may be heard in relation to the DPA and the submissions.

Explanatory Statement

Introduction

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

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
 - References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

While this DPA is developer funded, by Seacliff Oceanview Estate Pty Ltd, it has been prepared with the assistance of independent consultants under the direction of the City of Marion and the City of Holdfast Bay.

Need for the amendment

This DPA proposes to introduce policies to facilitate the appropriate development of land located within the suburbs of Seacliff, Seacliff Park and Marino. The site is referred to informally as "Cement Hill" or the "Monier/Lorenzin land". The site is located prominently at the intersection of Ocean Boulevard and Scholefield Road, with the latter road being one of the main entrances into the predominantly residential areas of Seacliff Park, Kingston Park and Marino, and to a lesser extent Hallett Cove.

Although partly zoned for residential purposes, the site has historically been used for quarrying, concrete manufacturing, domestic land fill, concrete roofing tile manufacturing and as a depot for a construction company. Dilapidated industrial buildings, areas of stockpiled "fill" and vandalism on the site have contributed to the poor visual appearance of the land, with its derelict nature creating a major cause of concern for local residents and the Councils over a number of years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated from previous land uses.

In this scenario, the proposed redevelopment of the land will have a number of positive benefits. The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighboring low-density residential uses. The

slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality. In addition, its' proposed redevelopment for residential and neighbourhood activity centre uses will require remediation of contaminated land to a state that is suitable for the future intended land use.

Overall, the rezoning of the land will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

Statement of Intent

The Statement of Intent (SOI) relating to this DPA was originally agreed to by the former Minister for Planning on 31 July 2012.

Extensions to the time frame for preparing the DPA were subsequently given by the Minister.

However, given the extent of the intervening period and the proposal to include additional land within the Affected Area, the Statement of Intent has recently been reconsidered by the current Planning Minister. His agreement to the amended SOI was given on 7 June 2019.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The Affected Area for this DPA is shown on the following map.

The land is within the suburbs of Seacliff, Seacliff Park and Marino. It is generally bounded by Scholefield Road to the north, Ocean Boulevard and Clubhouse Road to the east, existing housing development to the west and the City of Marion Golf Course and the Boral Linwood Quarry to the south.

At the time of agreement to the original Statement of Intent for this DPA, the area affected covered some 8.1 hectares. However, as a result of further discussions with Boral Resources (the adjoining landowner to the south), an additional 3.9 hectares of land is now able to be included within the area affected.

The availability of this additional land has arisen as a result of:

- Agreement being reached between Seacliff Oceanview Estate Pty Ltd (the proponent) and Boral Resources on the relocation of the quarry haul road. Currently located adjacent to the southern boundary of the proponents' land and exiting onto Clubhouse Road, the haul road is to be located further to the south and east, with access to the quarry to be provided from the intersection of Ocean Boulevard/Majors Road at O'Halloran Hill. This new access point has now been approved by the Department of Planning, Transport and Infrastructure, with works expected to commence in 2019. This relocation of the access point/road to the quarry will remove significant truck movements from adjacent to the proposed development and enable the roads reuse for southern access into the area affected.
- Boral reviewing its land holdings/leases required for ongoing quarry activities. With the proposed expansion of quarry activities to the east, towards Ocean Boulevard, land to the north (adjacent to the original proposed development area) is no longer required for buffer purposes. This land forms a logical extension to the development area, with that portion within the current Mineral Extraction Zone able to be made suitable for urban purposes. The remainder of this land is within the Hills Face Zone where the current policies will remain unchanged.

The current Minister for Planning has agreed to this revised Affected Area.

The majority of the now Affected Area (approximately 10.6 hectares) is within the Marion Council area, with the remainder (approximately 1.4 hectares) in the Holdfast Bay Council area.



Summary of proposed policy changes

In summary, the DPA proposes the following changes:

- In the Marion Council Development Plan rezoning the subject land from Residential Zone (Cement Hill Policy Area 10) and Mineral Extraction Zone to Suburban Neighbourhood Zone.
- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Making “local additions” to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Inclusion of new maps showing the subject land as a “Designated Area for Noise and Air Emissions” and “Affordable Housing” in both Development Plans.

- Inclusion of a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of the Councils' Development Plans
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Consultation

As required by the former Minister, the previous version of this DPA was released for agency consultation with the then:

- Department of Planning, Transport and Infrastructure (Statutory Planning / Public Transport / Transport Services / TransAdelaide / Office of Major Projects and Infrastructure / Office for Recreation and Sport)
- Department for Communities and Social Inclusion
- Department for Education and Child Development
- Department for Health and Ageing
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department of Environment, Water and Natural Resources
- Department of Further Education, Employment, Science and Technology
- Department of Justice (State Emergency Service / SA Metropolitan Fire Service)
- Department of Primary Industries and Regions
- Environment Protection Authority
- Renewal SA
- Department of the Premier and Cabinet (Aboriginal Affairs and Reconciliation)
- Department of Treasury and Finance
- SA Power Networks
- SA Water

- Adelaide and Mount Lofty Ranges NRM Board.

Preliminary consultation also occurred with Boral Resources, owner of adjacent land and operator of the Linwood Quarry.

While the former Minister subsequently approved the DPA's release for wider public consultation, this action was put on hold while negotiations occurred on the potential relocation of the Quarry haul road. Now that the relocation of the haul road has been agreed, this revised DPA is now released for agency and public consultation.

Agencies and other organisations to be consulted include:

- Department for Education
- Department for Energy and Mining
- Department for Environment and Water
- Department of Human Services
- Department of Planning, Transport and Infrastructure
- Department of the Premier and Cabinet
- Environment Protection Authority
- Adelaide and Mount Lofty Ranges NRM Board
- South Australian Metropolitan Fire Service
- South Australian State Emergency Service
- SA Power Networks
- SA Water
- APA Group
- Boral Resources
- MP for Black.

The final stage

When the councils have considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

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

Analysis

1. Background

The Area Affected is located within the suburbs of Seacliff, Seacliff Park and Marino. The site is located prominently at the intersection of Ocean Boulevard and Scholefield Road, with the latter road being one of the main entrances into the predominantly residential areas of Seacliff Park, Kingston Park and Marino, and to a lesser extent Hallett Cove.

Although partly zoned for residential purposes, the site has historically been used for quarrying, concrete manufacturing, domestic land fill, concrete roofing tile manufacturing and as a depot for a construction company. Dilapidated industrial buildings, areas of stockpiled “fill” and vandalism on the site have contributed to the poor visual appearance of the land. Its derelict nature has been a major cause of concern for residents in these suburbs for many years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated.

However, the land also has a number of positives, including:

- being of reasonable size in an otherwise built up urban area, providing for development opportunities
- having a relatively discrete nature meaning that any potential impacts from its development are to some extent naturally mitigated for surrounding areas
- having reasonable access to adjacent public transport services and recreation facilities
- having reasonable access to the arterial road network
- the eastern portion having a sloping nature which provides for development opportunities with coastal views.

The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighbouring low-density residential uses. The slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality.

To demonstrate that the land is suitable for more intensive development than able to be provided for under the current residential and mineral extraction zoning, detailed investigations have been undertaken for a number of issues including access and traffic movements, stormwater management, site contamination, noise and air quality, impact on the Linwood Quarry operations and the type and form of development appropriate to the land and the surrounding locality.

Overall, it is considered the proposed rezoning of the land for more intensive development is desirable and will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

The policies proposed in this DPA will support the development of the site for multi-level, medium density residential development, shopping and community facilities and open space, while ensuring potential adverse impacts are overcome or minimised.

2. The strategic context and policy directions

2.1 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The 30-Year Plan for Greater Adelaide (2017 Update) is the relevant volume of the Planning Strategy for this DPA.

The DPA supports key policies of the Planning Strategy by:

- providing for new housing in an established urban area in proximity to public transport
- providing for increased housing choice and increased densities
- increasing residential and mixed use development in a more liveable, healthy and walkable neighbourhood
- providing for an urban renewal project that is to be comprehensively designed
- promoting convenient pedestrian and cycle linkages to retail and community facilities, adjacent recreation areas, schools and public transport
- promoting quality public open space and links
- requiring implementation of water sensitive urban design measures
- ensuring that the operations of the Linwood Quarry are not prejudiced
- requiring that the land is remediated to a standard appropriate to the intended use
- providing for a mixed use activity centre
- requiring a safe, vibrant, high quality public realm.

A detailed assessment of the DPA against the Planning Strategy is contained in Appendix A.

2.2 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

2.2.1 City of Marion Strategic Plan 2017-2027

This Plan is one of a number of strategic documents that are designed to contribute to the achievement of the themes set out in the *30 Year Community Vision Towards 2040*.

The proposed rezoning of the subject land is considered to accord with a number of the themes expressed in the *Towards 2040* document and will help achieve a number of the goals in the Strategic Plan as illustrated in the discussion in the Table below:

Community Vision Towards 2040 Theme	10-Year Goal in Strategic Plan
By 2040 our city will be well planned, safe and welcoming, with high quality and environmentally sensitive housing, and where cultural diversity, arts, heritage and healthy lifestyles are celebrated.	By 2027 we will have attractive neighbourhoods with diverse urban development, vibrant community hubs, excellent sporting facilities, open space and playgrounds.
By 2040 our city will be deeply connected with nature to enhance peoples' lives, while minimising the impact on the climate, and protecting the natural environment	By 2027 we will improve stormwater management, increase energy efficiency, promote biodiversity and improve opportunities for people to play in open spaces and interact with nature.
By 2040 our city will be a diverse and clean economy that attracts investment and jobs, and creates exports in sustainable business precincts while providing access to education and skills development	By 2027 our city will see realisation of the full potential of the Tonsley Precinct and other key commercial – industrial – retail zones.
By 2040 our city will be linked by a quality road, footpath and public transport network that brings people together socially and harnesses technology to enable them to access services and facilities	By 2027 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community.

2.2.2 City of Holdfast Bay Our Place 2030 Strategic Plan

This Plan reflects a refreshed vision for Holdfast Bay, sets out medium-term priorities and charts specific goals and targets.

The proposed rezoning of the subject land is considered to accord with a number of the priorities and goals/targets expressed in the document as illustrated in the discussion in the Table below:

Priorities	Goals/Targets
A community connected to our natural environment	<p>Building an environmentally resilient city:</p> <ul style="list-style-type: none"> - reduce heat island areas within the city - reduce flash flooding within the city <p>Using resources efficiently:</p> <ul style="list-style-type: none"> - reduce stormwater discharge
An accessible, lively and safe coastal city that celebrates our past to build for our future	<p>Developing walkable, connected neighbourhoods</p> <ul style="list-style-type: none"> - achieve a high level of community satisfaction with walkability and access to local shops, service, public transport and open space - increase the number of people traveling to local destinations via active travel options <p>Housing a diverse population:</p> <ul style="list-style-type: none"> - increase the proportion of non-detached dwelling types (the 'missing middle') in our city

2.2.3 Housing and Employment Land Supply Program Report 2010, Greater Adelaide

While now dated, this Report had a role to ensure that there was sufficient land capacity and opportunity to meet the annual housing and employment targets set out in the then 30-Year Plan, and that capacity was spread across regions to avoid market volatility.

The subject land is identified in the Report as “broadacre residential” land (Map 3.16 Southern Adelaide region map 1).

The rezoning of the land and its re-development with medium density housing will assist in achieving the following targets in the 30-Year Plan:

- Containing our urban footprint and protecting our resources
- More ways to get around
- Walkable neighbourhoods
- A green liveable city
- Greater housing choice.

2.2.4 Councils' Strategic Directions Report

Section 30 of the *Development Act 1993* requires that a Council must periodically prepare a *Strategic Directions Report* (SDR) that addresses matters including:

- the strategic planning issues for the Council area in relation to the Planning Strategy
- amendments required to its Development Plan (through the DPA process)
- priorities set by Council to achieve its DPA program.

However, the current introduction of reforms to the planning system has now overtaken the need to undertake such a Review. In this scenario the most recent SDRs available are discussed below.

City of Marion Strategic Directions Reports 2008 and 2013 and Strategic Plan 2010 - 2020

2008 SDR Action 6: Seacliff Park Master Plan and Development Plan Amendment

Site remediation, medium density housing opportunities, improved amenity (in partnership with City of Holdfast Bay)

2008 SDR Action 20: Urban Stormwater Master Plan

Waterproofing opportunities, stormwater management, downstream flood risk management, audit of stormwater infrastructure (in partnership with City of Holdfast Bay)

2013 SDR: notes that the Seacliff Park Residential and Centre DPA investigations were currently being undertaken

SP CWSP2.1 Encourage the rehabilitation of Cement Hill

City of Holdfast Bay Strategic Directions Reports – 2008 and 2014

2008 SDR. This SDR, under the heading *Living and Community*, recommended as follows:

2. Undertake a joint masterplanning and policy approach with the City of Marion to facilitate the appropriate development of the former extractive industry site at Cement Hill

It allocated a high priority to this recommended action and indicated the action could be implemented in 2007 – 2009, subject to an appropriate developer funded agreement being reached.

2014 SDR. This later SDR listed the Seacliff Park Residential and Neighbourhood Centre DPA (this DPA), noting that the SOI was approved in July 2012, that investigations were underway and that agency consultation was anticipated to commence in March 2014.

This current version of the DPA is considered consistent with both the City of Marion and the City of Holdfast Bay Strategic Directions Reports and helps deliver on the recommendations/targets contained in the reports.

2.2.5 Infrastructure Planning

A DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through its Strategic Directions Report), the Minister and/or other government agencies.

Later discussion in this DPA considers infrastructure matters including:

- Service infrastructure – section 3.2.1
- Stormwater management - section 3.2.2.
- Social impact assessment - section 3.2.12
- Open space provision – section 3.2.15.

2.2.6 Current Ministerial and Council DPAs

This DPA has considered the following Council and Ministerial DPAs:

DPAs	Response/Comment
City of Marion – Housing Diversity DPA	This DPA is currently with the Minister for Planning for approval. It proposes to include the Area Affected within a Residential Zone – Foothills and Seaside Policy Area. The Area Affected will need to be removed from this Zone/Policy Area as part of this DPA.
City of Holdfast Bay	N/A
Ministerial	There are no Ministerial DPAs on public consultation or pending decisions that are affected by this DPA.

2.2.7 Existing Ministerial Policy

This DPA does not propose any changes to existing Ministerial policy.

3. Investigations

3.1 Investigations undertaken prior to the SOI

A number of investigations were undertaken for the subject land prior to agreement on the original Statement of Intent (SOI) in 2012. These were in relation to retail matters (2007), noise assessment (2009), stormwater (2007), water and sewer (2007), traffic and parking (2008) and contamination (2009). While these provided useful background information, they were considered to be dated and it was decided to commission new investigations reports that would be based on the latest data and trends available.

In addition to these new investigations, additional investigations, above those agreed in the SOI process, were also undertaken to ensure the Councils had an appropriate level of information on which to base their decisions on the future zoning of the subject land. These additional investigations were in relation to Regulated/Significant trees, flora and fauna and potential social impacts. These latter investigations were primarily undertaken in 2012 – 2013.

Following discussions with Department of Planning, Transport and Infrastructure staff in March 2019, on the proposed revised scope of the SOI, some of these 2012 – 2013 investigations have now also been updated and expanded to cover the wider area of the Affected Area. In consultation with DPTI, it was decided that not all of the 2012 – 2013 investigations required updating.

3.2 Investigations undertaken to inform this DPA

In accordance with the revised Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA.

3.2.1 Service Utilities

Tonkin Consulting initially provided high-level advice on service infrastructure, for the majority of the subject land, in May 2013. Tonkin updated this advice in July 2019, including for the additional land now part of the DPA area.

Again, the relevant service authorities (SA Water, SA Power Networks, Telstra, APA Group and NBN Co.) were contacted. As some service authorities are yet to respond, the following advice is of a preliminary nature. A Dial Before You Dig (DBYD) search was undertaken on 29 May 2019 to review the location of the existing assets.

Current services on and adjacent to the subject land are shown on the following Figure.



3.2.1.1 SA Water

SA Water has been contacted and is yet to provide advice regarding any limitations with existing infrastructure that may impact on the proposed development. No changes since the previous investigation were observed within the DBYD search or SA Water's AquaMap database.

Mains Water:

There are a number of water distribution mains in the surrounding roads that could potentially provide a water supply to the proposed development site, including:

- 100 mm main in Newland Avenue
- 100 mm main in Scholfield Road
- 250 mm main in Ocean Boulevard and Clubhouse Road
- 200 mm and 100 mm mains in Clubhouse Road
- 3 water meters within the subject site.

There is also a 600 mm transmission main in Scholfield Road. However, both the 600 mm transmission main and the 200 mm main in Clubhouse Road are listed as Not Available on SA Water's Aquamap Database.

In general, residential areas are considered by SA Water to place less demand on the water supply network than industrial areas. Given the change from the former industrial/commercial land uses on the site to the proposed residential/commercial uses, it is not anticipated there would be any significant water supply issues to the subject land.

As part of the previous investigations undertaken in 2013, SA Water advised that the existing water main in Ocean Boulevard should be extended to provide water supply to the proposed development. It is not envisaged that changes to the proposed development nor the passage of time will change this advice significantly.

Notwithstanding this, it should be noted that SA Water will undertake a network assessment for any significant development proposals on the subject land. This assessment will identify any specific supply requirements/limitations and if there is a consequent need for augmentation works. The funding of any required upgrades to services would then be subject to negotiations between SA Water and the developer.

Wastewater/Sewer Reticulation:

The development site generally falls in a north-westerly direction towards Scholefield Road. There is an existing 150 mm sewer main within Scholefield Road, with four existing 150 mm connections to the site. It appears that the natural fall of the land is adequate to allow the entire development to be serviced via a gravity main system, without the need for a pump station.

It is expected that the proposed development could be serviced by the construction of new 150 mm sewer mains within the development, connecting to the existing main in Scholefield Road. A rear-allotment drain may also be required along the western boundary, connecting to the existing sewer at the Lipson Avenue/Scholefield Road intersection.

As part of the previous investigations undertaken in 2013, SA Water advised that there were a number of downstream sewers that were close to, or above, design capacity and at the time SA Water was currently investigating augmentation options. They noted that the developer may be required to contribute to the augmentation works.

Further advice from SA Water is being sought in regard to the status of the augmentation works and the ability of the existing system to service the development. The funding of any required upgrades to services would then be subject to negotiations between SA Water and the developer.

3.2.1.2 SA Power Networks

SA Power Networks (SAPN) has been contacted but is yet to provide advice regarding any significant changes to the network since the previous investigations were undertaken. The only change of note within the DBYD search was the absence of a previously identified transformer station within the northern portion of the development site. It is assumed that this has since been decommissioned.

The subject site is serviced by an overhead power feeder entering the site from Scholefield Road from the north, as well as a feeder line running down the eastern boundary (Ocean Boulevard/Clubhouse Road) and a feeder within the southern boundary of the site.

Dependent on the final form of development on the land, and assumptions in demand requirements, it has been calculated that there will be a demand of approximately 5.1 MVA - 6.1 MVA across the whole development. As this is over 5% of the capacity of the Seacombe sub-station which services the area (50MVA capacity), this is considered a major connection.

SAPN's Distribution Annual Planning Report 2018/19 to 2022/23 identifies no system limitations under 'normal' conditions in the Southern Suburbs for the next two years. However, given the capacity of the sub-station and the size of the development, further advice regarding augmentation of the upstream network infrastructure is required from SAPN. Overall augmentation costs will then be able to be determined, depending on staging of the development and whether upgrades are required to the upstream or downstream network or any electrical reticulation on site.

3.2.1.3 Telstra

No changes to Telstra services were observed within the DBYD search. There are a number of communication lines entering the site from Scholefield Road and Clubhouse Road. It is not anticipated the development will cause any issues to Telstra infrastructure or require any major network upgrades. It should be noted that Telstra requires a three month lead time for development registrations before construction begins.

3.2.1.4 National Broadband Network Co. (NBC Co)

Since the previous investigation, the rollout of NBN Co. optic fibre within the area has been undertaken. Applications can be made to rollout the NBN to new developments during their construction for efficiency reasons. It is advised this take place once a Development Application has been lodged.

3.2.1.5 APA Group

No changes to APA services were observed within the DBYD search. There is a transmission line running along the eastern boundary (Ocean Boulevard/Clubhouse Road) with a valve located opposite the Ocean Boulevard/Hill St intersection, to allow for a future branch off take. It is anticipated that, due to the transmission line being high pressure and the valve already being installed at the site, the development will not cause any issues in the downstream network.

Conclusions

While no significant constraints to the provision of service infrastructure to the subject land have been identified at this time, the preliminary investigations do indicate the need for more detailed network assessments to be undertaken by SA Water and SA Power Networks. These assessments are typically undertaken when a significant development proposal is lodged for approval.

Funding solutions for any specific augmentation requirements/network upgrades, identified by infrastructure providers to service the subject land, will then be negotiated between the developers of the land and the infrastructure provider.

Current 'Infrastructure' policies in the General Section of the Marion Council Development Plan and the Holdfast Bay Council Development Plan require developers to provide services likely to be needed by the users of the land and are considered appropriate for this purpose.

3.2.2 Stormwater Management

Tonkin Consulting initially prepared a stormwater management plan (SMP) for the majority of the subject land in 2013. However, since this time Seacliff Ocean Estate Pty Ltd has acquired additional land at the south-western section of the site and as a result there have been some changes to the proposed development. A revised SMP has therefore been required to inform the DPA.

The design assumptions underlying this SMP and the proposed stormwater management measures are generally consistent with those that have been proposed in the previous SMP but consider changes to the development and conversations that have been had with representatives from the Cities of Marion and Holdfast Bay.

The SMP is based on a proposed development incorporating medium density apartment buildings, detached dwellings on small allotments, a shopping centre and associated car parking, a medical centre and associated car parking and open land, hillside and road reserves.

The site generally falls in a north-westerly direction towards the Les Scott Reserve which is located at the junction of Scholefield Road and Newland Avenue. There is a natural valley through the site, which receives runoff from an upstream catchment of approximately 60 hectares in size. The upstream catchment comprises residential development, local road reserves, Ocean Boulevard and the majority of the Marino Golf Park. In the absence of topographic information, it is assumed that the Linwood Quarry, which is located to the south of the golf course, does not contribute flows to the development site. This is consistent with assumptions made during previous studies within the area.

There is an existing retention basin on the southern side of the quarry access road directly upstream of the site which receives runoff from the upstream catchment. The basin has been observed to overtop during relatively frequent storm events and overflows from this basin are directed through the proposed development site.

In this context it is necessary that development on the site be protected from inundation due to the upstream flows, while also addressing runoff from the site and any potential downstream impact.

3.2.2.1 Stormwater Management Plan

The following sections summarise the recommended stormwater management measures for the development.

3.2.2.2 Flood Protection

To protect the development from floodwaters in all events up to and including a 100-year ARI event the development must provide an internal drainage system to manage local flows and a safe drainage route to convey flows from the upstream catchment through the site. The following management measures should be incorporated into the development so as to reduce the risk of flooding.

Internal Drainage Networks

In accordance with Council guidelines, the new development should provide a minor drainage system with sufficient capacity to convey the 5-year ARI flows generated by the site. The minor drainage system consists of an underground drainage network, comprised of pipes and surface inlet pits.

Flows in excess of the minor drainage system should be conveyed by the major drainage system. The road network within the site or other public land could be used to contain these flows. The major drainage system should have sufficient capacity to contain the 100-year ARI flows generated by the site. This will help to prevent local flows from encroaching on properties within the development.

The internal drainage system (both minor and major systems) should direct flow towards a detention basin prior to discharging to the Councils' drainage networks in a controlled manner.

When finalising the design of the drainage system for the site, consideration will need to be given to maintaining safe velocities within all overland flow routes.

Drainage Path for Upstream Flows

There is a small existing basin upstream of the site that currently retains flows from the upstream catchment. One scenario involves increasing the size of this basin to limit 5-year ARI flows to a level that can be managed by the downstream stormwater network. Other scenarios retain the existing storage, but do not require any additional storage.

For all options there will be spill from the basin in larger events and a flow path for these flows will need to be provided to protect the development from flooding.

The form of the flow path will be dependent on the layout of the development but could be in the form of an open channel, piped (estimated size 1050 mm diameter) or a combination of the above. During more detailed investigations, options of utilising the open space along the western boundary of the development as a flow path should be investigated.

Finished Floor Levels

As outlined in the Development Plans of the Councils, the floor levels of buildings and residential dwellings should be set above flood levels (with sufficient freeboard) so as to protect them from inundation. While all flows should be contained within the road reserve or public land in a 100-year ARI event, buildings should be set above ground levels to provide additional protection.

3.2.2.3 Measures to Increase the Downstream Level of Services

The SMP has also looked at addressing the existing downstream drainage issues at the intersection of Scholefield Road and Newland Avenue and along Kauri Parade, through incorporating detention storage within the site and upstream catchment, upgrading the existing pipe network, and a combination of the two. The proposed mitigation measures are summarised in the following sections.

Runoff Generated Within the Development

At a minimum, the proposed development must incorporate a total detention storage volume in the order of 1600 m³. This will limit post-development 100-year ARI flows to pre-development 5-year ARI flows.

The on-site detention storage is shown as a single detention basin on the following Figure. It was determined that a basin of this size could be located within open land at the north-western (downstream) corner of the site. As design of the development progresses, the required detention storage volume could also be divided among a number of locations and may be in the form of basins and/or underground tanks.

If the Kauri Parade stormwater system is not upgraded, the required volume of detention for the site increases to 3,900 m³. This additional storage will limit 5-year ARI flows to a rate that does not overwhelm the downstream network and therefore reduces the frequency of nuisance flooding downstream of the site.

Any detention basins constructed on-site will need to be lined so as to prevent large volumes of stormwater infiltrating the surface. Ideally the detention basin will be constructed by bunding at the downstream end; however, excavation may be required to meet the total volume. This is likely to be extremely costly due to site contamination issues.



Upstream Catchment

A total detention storage volume in the order of 3500 m³ is required to limit discharges from the upstream catchment for events up to and including a 5-year ARI event. This will limit flows to a rate that does not overwhelm the downstream network and therefore reduces the frequency of nuisance flooding downstream of the site.

It is recommended the detention for flows from the upstream catchment be located on the southern side of the Linwood Quarry access road (shown on the above Figure) as this is where the majority of the catchment (54 hectares) discharges to.

The remaining portion of the upstream catchment (6 hectares) drains to the south-western corner of the development site. The upstream catchment at this location is largely comprised of pervious area from the Marino Golf Park and is not likely to generate significant flows in a 5-year ARI event. Detention storage downstream of this area is therefore not required.

The above Figure shows the detention basin to manage flows from the upstream basin as a single basin immediately upstream of the development. The detention does not need to be at a single location and options involving the diversion of flows into the golf course, with detention on the golf course, may be considered.

In lieu of providing detention storage to increase the level of service provided by the Kauri Parade stormwater network, upgrades to the piped system were considered. Note that the 1600 m³ of on-site detention storage would still be required to manage flows generated by the development.

The modelling indicates that in order to provide a 5-year ARI level of service, the pipe in Kauri Parade would need to be a 750 mm diameter pipe. While this system would help to mitigate nuisance flooding within the area, a large portion of the 100-year ARI flows will exceed the capacity of the underground network and move as overland flow along the road.

In order to minimise overland flow to a level that does not cause damage to important infrastructure, or pose a safety risk to the community, in all events up to and including a 100-year ARI event, the main drain along Kauri Parade would need to be upgraded to a 1050 mm pipe. It would also be possible to provide a dual-pipe system with equivalent capacity.

In addition to the above pipe upgrades, additional inlet pits in the vicinity of the Scholefield Road and Newland Avenue intersection and along Kauri Parade may be required in order to collect more flow and minimise bypass.

Prior to committing to a network upgrade, the impacts on the system downstream of Kauri Parade would need to be studied. This is beyond the scope of this study.

3.2.2.4 Water Sensitive Urban Design

Implementing the principles of Water Sensitive Urban Design (WSUD) across the proposed development will provide a variety of benefits, including mitigating peak flows during minor events, improving the quality of stormwater runoff and maximising the capture and re-use of stormwater for re-use.

The implementation of WSUD across the site will need to take into account the potential contamination of the site which precludes WSUD measures that promote infiltration. The recommended targets for WSUD and a high-level summary of some of the WSUD measures that are applicable to the proposed development are provided in the following sections.

The Coastal Catchments SMP included an aspirational target for new developments to incorporate an infiltration system that is capable of retaining the first 15 mm of rainfall. The intent of this strategy was to reduce both peak flows and the volume of stormwater discharges to the Gulf. Due to the site contamination within the subject land, it is not possible to incorporate infiltration systems. Other methods for capture, treatment and reuse of water have therefore been recommended.

Water Quality Improvement Programs

The development should, as far as practicably possible, incorporate measures designed to achieve the following for flows generated within the development:

- 80% reduction in average annual total suspended solids

- 60% reduction in average annual total phosphorus
- 45% reduction in average annual nitrogen
- 90% reduction in average annual little/gross pollutants.

Water Re-use

Measures should be implemented to promote water re-use within the development. The City of Marion has a non-potable water distribution network which delivers water from the Oaklands Aquifer Storage and Recovery (ASR) Scheme. It is understood that currently the extents of the scheme are approximately 3 km (straight line distance) from the development. It is not considered that it would be cost effective to extend the distribution network to service the proposed development alone. Marion Council has indicated it may have some reserves that could be irrigated should the reticulation system be extended to the extent of the proposed development. It is recommended that the financial viability of this option be explored further in conjunction with Council.

Water re-use associated with rainwater collection is recommended for the development. It is recommended that the development incorporate rainwater tanks plumbed into each dwelling for selected indoor and outdoor uses (e.g. toilet flushing or irrigating landscaped areas). It should be noted that it is currently a mandatory requirement of the Building Code of Australia that new Class 1 buildings have an alternative mains water supply. This requirement is often met by the installation of a 1 kL retention tank plumbed to the house. Previous investigations have shown that approximately 40% of re-use demand can be met with a 2 kL tank (based on normal household operations).

The size of the rainwater tank that offers the best cost-benefit ratio will be dependent on roof area and dwelling type. Further investigations should be undertaken as the design of the development progresses. In assessing the yield impacts of allowing sufficient space for rainwater tanks, it is recommended that a minimum tank size of 3 kL be assumed.

Other WSUD Measures

- The incorporation of grassed swales and open space areas within the stormwater network (e.g. overland flow routes) will some provide treatment of runoff prior to discharge from the site.
- Water within the road or pipe can be diverted into a biofiltration system, where it temporarily ponds at the surface before infiltrating through the filter media. Treated water is then collected in a perforated drain at the base of the filter media. The biofiltration systems within the development would need to be lined due to site contamination issues.
- While it is not considered practical to create wetlands at the site due to the limited open space and steep topography, it is recommended that detention basins be landscaped to maximise treatment of the water prior to discharge to the downstream network. Sedimentation zones may also be incorporated into the basins.

Both Development Plans already contain a number of policies that support WSUD requirements in development proposals, so it is not proposed to repeat them as part of this DPA. Specific requirements for WSUD treatments can be negotiated at the Development Application stage. However, policies will be provided to limit outflows as discussed above and in relation to desirable water quality standards.

Conclusions

The SMP has considered flows from the upstream catchment and management of flows generated by the site so as to protect the development from flood inundation and improve existing drainage issues downstream of the site.

The key stormwater management recommendations include:

- the proposed development must include provision of on-site detention storage so as to limit the 100-year ARI post-development discharge to the 5-year ARI pre-development discharge.
- existing drainage issues along Kauri Parade could be improved by:
 - providing additional detention storage on-site and within the upstream catchment; or
 - upgrading the underground drainage network along Kauri Parade.
- the minor underground drainage network within the development must cater for the 5-year ARI flows generated by the site, discharging to the on-site detention system.
- the major drainage system within the site must cater for the 100-year ARI flows generated by the site, discharging to the on-site detention system.
- the proposed development must provide a drainage route through or around the site to safely convey 100-year ARI flows from the upstream catchment without inundating properties within the development.
- all finished floor levels must be set to a level (with sufficient freeboard) that protects it from inundation in a 100-year ARI event.
- WSUD measures should be incorporated into the development so as to reduce peak flows and the volume of runoff and improve the quality of water discharging off-site.

As both Councils' Development Plans already contain a number of policies that ensure consideration of WSUD requirements in development proposals, it is not proposed to repeat them as part of this DPA. However, additional policies are proposed within the Suburban Neighbourhood Zone to guide the management of stormwater, limit discharge rates and set desirable water quality standards.

It should be noted that the key infrastructure requirements identified in the SMP are not always the sole responsibility of the proponent. Responsibilities and costs will be negotiated between the Councils and the proponent as part of an Infrastructure Agreement dealing with stormwater management matters, including where works are required to increase the level of service provided by the downstream network.

3.2.3 Site Remediation Management

A preliminary Remediation Management Plan (RMP) for remediation of a major portion of the subject land was prepared by Golder Associates in 2013. A Preliminary Site Assessment was subsequently undertaken for a further 3.9 ha site, adjacent to the southern boundary of the initial site, by Pavement Asset Services in 2019. The following discussion summarises the findings of the two assessments.

3.2.3.1 Golder Associates 2013

The purpose of this RMP was to provide sufficient information to allow an accredited Site Auditor to prepare interim audit advice as to whether the land could be made suitable for the intended land uses.

The RMP considered remediation options for two portions of the site; one area affected by filling with putrescible waste (the Sove Portion) and the other comprising the remainder of the site (the Lorenzin Depot). These areas are shown on the aerial image below and discussed in more detail following.



Sove Portion

Quarrying in the Sove Portion of the site is understood to have started around 1900, with the quarry commencing being filled with 'household' (putrescible) waste in the 1930s. While it is not known when waste disposal ceased, a Monier tile plant was constructed on the land by 1970 and demolished in 1999. Les Scott Reserve, which adjoins the north west of the site, appears to form part of the landfill under this Portion.

Today, the Sove Portion of the site is generally flat, with the eastern part covered with concrete pads (now removed) and the western part covered with grass. While a large stockpile of soil is located in the south eastern section of this Portion there are no buildings present.

Lorenzin Depot

It is understood this site was developed for a cement works and associated infrastructure at the same time as quarrying commenced on the adjacent Sove Portion. Filling of the site also commenced in the 1930s, but with 'hard' construction and demolition waste, unlike in the Sove Portion. More recently the site was used as an office base and vehicle and materials depot for Lorenzin Constructions until approximately 2010.

The Lorenzin Depot site is topographically higher than the Sove Portion and is undulating. Buildings (now removed) include an office block (burnt down in 2011), warehouse and disused concrete batching silos located within the eastern part of the site. An unsealed, gravel-surfaced area west of the office block was used as a car park, while large stockpiles of soil and other material are located in the south western part of the site. Sealed and unsealed roads are located across the site.

Local Conditions

Prior to development, the western (Sove Portion) part of the site appears to have formed part of a local gully or creek line which had its headwaters to the south of the site and which continued to the north. A secondary creek line passed under the eastern (Lorenzin Depot) part of the site and converged with the larger creek line (which passed under the Sove Portion) to the north of the site. These creek lines were in-filled during the course of industrial occupation of the site. The current site topography is likely to be significantly different to that prior to development, due to the quarrying and subsequent terracing and filling which has occurred. However, the Sove Portion still forms a depression, with the ground to the south, east and west being higher and channelling local surface water flow through this part of the site.

Because of the site's history of quarrying activities and subsequent development, several parts of the site contain deep filling, particularly within the former drainage channels and other quarried areas of the Sove Portion, and where parts of the site have been benched/terraced, such as the southern and western portions of the Lorenzin Depot.

Soils

Soils under the site can be categorised into three broad types:

- Putrescible waste. This waste is a mix of domestic waste and clay. The domestic waste comprises a broad range of materials including plastic, glass, metal, ceramic, tiles, concrete, brick, rubber, tyres, wood and organics. The vertical extent of the putrescibles waste varies but is generally thickest in the western (unsealed) part of the Sove Portion, where it extends to depths of greater than 10 metres below ground level and is greater than 5 metres thick. The locations of the thickest sequences of putrescibles waste are approximately coincident with the inferred location of the former drainage channels which pass under the Sove Portion.
- General fill materials. Within the western part of the Sove Portion general fill materials are typically located above the putrescibles waste and may have been placed for temporary capping purposes. These fill materials comprise clayey gravels, with varying amounts of bricks, tiles, quarry rubble, concrete, steel, bitumen, cinders, ash and slag products. The overall thickness of general fill is typically less to the east and west of the main body of putrescible waste.

Two main areas of filling are present beneath the Lorenzin Depot – near the former processing plant where cut and terrace works have been conducted, and in the former drainage channel which passes through the centre of the site and trends in a south-east to north-west direction. The thickest sequence of fill (greater than 10 metres) was noted in the central portion of the Lorenzin Depot, coincident with the inferred location of the former drainage channel. The majority of the filling beneath the Lorenzin Depot is quarry waste (rubble) and construction and demolition waste, comprising predominantly bricks, concrete pieces and tiles, steel and wire. Small amounts of ash, cinders or “industrial” waste such as slag have also been observed.

- Natural soils. Natural soils beneath the site comprise inferred weathered siltstone, with overlying residual soils consisting of red, brown, orange and purple gravelly clays. Depth to natural soils/inferred weathered bedrock is relatively shallow in parts of the Lorenzin Depot, particularly in its northern and south-eastern portions. Within the central and south-western parts of the Lorenzin Depot, depth to natural soils is typically greater where deep filling with quarry overburden and construction, demolition and industrial by-product has occurred.

Within the former drainage channel alignments under the Sove Portion, inferred bedrock is present below fill materials at a depth of up to 12.5 metres. Away from the alignment of these channels, depth to natural soils/inferred bedrock is generally shallower.

Hydrogeology

Shallow groundwater has been intersected beneath the Sove Portion at depths of between approximately 2 metres below ground level and 7 metres below ground level. These locations are generally situated within the alignment of the former drainage channels, although groundwater has been observed at several locations outside of the inferred drainage channels. Groundwater was not generally intersected in boreholes drilled outside of the area of putrescible waste. Recent groundwater elevation measurements suggest groundwater within the waste material may be discontinuous, preferentially filling pockets or voids within the waste. Recharge of shallow groundwater within waste materials under the Sove Portion is likely to be via a combination of infiltration of rainfall through the unsealed areas of the site and sub-surface recharge via the former drainage channels which enter the Sove Portion from the south and east.

Groundwater has only been encountered within the Lorenzin Depot at boreholes drilled within or near the inferred alignment of former drainage channels, although some shallow perched water has been observed in the area situated to the rear of the existing sheds (now removed) used by Lorenzin for plant and storage equipment. Groundwater was not encountered during the drilling of a borehole within the John Mathwin Reserve to the north of the Sove Portion, supporting the inference that groundwater is discontinuous within fill

materials under the Sove Portion, and that movement off-site to the north (via the former creek channel) is not apparent. The construction of Scholefield Road may have formed a barrier to the movement of groundwater (within the fill material) off-site under John Mathwin Reserve.

Site Contamination

Chemical results reported for the soil investigations indicate there are areas of the site that may be unsuitable for the proposed development without appropriate remediation. Chemical concentrations exceeding the guidelines adopted for residential, commercial and open space land uses were reported in areas generally located beyond the main body of putrescible waste, in the areas where medium density residential and commercial land uses are proposed.

Several metals and organic compounds have been reported in groundwater samples collected from on-site monitoring wells at concentrations exceeding the criteria for potable use. With the exception of a single well, these wells are located and screened within putrescible waste materials. Since groundwater was not intersected during the off-site drilling conducted, groundwater present within the putrescible waste materials does not appear to be moving off-site.

During the gas soil monitoring program, methane and carbon dioxide concentrations exceeding guidelines were recorded at several on-site and off-site monitoring locations. Methane and carbon dioxide concentrations were generally higher in wells screened within the main body of the putrescible waste beneath the Sove Portion but were also above the adopted guideline values in wells situated close to the western and northern boundaries of the site. Some measurements from probes installed to the south-east and east of the main body of putrescible waste indicates the potential for lateral migration of landfill gas away from the main body of putrescible waste in these directions, possibly via a former drainage channel which passes under this part of the Sove Portion. The results of flux box testing undertaken at the site indicates that the potential for vertical migration of soil gas from the putrescible waste to the ground surface may be limited, possibly by the clayey nature of the overlying fill materials.

Remediation Proposed

The final form of the proposed development will depend on a combination of factors, including the extent of existing site contamination, the degree of encumbrances and financial implications deemed acceptable by the developers and the requirements of the Site Auditor to confirm that the land has been remediated to a state suitable for the intended use.

It has been identified there is the potential for contaminated or aesthetically unsuitable soils to be managed by leaving them *in situ* and minimising exposure through placement of a soil or low permeability covering incorporated into the development design (such as building footprints, hardstand areas). However, retention of such materials may also trigger the need for an Environmental Management Plan for ongoing monitoring and maintenance of the covering media. This approach may be considered for the Sove Portion, in areas used for open space, car parking and commercial allotments.

Residential dwellings will generally be located in the Lorenzin Depot area, where investigations have indicated existing soils are less impacted by former site activities. Therefore, remediation in this area is likely to be less complex and retention of impacted soils less likely.

Soil chemical remediation criteria will be based on relevant land use guidelines, such as those provided in the National Environment Protection Measure (1999).

Management options for landfill gas produced by the putrescibles waste will also depend on where the buildings are placed with respect to waste. It is noted that some areas of the site, which require management of contamination issues, will also require management/remediation to address geotechnical issues.

Based on the current understanding of groundwater conditions beneath the site, groundwater is expected to have limited potential beneficial uses. On this basis, groundwater remediation activities are not proposed.

Interim Audit Advice

As indicated at the start of this section, a South Australian Environment Protection Authority accredited Site Auditor was engaged to carry out a Site Contamination Audit for the subject land, as required by the *Environment Protection Act 1993*. In September 2013, the Site Auditor advised the EPA that he was of the opinion, based on the knowledge available at this time, that the audit site (the then subject land) should be able to be made suitable for the proposed uses.

3.2.3.2 Pavement Asset Services 2019

Pavement Asset Services (PAS) were engaged to conduct a Preliminary Site Investigation (PSI) of a 3.9 ha area of land adjoining the southern boundary of the initial area proposed for rezoning (see the following Figure). While the site is currently owned by Boral Limited, it is understood that the land may be purchased by the owners/proponents of the adjoining site to the north (which is referred to in this report as the Cement Hill site).

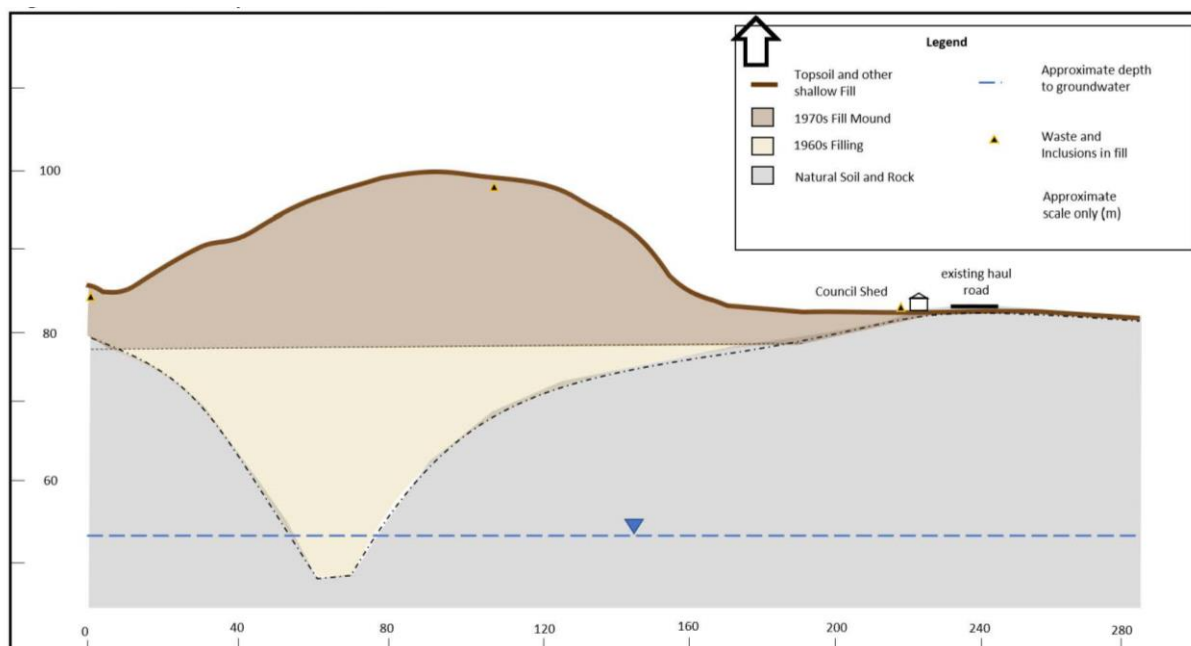
Approximate Test Pit Locations



The aim of this preliminary investigation was to collect sufficient information to help form a reasonable conclusion that the site could be made suitable for the land uses planned under the development proposed, which may include medium density residential use, roads and public open space.

The primary potentially contaminating activity identified at the site was the importation and placement of fill materials. Observation of the fill during this and a previous (2015) geotechnical investigation were consistent with the material comprising quarry waste which comprised mineralogical materials only. Only rare instances of minor construction and demolition waste were noted, concentrated in fill placed along the western site boundary. The filling appears to have occurred in two stages, filling of the gully which crossed the site from north to south which occurred in the 1960s. The depth of fill in the base of this gully is unknown but based on the appearance of historical photographs it may be around 10 metres below the lowest point on site, near the centre of the northern site boundary. The fill mound, which now dominates the site and rises a further 20 metres above this low point, appears to have been placed between 1969 and 1979. The fill mound also comprised primarily of quarry waste (see the following Figure).

Initial Conceptual Site Model



All results from chemical testing of the fill were below residential criteria, with the exception of some hydrocarbons, including benzene, in one sample from a thin layer of grey gravel, possibly from a fuel spill on an historical unsealed hard stand in this area.

Based on the investigations undertaken and review of other available information, it is considered that the site can be made suitable for the proposed residential development. This may be achieved by integrating the site with the Cement Hill site and the development and implementation of a Site Remediation Plan (SRP) for the combined Seacliff Park Development Site.

The SRP should be based on appropriate statistical classification of fill domains (regions occupied by materials with similar composition and origin). It should also include suitable monitoring of the fill by a suitably qualified professional during excavation to identify unexpected finds. Additional data is required to develop the SRP to address spatial and other data gaps identified by Golder (2013) including drilling and soil sampling for the additional characterisation of fill conditions, including the depth of fill on the southern part of the Sove site and potentially within the southern portion of the combined site. A review of current groundwater and soil vapour conditions across the (combined) development site is also required.

Conclusions

Some of the northern portion of the subject land has been identified as being contaminated as a result of previous land uses and practices, including by the filling of a former quarry with putrescible waste. Investigations have indicated instances of soil, groundwater and land fill gas contamination.

Notwithstanding this, a Site Auditor has provided interim audit advice indicating the subject land should be able to be made suitable for the land uses proposed. The final form of the development will depend on a combination of factors, including the extent of existing site contamination, the degree of encumbrances and financial implications deemed acceptable by the developers and the requirements of the Site Auditor to confirm that the land has been remediated to a state suitable for the intended use.

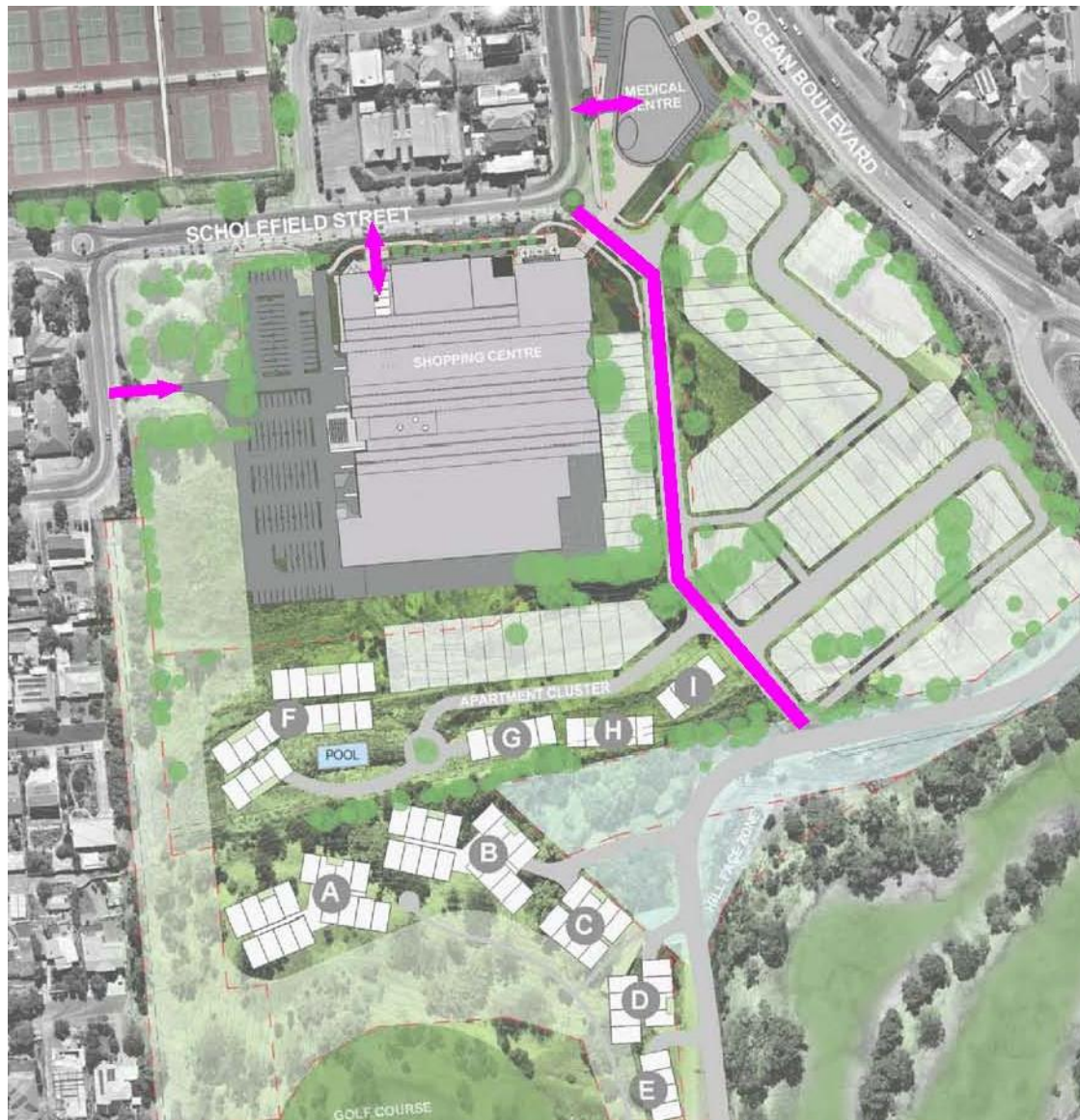
Preliminary Site Investigations for the southern portion of the now subject land indicate only minor instances of contamination and it is considered this portion of the site can be made suitable for the proposed residential development.

As both Councils' Development Plans already contain policies that ensure consideration of site contamination issues in development proposals, it is not proposed to repeat them as part of this DPA.

3.2.4 Traffic Assessment

A traffic assessment has been prepared for the subject land by mfy traffic consultants (June 2019). Noting that the final form of development on the land is yet to be determined, this assessment is based on an indicative Concept Plan (see below) which shows a mixed-use development comprising approximately 150 residential allotments, nine apartment buildings (comprising some 420 one, two and three bedroom units – noting that the final number could be more or less), a 6,000 square metres shopping centre with supermarket and specialty shops and a 2,000 square metres medical centre.

Indicative Concept Plan and Access Points



The assessment assumes that the development will not be commenced until 2021, with an anticipated development period in the order of 10 years. The assessment has, therefore, assumed full development traffic could be realised by 2036 which is consistent with the design year adopted by DPTI for the forecast volumes.

The general findings of the assessment are summarised below.

3.2.4.1 Adjacent Road Network

Ocean Boulevard is an arterial road in the care and control of the Commissioner of Highways. The road has an annual average daily traffic (AADT) in the order of 33,000 vehicles per day (vpd).

Scholefield Road is a collector road in the care and control of the City of Holdfast Bay. The road has an AADT in the order of 6,000 vpd. The Road forms a priority intersection with Ocean Boulevard at the north eastern corner of the subject site.

Clubhouse Road is a local road in the care and control of the City of Marion. It presently services the golf course, Boral Linwood Quarry and a residential estate. It is estimated that the road has an AADT in the order of 1,100 vpd, of which approximately 100 vpd are associated with drivers accessing the Quarry. Clubhouse Road forms an intersection with the Quarry haulage road at which the Quarry haulage road has priority.

Clubhouse Road forms a priority intersection with Ocean Boulevard at the south eastern corner of the subject site. This intersection is treated with a seagull island.

An approval for the Quarry access to be relocated to the Lonsdale Road/Majors Road signalised intersection has been granted. Following the construction of the access, Clubhouse Road will no longer be used as the access for the Quarry site but is proposed to be used to access the subject land.

3.2.4.2 Access

The Concept Plan (see Indicative Concept Plan and Access Points Figure above) identifies that a north-south connector road will link Scholefield Road and the (existing) Quarry haulage road. All movements will be permitted at the intersections created by the proposed road. This road will primarily service the residential developments.

The provision of the connecting road will result in drivers having multiple options to access the arterial road. This will reduce the impact at the Scholefield Road and Clubhouse Road intersections with Ocean Boulevard.

The Concept Plan also identifies the following direct access points:

- two access points on Scholefield Road servicing the shopping centre site and the medical centre site. All movements will be permitted at these access points
- an ingress to the shopping centre site via Newland Avenue.

The provision of direct access to the commercial sites will reduce the traffic impact on the internal road network. The provision of an ingress on Newland Avenue will service a proportion of traffic accessing the shopping centre from the west. Comparatively, it will, therefore, reduce the number of vehicles turning right at the Newland Avenue/Scholefield Road roundabout and at the shopping centre access on Scholefield Road.

The assessment concluded that during the investigations associated with the subsequent design phases for the site, consideration should be given to sightlines at the future intersection on the existing Quarry haulage road, given the current alignment of this road. The location of the access for the medical centre site should also be reviewed so that it achieves sufficient separation from the Ocean Boulevard/Scholefield Road intersection and the proposed north-south connector road.

3.2.4.3 Pedestrian /Cyclist Linkages

Pedestrian and bicycle facilities adjacent the site include:

- bicycle lanes on Ocean Boulevard adjacent the site. These lanes develop north of the Clubhouse Road intersection.
- bicycle lanes on Newland Avenue (adjacent the Marino Railway Station) which connect to an off-street bicycle track.
- footpaths along the northern boundary of the site on Scholefield Road which provide connectivity to the adjacent reserve, Marino Railway Station and the bus stops.

There are two significant bike and pedestrian trails (illustrated as the blue lines in the Figure below) located in the vicinity of the site. The first is situated along the coastal area connecting Hallet Cove and Seacliff beaches. There are a number of reserves and look out areas along this trail. The second trail is via Newland Avenue which connects to key amenities including the train station, sports facilities and the school.

At present, there is no formal connection between the subject site to these trails although pedestrians/cyclists could access these trails via the adjacent street network.

A review of the Bikedirect network map identifies that Scholefield Road and Ocean Boulevard form part of the bicycle routes. It is noted that there are no bicycle lanes on Scholefield Road and the bicycle lanes on Ocean Boulevard are not continuous.

The assessment supports the provision of strong linkages for pedestrians and cyclists between the subject land and adjacent facilities.

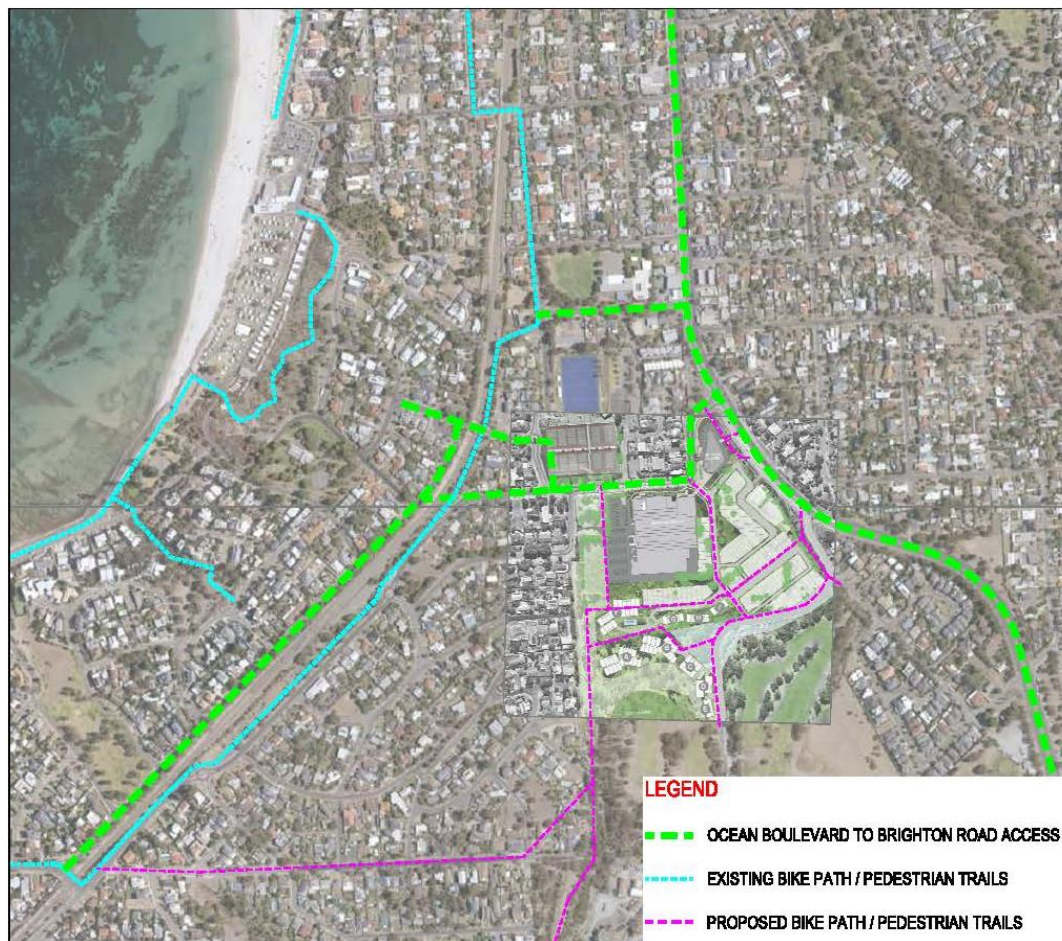
Consideration should be given to the provision of pedestrian and cyclist links along the boundaries of the subject land. In particular, links should be provided to connect to the existing bicycle trails west of the subject site and the golf course to the south.

Potential links to the adjacent reserves should also be provided. In particular, pedestrian links to the Les Scott Reserve should be explored further.

In addition, consideration could be given to formal bicycle routes on Scholefield Road to connect the adjacent residential developments via Newland Avenue and Clubhouse Road. These links will establish connections to the public transport facilities (bus and train).

Potential pedestrian and cyclist links to/from the site are identified on the Figure below.

Potential Pedestrian and Cyclist Linkages



3.2.4.4 Public Transport

The subject site is located approximately 750 metres (which equates to about a 10-minute walk) from the Marino Railway Station. The railway station is situated on the Seaford line which operates between Seaford and Adelaide providing connectivity to the City.

The site is also serviced by bus stops on 43 and 43A Scholefield Road and bus stop 43 on Ocean Boulevard. The bus stops on Scholefield Road are serviced by routes 640 which operates between Marino and Marion Centre Interchange. It provides a direct service to the Marino Railway Station.

The bus stop on Ocean Boulevard is serviced by a number of bus routes. These routes provide connectivity between the southern suburbs, Adelaide City, Marion Centre Interchange and Flinders University.

3.2.4.5 Road Crashes

DPTI data indicates that the Ocean Boulevard/Scholefield Road intersection accounts for a significant portion of the crashes adjacent the site. In the five-year period, there has been 11 crashes at the intersection of which four have resulted in casualties.

3.2.4.6 Traffic Generation

A forecast of the traffic generated by the proposed rezoning has been undertaken based on the yields identified in the Concept Plan. The traffic generation rates adopted for the assessment are based on rates that have been adopted in previous Development Plan Amendment assessments.

Based on the above assessment, the proposed development could generate an additional 670 trips in the morning peak hour and 880 trips in afternoon peak hour. The actual generation would not be expected to be this high, as there will be a number of internal trips that will be shared amongst the proposed land uses. For example, a significant portion of the shopping trips would be generated by local residents which means that a trip generated by the residence is not also then generated by the shopping centre. Nonetheless, the above forecast volume has been adopted for this assessment.

3.2.4.7 Traffic Distribution

Traffic distribution for the residential component and the commercial component will differ due to the different origin and destinations. As such, separate distribution parameters were adopted for each component.

It is considered that 25% of the trips generated by the residential development will be internal to the road network which will comprise of trips to the school, recreational facilities, the train station and the future commercial developments. The remaining trips will be external and will occur via the Scholefield Road and Clubhouse Road intersection.

The commercial component consists of a shopping centre and a medical centre. In identifying the catchment area for the commercial component, consideration has been given to the similar establishment in the surrounding suburbs. Accordingly, it is identified that the proposed commercial developments will predominantly service Seacliff Park, Seaview Downs, Kingston Park, Seacliff and Marino.

As such, it is considered that 50% of the trips generated by the commercial development will originate from the west. These trips will occur via the internal road network. The remaining trips will occur via Ocean Boulevard/Scholefield Road intersection.

Based on these assumptions the potential trips generated by future development along the road network were identified. This was then compared with potential trips generated from the subject land based on the existing zoning to inform further traffic analysis.

3.2.4.8 Traffic Analysis

This traffic assessment is aimed at understanding the impact of the development facilitated by the proposed rezoning on the external road network, and in particular the arterial road network. In undertaking this assessment, consideration has been given to the 2021 base case (when the anticipated development is expected to be commenced) and 2036 design year (when it is assumed for the purpose of this assessment that full development will be realised). The assessment includes SIDRA analysis of the key intersections on the arterial road and a review of the traffic growth on the roads surrounding the subject site.

Ocean Boulevard / Scholefield Road Intersection

This analysis indicates that the intersection will require an upgrade to cater for the volumes which are anticipated to use the intersection in 2021 - irrespective of the proposed land rezoning. This would be further compounded if the area was to be developed in accordance with the current zoning.

While alternative solutions to resolve this issue could be considered (such as a roundabout), a signalised intersection would improve safety for the road users given the relatively high crash risks at the subject intersection and would be consistent with other intersection treatments along the road.

The analysis of the signalisation scenario identifies that a signalised intersection would be able to accommodate the future growth in traffic and the additional traffic volume that would be generated if the land was to be developed irrespective of the current or proposed zoning.

The signalisation of the intersection would introduce queues and delays for through traffic on Ocean Boulevard. However, the queues will have minimal impact on the road network and the level of service would not exceed the intersection's average level of service.

The modelling assessment identifies that the traffic impact associated with the proposed rezoning is minimal in comparison to the traffic impact resulting from the existing zoning. The pm peak hour models for the proposed rezoning identify a small increase in degree of saturation which is a result of the additional traffic volume which could be generated by the commercial development, albeit these forecast volumes have not accounted for shared trips between the retail and residential land uses and therefore the actual variation could be even lower. Further, the intersection would still operate within an acceptable degree of saturation and more importantly, the increase in the average delays will be under five seconds.

Particular consideration was given to the 95th percentile right turn queue on Ocean Boulevard to assess any crash risk associated with this queue extending into the through lane. The assessment identifies that the channelised right turn facility would have to be extended to 142 metres by 2036 based on development on the existing land occurring in accordance with the current zoning. The proposed rezoning will require an additional 15 metres extension to that right turn lane.

Ocean Boulevard / Clubhouse Road Intersection

This analysis was also undertaken for the Ocean Boulevard/Clubhouse Road intersection for the 2021 and 2036 without development and proposed zoning scenarios. It has been assumed that developments as per the existing zoning will not use Clubhouse Road.

While the queues will be low, the right-turning drivers from Clubhouse Road will experience delays close to approximately 1½ minutes in 2021 and two minutes in 2036. Such delays correspond to a level of service F. In comparison, the delays experienced by the right turn drivers from Scholefield Road will be under one minute. This reinforces the likelihood of a transfer of the right turn traffic to a signal at the Ocean Boulevard/Scholefield Road intersection should it be provided.

The assessment confirms that the right turn would operate within capacity and the potential queue would be readily accommodated at the existing facility. The proposed new Quarry access will remove the commercial vehicle traffic associated with the Quarry site. This will improve the safety of all users at the intersection and will occur subject to the rezoning.

Brighton Road / Seacombe Road Intersection

SIDRA analysis was completed at the Brighton Road/Seacombe Road intersection to identify any potential traffic impact which could result if the subject land is rezoned.

The analysis shows that the intersection is operating at capacity and will not be able to accommodate any growth in traffic, particularly in the southbound direction during the pm peak hour. It also identifies that the 95th-percentile right turn queue on Brighton Road exceeds the available storage capacity of the channelised lane during the am and pm peak hours.

Considering that the intersection will not be able to accommodate additional traffic, an analysis of the 2036 traffic volumes was undertaken to identify the potential upgrade required at the intersection – including consideration of the constructability of the upgrade. The analysis identifies that the potential upgrade to the intersection would improve capacity.

Further it was identified that the proposed rezoning will have minimal impact on the operation of the intersection. More importantly, the impact will be similar to that created by potential developments in the existing zoning. This is identified by the commensurate degree of saturation and level of service. In addition, the increase in average delays at the intersection will be minimal.

However, the potential upgrade would not resolve the issue relating to 95th percentile right turn queue extending into the through lane on Brighton Road. This is the case irrespective of the proposed zoning amendment. Should DPTI adopt a more significant upgrade to also resolve this safety issue, the variation in volumes associated with the proposed rezoning would not impact the design outcome for the intersection. Of note, the modelling also identified that extending the exit lane on the southern approach will improve capacity for the intersection.

3.2.4.9 Impact on the Road Network

The daily traffic volume on the adjacent road network will increase as a result of the anticipated development. The Table below shows the forecast increase in traffic volumes associated with the growth over time, as well as that associated with the development.

Forecast Increase in Traffic Volumes

Scenario	vehicles per day				
	Ocean Boulevard	Scholefield Road (west of site)	Scholefield Road (east of site)	Clubhouse Road	Seacombe Road
Existing	33,000	6,000	6,000	1,100	12,700
2021	37,200	6,000	6,400	1,100	12,900
2036	39,500	6,900	7,300	1,100	15,200
2036 + Existing Zoning	40,500	7,600	7,600	1,100	15,500
2036 + Proposed Zoning	43,000	9,650	9,550	3,500	16,450

The assessment identifies that the anticipated future development will not alter the classification or function of the road network encompassing the subject land. More importantly, the increase in daily traffic associated with the proposal, when compared to that if development was based on existing zoning, is minimal. Further, the above volumes would be accommodated within the existing carriageway widths.

3.2.4.10 Car Parking Rates

Minimum car parking requirements for the subject land have previously been investigated (and agreed) by both Councils.

Based on these investigations and experience gained in the assessment of relevant development proposals, the following requirements are proposed:

Residential Development

- Detached dwelling, semi-detached dwelling and row dwelling: 1 space for a 1 bedroom dwelling and 2 spaces for 2 or more bedrooms
- Group dwelling and residential flat building: 1 space for a 1 bedroom dwelling, 1.5 spaces for 2 bedrooms and 2 spaces for 3 or more bedrooms
- Plus 0.25 spaces per dwelling for visitor parking.

Non-Residential Development

- Shop: 5 spaces per 100 square metres
- Most other non-residential uses: 4 spaces per 100 square metres.

3.2.4.11 Bicycle Parking Requirements

Both Council's Development Plans require the provision of safe and secure bicycle parking in centres and for some residential developments, such as residential flat buildings. End of journey facilities (i.e. showers, changing facilities and secure lockers) are also encouraged for some commercial and community developments.

In this context, it is proposed to extend current bicycle parking requirements applying to some parts of both Council areas to cover the subject land as follows:

Form of Development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces_
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 – plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

Conclusions

The existing transport network is well defined in the area with good access to public transport via a number of bus routes and access to the Seaford Rail Line.

Pedestrian and cyclist routes should be incorporated within the planning for the site to ensure safe and convenient routes for users, with strong connections to adjoining movement networks and facilities.

Analyses of the key intersections on Ocean Boulevard indicate that upgrades will be required to the Scholefield Road intersection and Seacombe Road intersection to accommodate the 2021 and 2036 traffic volume, irrespective of the proposed rezoning.

The impact of the proposed development will be minimal on the upgraded intersections and the road network particularly in comparison to the impacts resulting from development of the subject land in accordance with the existing zoning.

While there is a requirement for future works to facilitate access and improve road safety and capacity at existing intersections on Ocean Boulevard, the proposed rezoning will not bring forward the requirements for this works or result in an increase in the design criteria (with the exception of the increased right turn lane length on the approach to Schofield Drive).

Access to the quarry will be relocated and signalised which will substantially improve road safety and be beneficial for future development within the subject area. These improvements will readily off-set any traffic impact associated with the variation in traffic volumes associated with the change of land use.

Anticipated future development will not alter the classification or function of the road network encompassing the subject land.

Traffic volumes will be able to be accommodated within the existing carriageway widths.

As both Councils' Development Plans already contain relevant policies under the heading of 'Transportation and Access', it is not proposed to repeat them as part of this DPA. However, additional policies are proposed in the Suburban Neighbourhood Zone to support active transport options while the desired car and bicycle parking rates for development on the subject land are to be located within relevant policies in the Development Plans. In addition, a Concept Plan prepared for the subject land shows the indicative locations of access points, pedestrian/cycle path links and the signalised intersection.

It should be noted that the future infrastructure requirements discussed are intended as a guide and are subject to change in the course of actual development and future travel demands.

3.2.5 Retail Assessment

The 30-Year Plan for Greater Adelaide (2017 Update) promotes the concept of 'activity centres' which provide concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses. The purpose of activity centres is to cluster commercial and employment activity to improve accessibility, productivity and the efficient use of infrastructure.

The range of activities found in such centres vary, depending on the 'level' of the centre. For example, at a strategic level, the *30-Year Plan* shows the activity centre in the Adelaide CBD as a 'Capital City' centre and at Marion as a 'Regional' centre. Within the Marion Council area, the centres at Edwardstown and Hallett Cove are shown as 'District' level centres, as is Glenelg within the Holdfast Bay Council area.

At the Development Plan level, activity centres have been traditionally contained within various Centre Zones, dependent on the level of activity provided. However, in more recent times, the provision of activity centres has also been recognised within a number of other Zones (i.e. Suburban Activity Node Zone, Suburban Neighbourhood Zone, Mixed Use Zone).

To assist in understanding the level of services likely in the various 'centre' zones, examples are provided below:

Marion Council Development Plan

- Regional Centre Zone (e.g. Marion Regional Centre at Sturt Road, Oaklands Park)
- District Centre Zone (e.g. Hallett Cove Centre at Lonsdale Highway, Hallett Cove)
- Neighbourhood Centre Zone (e.g. Park Holme Centre at Marion Road, Park Holme)
- Local Centre Zone (e.g. corner of Dwyer Road and Johnstone Road at Oaklands Park)
- Mixed Use Zone (e.g. Castle Plaza at South Road, Edwardstown)
- Suburban Activity Node Zone (e.g. Alawoona Avenue at Mitchell Park).

Holdfast Bay Council Development Plan

- District Centre Zone (e.g. along Jetty Road at Glenelg and Brighton Road at Brighton, south of the rail line)
- Neighbourhood Centre Zone (e.g. along Brighton Road at Hove, north of the rail line)
- Local Centre Zone (e.g. corner of Brighton Road and Bowker Street at North Brighton).

As indicated, it is proposed that the subject land be rezoned to Suburban Neighbourhood Zone. In addition to supporting medium density residential development, policies for the Zone also support the establishment of 'local and neighbourhood activity centres that are located within a walkable distance of most residents. Further policies indicate that such centres should 'provide a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.'

In relation to the retail component of the proposed centre, two retail studies (LOCATIQN, *Seacliff Village, Retail Floorspace Demand Analysis*, September 2013 and Deep End Services, *City of Holdfast Bay – Retail analysis to inform planning policy*, 2013) concluded that neighbourhood level shopping (i.e. a supermarket and specialty shops) could be supported on the subject land. However, based on the assumptions and information used in the modelling undertaken, there was a difference in the recommendations as to the size of the retail facilities which should be provided.

In summary, the LOCATIQN analysis supported a retail offering of some 8500m² of retail floorspace (comprising a 'major full-line' supermarket of 4000m², 2000m² of mini-major floorspace and 2500m² of specialty retail floorspace), while the Deep End analysis suggested 5000m² to 7000m² retail floorspace (comprising a supermarket of 3000 to 3500m², 1000m² to 1500m² of mini-major floorspace and 1000m² to 2000m² of specialty retail floorspace).

While its analysis suggested a smaller retail GLA was appropriate for the site, Deep End also indicated that a larger floor space would not make existing centres unviable. Further, LOCATIQN indicated impacts (from its suggested larger floor areas) were only likely to be experienced by competitive facilities in the short term, with centres continuing to benefit from growth in the retail market once these impacts had been absorbed.

It is noted that since these analyses were undertaken, the size of the retail offering being provided along Brighton Road at Brighton and at Westfield Marion has increased. For example, in 2016 Westfield Marion was expanded by 3000m² incorporating an Aldi supermarket, 10 new shops and four new eateries. A further \$260M expansion was announced in December 2018.

At Brighton, the Brighton Central Shopping Centre was redeveloped during 2017/2018, resulting in a doubling in size of the Foodland supermarket and the provision of a wider range of specialty shops, while further north along Brighton Road a new generation Woolworths store was opened in March 2019. This provided an increase in supermarket floor space from 1500m² to over 3600m².

Within this context, and taking into account the Councils' vision for the proposed Seacliff Park activity centre and for it to be at a 'neighbourhood scale', it is proposed the centre be developed with up to 6,000 square metres in floor area for shops and 2,000 square metres in floor area for other non-residential land uses.

Conclusions

A neighbourhood level activity centre is considered warranted for the subject land, providing for a range of shopping, community, business and recreational facilities. Such a centre will support the 'walkable' neighbourhood concept, reducing the need for car travel for local residents and providing environmental benefits. Later discussion in the Social Impact Assessment also supports the establishment of a centre on this land.

Retailing is recognised as an integral service in a neighbourhood centre, and as a key attractor often underpins the wider provision of community services. The proposed size of the retail component (i.e. 6,000m²) of the centre is considered appropriate, being at a neighbourhood scale, 'filling' an identified gap in retail services in the local and wider area and able to provide a level of variety in the retail offering. The projected impacts on existing retailing in the wider area have been identified as not threatening the viability or continued operation of any centres and within the normal competitive range. Impacts are expected to be short term, with centres continuing to benefit from growth in the retail market once these impacts had been absorbed.

As both Councils' Development Plans already contain relevant policies under the headings of 'Centres and Retail Development', it is not proposed to repeat them as part of this DPA. However, additional policies are proposed in the Suburban Neighbourhood Zone to provide more specific guidance on development within the neighbourhood activity centre area, including indicating the types of retail uses envisaged, maximum floorspace areas and parking requirements.

3.2.6 Environmental Noise and Vibration Assessment

An environmental noise and vibration assessment was undertaken for the subject land in 2013 by Sonus acoustic engineers. The assessment identified potential environmental issues for the redevelopment of the site as including:

3.2.6.1 Ocean Boulevard Traffic Noise

This assessment detailed the conceptual acoustic treatments likely to be required to achieve appropriate internal noise levels and listed varying construction requirements for dwellings depending on their distance from the closest edge of Ocean Boulevard. As the overall design of the site progresses, and building layouts are finalised, consideration can also be given to the location of outdoor areas that utilise the shielding effect of the proposed buildings from Ocean Boulevard. There is also the potential to reduce the treatments required to individual buildings by the inclusion of an appropriately designed roadside barrier.

3.2.6.2 Linwood Quarry Haulage Road Truck Noise

This assessment detailed the conceptual acoustic treatments likely to be required (physical barrier/fence and building construction/materials) to reduce noise levels in dwellings adjacent to the haulage road to an acceptable level. The assessment also noted that should the haulage road be relocated, specific acoustic treatments to address this road would not be required. As indicated, the haulage road is to be relocated, with trucks now to exit the Quarry site to the east, at the intersection of Ocean Boulevard and Majors Road. Such an action will negate the need for specific amelioration measures to be adopted for sensitive development previously in proximity to the haulage road.

3.2.6.3 Linwood Quarry Haulage Road Truck Vibration

The vibration from a range of trucks, including multiple trucks moving simultaneously on the haulage road, was measured adjacent to the south-eastern boundary of the subject land. While the vibration measures varied, the requirements of Australian Standard AS2670.2 were found at distances of approximately 8 metres from the edge of the haulage road with no specific treatment required to residential development.

Similar to truck noise, the assessment also noted that should the haulage road be relocated, a setback distance for vibration purposes would not be required. As indicated, the haulage road is to be relocated, with trucks now to exit the Quarry site to the east, at the intersection of Ocean Boulevard and Majors Road.

3.2.6.3 Ground Vibration and Air Blast from Linwood Quarry

The energy from blasting at the Linwood Quarry can be transmitted to nearby structures in two separate ways:

- As ground vibration transmitted from the site of a blast through the ground, with transmission affected by the geology of the terrain and the distance to the receptor source. The vibration is similar to a seismic event in that it causes the ground to feel as if it is shaking and has the capacity to cause damage to structures at very high readings. Ground vibration is measured in peak particle velocity (PPV) in mm/s. The quarry has limits set for ground vibration that have a large safety factor to the design criteria set for residential and commercial structural design.
- As air blast that causes the noise heard from a blast, and in its simplest form is the compression of air molecules in a wave travelling away from the source at a rapid speed. The transmission of air blast pressure away from the explosive source is affected by the topography and the atmospheric conditions that occur during the event, including the direction and strength of the wind, the humidity and the density and ground height of the cloud cover. While air blasts can rattle windows during higher impacts and can startle people who are not aware of the blasting, it is considered very unlikely to cause damage to properties due to the fact that it is a wave of compressed air particles.

The drill and blasting practices at Linwood Quarry are closely monitored and, where necessary, modified, to achieve compliance with Australian Standard AS2187.2 which sets the statutory limits for vibration and air blast. In addition, it is noted that the operational activities of the Quarry are progressively moving further to the south and east, away from the subject land.

In commenting generally on noise and vibration from the quarry activities, Sonus advised that typically requirements are based on the closest sensitive receivers, which in this circumstance are already located closer to the activities than the residential development proposed in this DPA. The required extent of action from the quarry operator would therefore be no different than it currently is (because it is based on the closest dwelling). Sonus further opined that it would be extremely unusual for a complaint regarding blasting noise and vibration or mining activity to “leap frog” the closest dwellings in a densely populated area.

Conclusions

Portions of the subject land will be subject to noise and vibration impacts from traffic on Ocean Boulevard. Various measures are available to mitigate these impacts on residential development to an acceptable level, including constructing acoustic barriers, set-backs from the road frontages, siting and layout of rooms and outdoor areas and employment of acoustic materials in construction. The final treatments required are likely to be a combination of these measures and will be determined at the development application stage.

Both Councils' Development Plans already contain relevant policies under the headings of 'Interface between Land Uses', 'Residential Development' and 'Noise and Air Emissions Overlay'. Maps delineating the subject land as a 'Noise and Air Emissions Designated Area' are to be included in both Development Plans, invoking application of the Minister's Specification SA 78B *Construction requirements for the control of external sound*.

Given the relocation of the Quarry haulage road away from the Area Affected, noise and vibration from quarry trucks is no longer an issue that needs to be considered in the policy setting.

3.2.7 Air Quality Assessment

An Air Quality Reverse Amenity Impact Assessment was undertaken for the subject land by Pacific Environment Limited in 2013.

The Assessment identified the subject land as being situated with the Boral Linwood Quarry to the south (beyond the Marion Golf Park), a residential area to the west, a reserve and residential area to the north across Scholefield Road, residential land to the east of Ocean Boulevard and the quarry haulage road entry on the boundary to the south-east.

In this context, the key concerns identified in the report were in relation to significant truck movements generated by quarry/concrete batching operations along the haulage road. While a number of measures were identified to manage issues created by these truck movements (i.e. washing of trucks on site to reduce dust carriage, use of roadway sprinklers to suppress dust, regular use of truck sweeping to clean the road, establishment of an appropriate vegetation buffer, retention of an appropriate distance buffer, location and siting of residential development and provision of a high acoustic wall), the agreed relocation of the haulage road will negate the need for specific amelioration measures to be adopted for sensitive development previously in proximity to the haulage road.

In terms of general dust monitoring, the Assessment indicated the data provided for 2 three month periods demonstrated dust levels and trends similar to local/regional air quality data for the same period, suggesting that the Linwood Quarry was not significantly impacting on the local PM₁₀ air quality during this period. (PM₁₀ refers to particulate matter with a diameter of 10 micrometers or less).

The Assessment also noted that the proposed redevelopment of the subject land involved a mixed-use development including residential use, which would increase the population in an area which had a history of air quality related complaints and issues. In this circumstance, and while outside of planning controls, the Assessment also suggested the need to have effective measures in place to manage perceptions and expectations in relation to nuisance dust complaints. A suggested starting place for this was in the advertising of the development, being upfront about the proximity to the quarry and the potential for dust from its operations and the controls in place to improve the situation.

Conclusions

The production of construction materials at the Linwood Quarry is of metropolitan significance, with the quarry being listed in *The 30-Year Plan for Greater Adelaide*. In recognition of the significance of the resource it is necessary that any new adjoining developments are located and designed to minimise the potential for impact on residents from the quarry as well as enabling the continuation of the quarry activities without undue constraints.

Although only over a six month period information provided by Boral on PM10 dust monitoring indicates dust levels and trends similar to local/regional air quality data, suggesting that the Linwood Quarry is not significantly impacting on the local PM10 air quality.

The agreed relocation of the haulage route will negate the need for the specific amelioration measures suggested above.

3.2.8 Linwood Quarry

The Linwood Quarry operations are located to the south of the subject land, with the quarry haulage road currently located adjacent to the southern and eastern boundaries of the site. The quarry has been in operation since 1882 and is now operated by Boral Resources (SA) Limited. It produces limestone aggregates, rail ballast, pre-mix concrete and road materials.

Current operations are worked continuously throughout the year with an annual sales output of between 750,000 and 1,000,000 tonnes of material. The site normally operates from 6.30am to 5.00pm Monday to Saturday, although truck movements on the site can continue out of hours with cement deliveries to the concrete plant and aggregate deliveries from the quarry to customers in the metropolitan area.

The quarry is identified as an active mine/mineral deposit on *Map 6 - Strategic mineral resources and operating renewable projects* in the *30-Year Plan*.

In December 2018, Boral lodged a proposal with the Department of Energy and Mining (DEM) to extend the quarry towards the east of the present pit (i.e. towards Ocean Boulevard). It is understood this proposal is to be considered by the Minister for Mineral Resources/DEM in the first half of 2019.

As previously discussed, a new access road from the Quarry to the Ocean Boulevard/Majors Road intersection has now been approved by the Department of Planning, Transport and Infrastructure. This access road will replace the current haulage road which runs adjacent to the southern boundary of the subject land. This will remove significant truck movements from close proximity to the proposed development. It is proposed that the haulage road alignment be retained and used for southern access into the subject land.

A formal tendering process has commenced to appoint a contractor for the construction of the new haulage road to the east. It is expected the works will commence in the first half of 2019.

3.2.8.1 Complaints

Boral operates both management and engineering mitigation control measures that apply at all times during construction, operation and shut down phases of the quarry site. In extreme cases, all product loading, drilling and crushing activities may be stopped. Traffic management, dust control and drilling and blasting practices are closely monitored, and in the latter case are recorded in accordance with Australian Standards. Management controls operate on the avoidance principle restricting operations and /or activities in certain designated areas, at certain times and in unfavourable conditions. Engineering controls generally comprise containment, suppression and/or collection.

Notwithstanding these practices, the quarry activities are the subject of a small number of complaints (approximately 5) each year. Over a number of years approximately 50% of complaints related to dust, 29% to noise, 7% to vibration, 3% to quarry material on roads and 11% to multiple concerns.

With an increase in the number of people in proximity to the quarry activities there is the potential for an increase in the number of complaints about quarry activities from residents new to the area. However, as discussed above, the proposed relocation of the haulage road should minimise this number. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future.

Conclusions

Boral Resources has plans to continue operations at the Linwood Quarry site for the next 30 years and beyond.

A small number of complaints are received each year in relation to the quarry activities, despite Boral's management and engineering mitigation control measures. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future.

It is expected the relocation of the haulage route away from its current location, adjacent to the southern boundary of the subject land, will minimise the potential for new complaints from new residents on the subject land.

3.2.9 Flora and Fauna Assessment

A flora and fauna assessment was undertaken for the then subject land by EBS Ecology in 2013. A further flora assessment was undertaken by EBS Ecology in 2019, to cover the additional land being sought to be added to the Affected Area.

The following discussion provides a summary of the findings of both reports.

3.2.9.1 Flora and Fauna Assessment - 2013

This assessment reviewed the legislative requirements which might impact on the flora and fauna within the site, including the:

- *Native Vegetation Act 1991* (the subject land is not within the area of effect of this Act)
- *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
- *National Parks and Wildlife Act 1972*
- *Natural Resources Management Act 2004*
- *Development Act 1993*.

It also commented on the Environmental Setting of the subject land, based on the Interim Biogeographical Regionalisation of Australia (IBRA) landscape based approach to classification. The subject land is located within the Flinders Lofty Block Bioregion, Mount Lofty Ranges Sub-region and the Adelaide Foothills Environmental Association.

Database Searches

Database searches undertaken for the subject land primarily included the EPBC Protected Matters online database (to identify any matters of national environmental significance or other matters protected by the *Environment Protection and Biodiversity Conservation Act* (EPBC Act) and the Atlas of Living Australia (ALA) website. The ALA is comprised of an integrated collection of databases including the Biological Database of South Australia, Birds Australia, Birds SA, Australasian Water Study Group and SA Museum.

The EPBC Protected Matters search highlighted 48 listed threatened species, 36 migratory species and 1 ecological community of relevance for the wider area, of which 22 species (4 birds, 1 frog, 1 mammal and 16 flora) were identified as possibly occurring within the subject land.

The ALA search recorded a total of 122 flora species, 72 birds, 4 mammals and 3 reptiles as being within 5 km of the subject land. Of these, 1 bird and 1 reptile species are of national conservation significance, and 4 flora and 7 bird species are of state conservation significance

An assessment of the likelihood of occurrence rating for each of the 22 threatened species identified in the Protected Matters Search and 13 species in the ALA database searches was then undertaken, within a rating system of 'Highly Likely', 'Likely', 'Possible' and 'Unlikely'.

Thirty four of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons. The remaining species, the Yellow-tailed Black Cockatoo was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source. However, subsequent to the preparation of the assessment, the Aleppo Pines were removed as part of site clearance of the land, which also involved removal of all derelict buildings on the land.

Field Survey

A field survey of the subject land was also undertaken 'on foot'. This identified 76 flora species, of which only four were indigenous species and in very limited numbers:

- 1 small patch of *Austrostipa scabra* (Falcate-awn Spear-grass)
- 2 individual *Acacia pycnantha* (Golden Wattle)
- a single *Enchylaena tomentosa* var. *tomentose* (Ruby Saltbush)
- a small patch of *Myoporum insulare* (Common Boobialla).

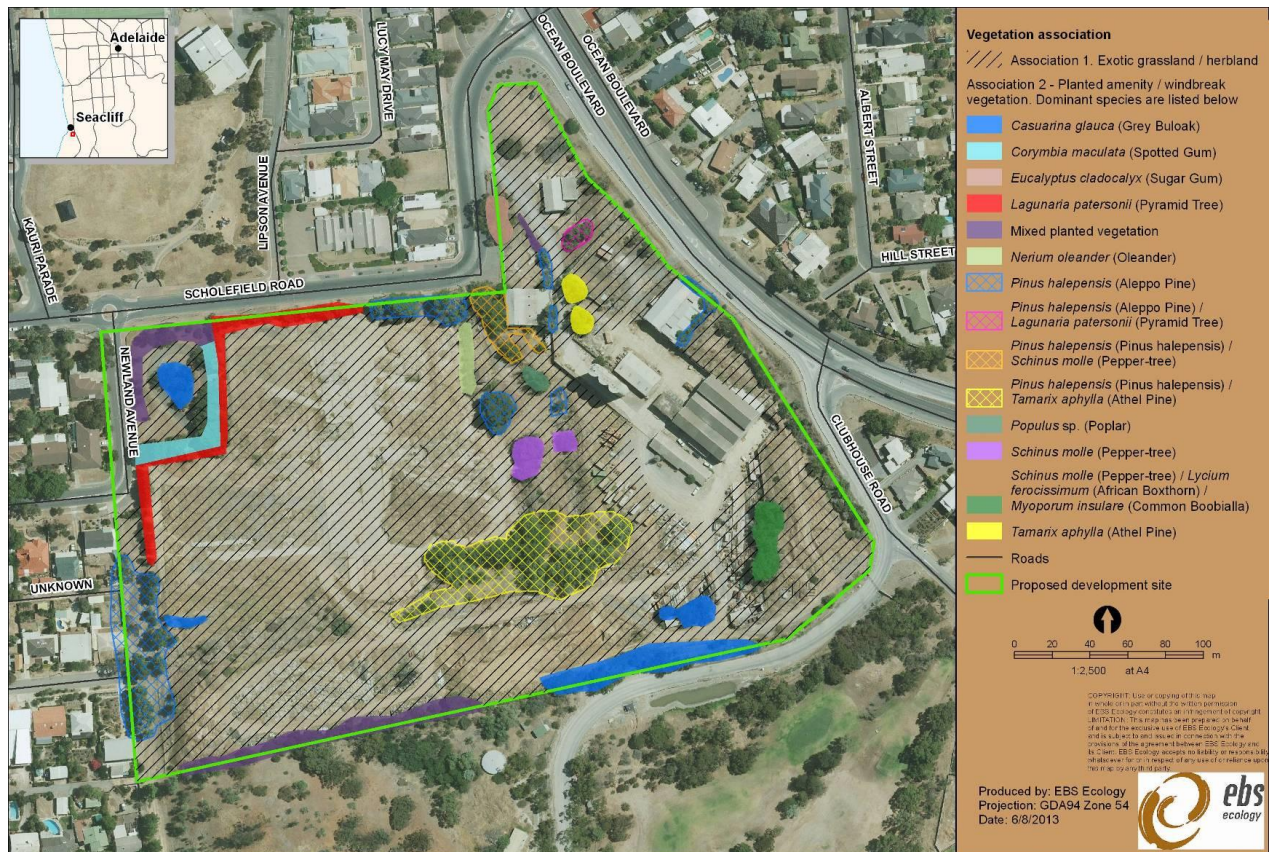
Two vegetation associations were identified within the subject land as shown on the following map:

- Association 1 – Exotic grassland/Herbland
- Association 2 – Planted amenity/windbreak vegetation.

Association 1 – Exotic grassland/Herbland was the dominant association covering an area of approximately 6.26 hectares and was considered to be in very poor condition where the ground had been disturbed, scraped or filled, creating favourable conditions for exotic species. Dominant species included Soursobs, Wild oat, Rice Millett, Wild Radish and Pincushion.

Association 2 – Planted amenity/windbreak vegetation was observed along the boundary fenceline and in close proximity to derelict sheds, covering an area of approximately 1.67 hectares. Dominant flora species included exotic species that had been previously planted and were now very large in height, including Aleppo Pine, Grey Bul oak, Platypus gum, Pepper-tree and Athel Pine. This association included three of the four indigenous species identified above. The condition of the vegetation was considered to be very poor, although its visual amenity value was considered high, particularly along sections of the southern, western and northern boundaries and in the Council reserve at the corner of Scholefield Road and Newland Avenue.

Again however, subsequent site clearance works, undertaken in conjunction with removal of all derelict buildings on the land, has resulted in the removal of all vegetation internal to the site owned by the proponent.



Six fauna species were observed within the subject land, comprising five bird species (Silver Gull, Rock Dove, Australian Raven, Nankeen Kestrel and Australian Magpie) and one feral mammal (Brown Hare /European Hare)). No conservation significant species were observed during the field survey.

Of the flora species identified, nine were classed as Declared weed species under the *Natural Resources Management Act 2004*.

3.2.9.2 Vegetation Clearance Assessment - 2019

As indicated above, this 2019 assessment was undertaken to cover the additional land (some 3.9 hectares) being sought to be added to the Affected Area. Prepared by EBS Ecology, as was the 2013 assessment, the introductory information (i.e. Legislative Summary, Background Information and Methods) is of a similar nature to that discussed in the 2013 assessment.

In summary, the key findings of the 2019 assessment were:

Database Searches

Database searches were undertaken using the Protected Matters Search Tool (PMST) associated with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) , the Biological Data Bases of South Australia (BDBSA) flora and fauna supertable overview associated with the State's *National Parks and Wildlife Act 1974* and a review of relevant literature and flora and fauna surveys previously conducted in, or in proximity to the subject land. These searches indicated:

EPBC threatened ecological communities

There was one nationally Threatened Ecological Community (TEC) that had the potential to occur within vicinity of the site: Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia. However, no indigenous *Eucalyptus microcarpa* trees were located within the area and this community was not observed within or in close proximity to the area.

EPBC threatened flora species

Ten EPBC listed flora species were identified in the Protected Matters Report as potentially occurring or having potential habitat occurring within the vicinity of the area. However, none of these species were observed or were deemed likely to occur within the subject land.

EPBC threatened fauna species

Thirty-six EPBC listed fauna species were identified in the Protected Matters Report as potentially occurring or having habitat potentially occurring within the vicinity of the area. This included 27 bird, five mammal, one fish and three reptile species. However, no species were determined as likely to occur within the subject land, based on preferred habitat and previous records within close proximity to the land.

Thirty-eight species listed as migratory and/or marine under the EPBC Act were identified in the Protected Matters Report as potentially occurring or having habitat potentially occurring within the vicinity of the area. However, no species were considered likely to use the subject land for habitat resources.

State threatened flora species

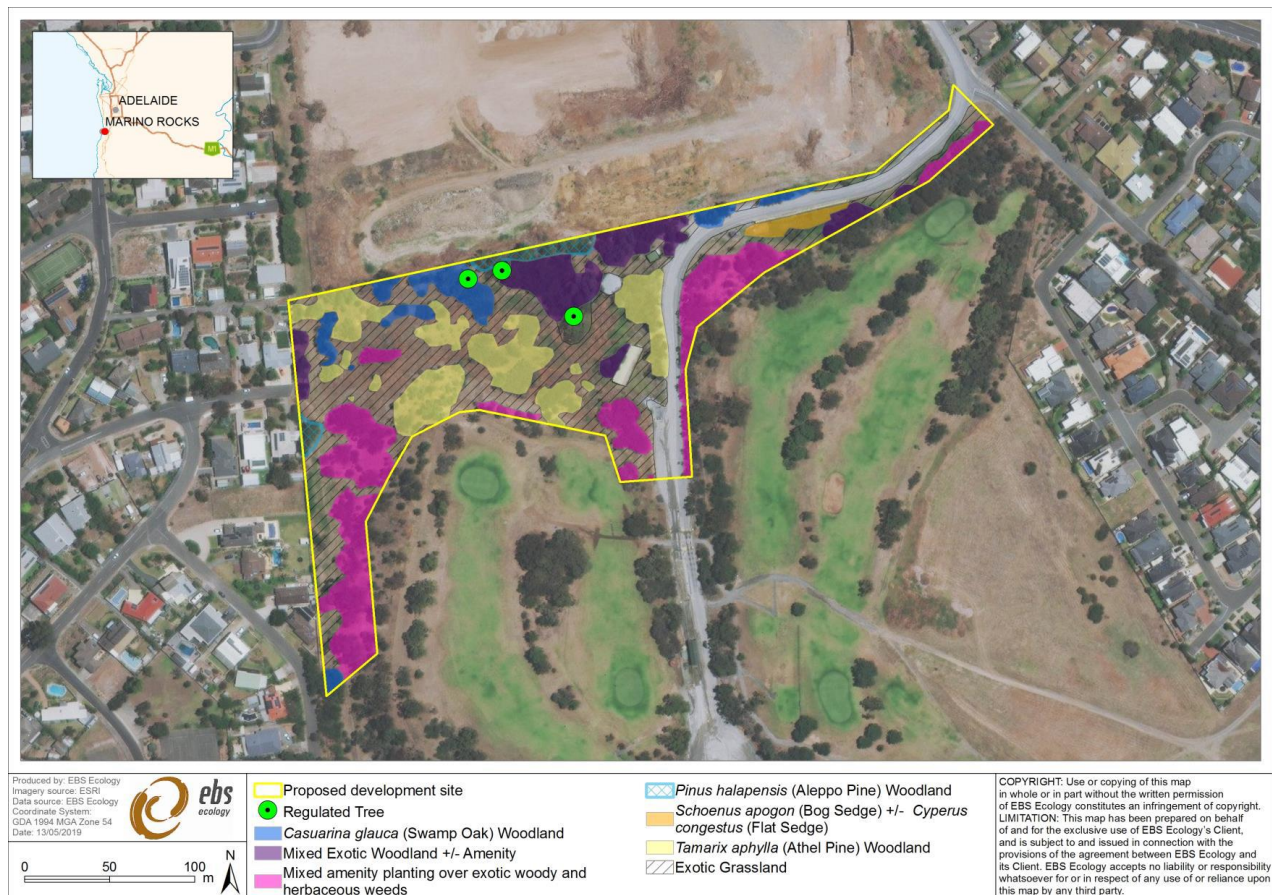
Eight threatened flora species were highlighted as having observations within 5 km of the area from the Naturemaps super tables. However, none of these species were deemed as likely to occur onsite. *Acacia whibleyana* was observed as a planted specimen adjacent to the entrance track to the Boral site.

State threatened fauna species

The Naturemaps fauna supertable search within 5 km of the area indicated four species listed as threatened at state level. None of the fauna species were considered likely to utilise the site for habitat resources based on the vegetation structure, proximity to arterial roads and adjoining land use.

Field Survey

'Walking' the site indicated the vegetation consisted of planted trees for the purpose of amenity value. The area was mapped as broad exotic vegetation associations with mixed amenity over exotic emergents accounting for a large part of the area (see the Figure following).



Vegetation associations – 2019

Woody weed species such as *Olea europaea* (Olive) have emerged naturally over time, and other species such as *Tamarix aphylla* (Athel Pine) and *Pinus halepensis* (Aleppo Pine) were planted due to their hardiness and high growth rate. These are all classified as significant environmental weeds and removal will be beneficial to lower the weed spreading capacity to adjacent reserves. Other native plantings were largely Western Australian species such as Mallets. Overall the vegetation present was low ecological value with declared weed species providing the highest cover.

The eastern section of the area adjacent to the access road was largely a cutting / bank landform. This was planted largely with *Eucalyptus* species of mixed origin. Part of the section has been planted with local indigenous species, consisting of primarily *Eucalyptus porosa* (Mallee Box) and *Eucalyptus cosmophylla* (Cup Gum). The *Eucalyptus porosa* plantings have been successful and provide a natural look to the bank. *Eucalyptus cosmophylla* were highly stunted and in poor condition. The understorey was of almost entire exotic nature with species such as *Olea europaea* (Olive), *Lycium ferocissimum* (Boxthorn), *Chrysanthemoides monilifera* (Boneseed), *Oxalis pes-caprae* (Sour sob), *Cenchrus clandestinus* (Kikuyu), *Euphorbia terracina* (False Caper), *Asparagus asparagoides* (Bridal Creeper), *Rhamnus alaternus* (Blowfly bush), *Marrubium vulgare* (Horehound), *Senecio pterophorus* (African Daisy) and *Pinus halepensis* (Aleppo Pine) all well represented and regenerating.

The western extent of the area was dominated by *Tamarix aphylla* (Athel Pine) plantings, emergent *Lycium ferocissimum* (Boxthorn) and *Rhamnus alaternus* (Blowfly Bush). There were dense thickets of declared weed species along the northern portion of the area.

Areas without plantings and emergent weeds were dominated by exotic grasses and herbaceous species, particularly *Cenchrus clandestinus* (Kikuyu) and *Cynara cardunculus* (Artichoke Thistle).

Two Regulated trees and one Significant tree (under the *Development Act 1993*) were observed within the area (as shown on the above Figure), two *Eucalyptus camaldulensis* (Red Gum) and another introduced native species, potentially *Eucalyptus gomphocephala* (Tuart Gum). While these trees were in good condition, they were not providing significant structural habitat such as hollow bearing limbs. If removal of these trees is required, approvals under the *Development Act* will need to be sought from Marion Council

Eleven species of declared weeds (under the *Natural Resources Management Act 2004*) were observed during the field survey. Five of these species were also listed as Weeds of National Significance (WoNS). WoNS have been agreed by Australian governments based on an assessment process that prioritised these weeds based on their invasiveness, potential for spread and environmental, social and economic impacts.

Conclusions

At the time of the 2013 survey, vegetation within the then subject land was considered to be in very poor condition and dominated by exotic flora species, both planted and established. Declared weeds were common and widespread throughout the site. Subsequent site clearance works, undertaken in conjunction with removal of derelict buildings on the land, has resulted in further disturbance to the vegetation internal to the site owned by the proponent.

A search of relevant databases identified 35 'threatened' faunal species as possibly occurring within the subject land. However, more detailed assessment indicated 34 of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons.

The remaining species, the Yellow-tailed Black Cockatoo (YTBC) was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source, although it was noted no YTBC were observed during the survey period.

However, subsequent removal of the Aleppo Pines means it is now 'Unlikely' that the YTBC would be attracted to the land. This removal of the Pines was considered likely to have only a minor impact on YTBC, given that there are other known pine plantations within the southern Adelaide area that they can feed on, as well as the fact YTBC can travel long distances in search of food.

Large areas of rubbish, rubble and waste material were observed on the majority of the subject site. While these areas were likely to be habitat for various reptiles, no reptiles of conservation significance were identified as occurring within the site. Subsequent site clearance works has reduced areas of rubbish, further reducing habitat opportunities.

The 2013 assessment report also provided advice in relation to minimising the impact of development on the ecological values of the subject land. This advice focussed on management of on-site activities, including developing and implementing weed and pest management plans to restrict weed spread offsite, fauna management procedures for construction works and a suitable storm water catchment plan to have no impacts on any potential offsite habitat.

As with the 2013 assessment, the 2019 assessment over the additional land proposed to be included within the area affected indicated no significant flora or fauna species have been identified on the subject land.

While not a DPA matter, EBS recommended various measures should be put in place to control declared plant species and environmental weed species, particularly during the construction process.

No additional policies are proposed for inclusion in the DPA on this matter.

3.2.10 Regulated/Significant Tree Survey

A Regulated/Significant Tree survey and assessment was undertaken for the main portion of the land and immediate surrounding environs by Symatree in 2013. EBS Ecology subsequently considered this issue for the additional land to be included in its 2019 flora and fauna assessment (see discussion above in section 3.2.9.2).

3.2.10.1 The 2013 Survey

The 2013 survey identified 12 trees that met the criteria for a 'regulated tree' (i.e. a trunk or multiple trunks with a total circumference of two metres or more measured at a point 1 metre above natural ground level). No trees were identified as meeting the criteria for a 'significant tree' (i.e. a total circumference of 3 metres or more).

The remaining vegetation on the site was described as being dominated by a mix of tree species that were not subject to planning controls. These species include Pepper Corns, Norfolk Island Hibiscus and Athel Pines. In addition, a number of self-sown Aleppo Pines, in various stages of maturity, were also found on the site.

Of the Regulated trees, seven were located within the proposed development site, while four were located in the Holdfast Bay Council reserve at the corner of Scholefield Road and Newland Avenue and one was located within the road reserve adjacent to the current main entrance to the subject land on Scholefield Road.

The approximate locations of these trees are shown on the following aerial image.



Locations of Regulated trees

Assessment of the 12 Regulated trees suggested that five were in poor health, had poor structure, or both, and could be supported for removal. The report suggested that seven trees could be retained, subject to final design of the proposed development. One of these trees was within the Scholefield Road road reserve, four within the Les Scott Reserve and two were internal to the site. These latter two trees were identified as Aleppo Pines, which within natural areas are considered weed species. While suggesting their retention, the report acknowledged their location may restrict site remediation works or development that would otherwise be considered reasonable and that in this context removal of the trees could be supported on balance.

As previously indicated, the removal of the trees in poor health and the Aleppo Pines has subsequently been undertaken as part of site clearance works. The Regulated trees on Council land (i.e. within the road reserve and on Les Scott Reserve) remain.

3.2.10.1 The 2019 Survey

The EBS Ecology *Vegetation Clearance Assessment* report prepared in 2019 for the additional land proposed to be included within the area affected, identified two Regulated trees and one Significant tree as being located within this area.

The locations of these three trees are shown on the Vegetation association – 2019 Figure in preceding section 3.2.9.2.

The table below provides a summary of the findings of the 2019 assessment:

Tree Number	Species	Easting/Northing	Circumference (metres)	Health	Regulated/Significant
T1	Eucalyptus camaldulensis ssp. camaldulensis	274193 / 6119477	2.13	Good	Regulated
T2	Eucalyptus camaldulensis ssp. camaldulensis	274151 / 6119504	3.33	Good	Significant
T3	Eucalyptus sp. (gomphocephala?)	274131 / 6119494	2.73	Good	Regulated

The removal of any Regulated or Significant Trees from within the subject land will require a Development Application to be lodged with the relevant Council and an assessment undertaken against the relevant provisions of that Council's Development Plan. This would typically occur during site preparation works or at the later development proposal stage.

Conclusions

The 2013 assessment identified eleven trees within or near to the initial area affected as meeting the 'Regulated' tree definition under the *Development Act*. Four of these were within Holdfast Bay's Les Scott Reserve. A further Regulated tree was located on the road reserve of Scholefield Road. Of the seven trees on the land likely to be redeveloped, five were in poor health, had poor structure, or both, and were supported for removal. The other two trees internal to the development site were Aleppo Pines, which within natural areas are considered weed species. While suggesting their retention, the report acknowledged their location may restrict site remediation works or development that would otherwise be considered reasonable and that in this context removal of the trees could be supported on balance.

Subsequent to the preparation of the Symatree report, the removal of the trees in poor health and the Aleppo Pines was undertaken as part of site clearance works. The Regulated trees on Council land (i.e. within the road reserve and on Les Scott Reserve) remain.

The 2019 assessment identified a further two Regulated trees and one Significant tree on the additional land proposed to be included in the area affected. These were considered to be in good condition.

As both Councils' Development Plans contain policies specifically for assessing Regulated and Significant tree applications, no additional policies are proposed in this DPA.

3.2.11 Cultural Heritage

3.2.11.1 Aboriginal Heritage

The Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation Division has advised that the Central Archive, which includes the Register of Aboriginal Sites and Objects, has no entries for Aboriginal sites on the subject land.

It is noted that all Aboriginal sites and objects are protected under the *Aboriginal Heritage Act 1988*, whether they are listed in the Register or not. Pursuant to the Act, it is an offence to damage, disturb or interfere with any Aboriginal site or damage any Aboriginal object (registered or not) without the authority of the Minister for Aboriginal Affairs and Reconciliation. If the planned activity is likely to damage, disturb or interfere with a site or object, authorisation of the activity must first be obtained from the Minister under section 23 of the Act. Section 20 of the Act requires that any Aboriginal sites, objects or remains, discovered on the land, need to be reported to the Minister. Penalties apply for failure to comply with the Act.

3.2.11.2 Other Heritage

Review of the Marion Council Development Plan and the Holdfast Bay (City) Development Plan indicates there are no items of State or Local heritage significance or Contributory items on the subject land or in the immediate vicinity.

Conclusions

Research indicates there are no Aboriginal sites or items of State or Local heritage on the subject land. No additional policies for cultural heritage are therefore proposed in this DPA.

3.2.12 Social Impact Assessment

Creating Communities, a multidisciplinary social and communications planning firm, examined the potential social impact of the rezoning of the subject land in 2013. In preparing the assessment, discussions were held with key staff at both Councils, desk-top research of key factors undertaken and, where necessary, 'spot checking' of significant factors was also undertaken.

The assessment report indicated that the site was viewed as a 'blight' on the area and a physical barrier for the transition of people throughout the area. However, the proposed development of the site was considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.

Given the existing demographics of the surrounding suburbs, type of residential units likely to occur, the potential cost of the majority of the units and the prevailing psyche of housing choice, Creating Communities considered it highly likely that the vast majority of the proposed dwellings would be occupied by singles, young couples without children and older empty-nesters. While there was potential for some families to locate here, that was considered to be a clear minority.

Based on this predicted demographic, Creating Communities found that the provision of community services and infrastructure at both the regional and district levels would be able to absorb the additional needs of the incoming population. It also noted that the development had the potential to be of significant overall and specific benefit to the local area and its amenity, with the main risk lying in failing to adequately take advantage of the opportunity that both the new residents and redeveloped site could offer.

Review of the 2019 proposed residential development form indicates it is likely to encompass in the order of 150 residential allotments and some 430 – 480 apartments at a medium density of 35 – 70 dwelling units per hectare and in a medium rise form of 3 – 6 storeys height. These forms of residential product are aimed more at singles, couples and an older demographic, rather than having a family orientation. This demographic is in line with that previously considered by Creating Communities in its assessment and, as such, its assessment is still considered relevant.

Potential positive and negative social impacts associated with the development of the subject land were (and are) considered to include:

Positive impacts	Negative impacts
The current land use is typically considered negatively, and therefore the change in use is likely to be seen in a positive light by local residents.	
The potential for higher density residential outcomes reinforces a range of strategic directions of the South Australian government, as well as the two Councils, to achieve residential infill.	
The addition of in the order of 600 dwellings will help to address the ongoing public demand for accommodation in the local area and in Adelaide more broadly.	
Increased employment opportunities during construction and in retail activities.	
A boost in the local economy from retail activities, new households requiring goods and services and office space providing opportunities for businesses to grow and develop.	Conversely, some shops in the wider area will face increased competition and short term financial impacts.
The addition of up to 1,400 new residents who are likely to have commonalities with existing residents.	Conversely, the additional residents may increase pressure on existing, local health facilities. An additional GP will be required in the local area.
The ability to create development amenable to 'ageing in place'.	
Increased housing prices in adjacent areas as a result of the new retail and housing development.	Conversely, rental prices may also rise, although most own their homes.
The provision of some affordable housing provides a much needed opportunity for a section of the community, enabling the local area to maintain a socially diverse environment.	
The opportunity for additional community facilities and services (i.e. a community centre/hub, recreation/open space, GP services, child care centre).	
	The two closest local schools are currently (in 2013) operating at or near capacity. Although the predicted demographic will not generate a significant demand for school places it is possible that this may constitute a low negative impact. Further to this

Positive impacts	Negative impacts
	comment, it is to be noted that with a build time of some 6 – 10 years before reaching final population yields, potential impacts on school places can be further considered in the interim.
Improved quality of the living environment.	Conversely, remediation and construction activities may have potential short term impacts on existing adjacent development.
Enhanced connectedness with existing public transport options, open space and the establishment of walking and cycling opportunities through the site.	
Space for celebrating community. The development can offer spaces to accommodate events and activities that help celebrate and build community.	
Ongoing cooperative working. The rezoning process has promoted a productive, cooperative working relationship between the two Councils and there is opportunity for this to increase, to the benefit of ratepayers.	

Conclusions

The social impact assessment identified a number of positive impacts likely to result from the proposed rezoning of the subject land and its subsequent development for medium density residential, community, retail and open space purposes. Overall, the development of the subject land will provide a vastly improved amenity to the area and enable connections across the land and to adjoining areas. In addition, the policies proposed in this DPA provide support for the physical location of community services within the neighbourhood activity centre, with envisaged uses including a community centre, consulting rooms, indoor recreation centre, offices, place of worship and a pre-school (child-care centre).

As shown in the table above, a few potentially negative impacts were also identified, but these are considered of short term duration. In relation to the demand for school places, the assessment indicated that while the two closest local schools were operating at or near capacity (in 2013), there was unlikely to be a high demand generated based on the predicted demographic. This remains valid in 2019. In addition, there were a number of local primary and secondary schools (both public and private) that were considered to have the capacity to absorb future demand.

3.2.13 Affordable Housing

The 30-Year Plan promotes the need to ensure that Adelaide maintains its housing affordability advantage compared to other states. It recognises that, when measuring affordability, it is important to recognise that household costs relate not only to the actual purchase cost of the home but that other aspects of daily life must also be considered. These include transport costs, which are the second largest component of household expenditure. Consequently, the total 20-year cost per household (factoring in interest payments and travel costs) can be significantly higher for people living in the outer metropolitan areas compared to those living in inner and middle rim suburbs.

To reduce transport costs and to increase affordable living options, the 30-Year Plan promotes the development of walkable neighbourhoods. These are neighbourhoods that provide close and convenient access by foot, bike or public transport to local services, shops, primary schools and public open space.

There are a number of policies within the Plan that discuss the need to provide affordable housing, including Policy 43 that states:

“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).”

Development of the subject land is considered to provide opportunity for consideration of affordable housing options.

Both the Marion and Holdfast Bay Development Plans already contain Affordable Housing Overlay policies. Application of these policies to the subject land will be achieved by showing the subject land as a ‘designated area’ on an Affordable Housing Overlay Map.

In addition, both Development Plans also contain other Affordable Housing policies and ‘Affordable housing’ is recognised as an envisaged use in the Suburban Neighbourhood Zone which is proposed to be introduced over the land.

3.2.14 Mineral Extraction Zone

The western portion of the Area Affected, within the Marion Council area, is currently located within a Mineral Extraction Zone. This Zone reflects the mineral resources in the area and the associated quarrying activities of the Boral operated Linwood Quarry.

Over a number of year the quarrying operations have progressively moved further south towards Perry Barr Road at Hallett Cove, away from the subject land. In December 2019, Boral lodged a Mining Lease Proposal with the Department for Energy and Mining, seeking to develop the quarry in an easterly direction, towards Ocean Boulevard/Lonsdale Road at Seacliff Park and Hallett Cove.

This expansion of quarrying activities to the east, together with the agreed relocation of the current haulage road from adjacent to the southern boundary of the subject land to a future exit at the intersection of Ocean Boulevard and Majors Road intersection, means that land adjacent to the southern boundary of the proponent’s land is no longer required for mining activities. Being located immediately adjacent to the proponent’s land means that it forms a logical extension to that land, and it is proposed that it also be rezoned to Suburban Neighbourhood Zone.

The surrender of this portion of the tenement, to remove this land from the associated Mining Lease, is being sought with the Department for Energy and Mining.

The Minister for Planning has advised that the Councils need to provide confirmation of the extinguishment of the mining licence (or as a minimum that the process has commenced) at the time the DPA is lodged for approval.

3.2.15 Open Space Provision

Section 50 of the *Development Act 1993* (Open Space Contribution Scheme) provides a legislative framework for the allocation of public open space and the contribution of funds towards future open space.

Where within a council area an application proposes the division of land into more than 20 allotments, and one or more of the allotments is less than one hectare in area, the council may require up to 12.5% of the land to be vested in the Council to be held as open space. Alternatively, a financial contribution may be payable to the council based on a set formula, or a combination of land and financial contribution can be agreed.

Where the division of land is for 20 allotments or less, and one or more allotments is less than one hectare in area, or undertaken under the *Community Titles Act 1996*, the State Planning Commission may require a contribution or enter into an agreement where certain land will be vested in the council or Crown to be held as open space and a contribution will be made.

The statutory provision of open space (either as land, a financial contribution or a combination of both) is therefore dependent on a land division proposal, its type and the number of allotments proposed.

In the circumstances of this DPA there are a number of factors that prevent a definitive allocation of open space at this time, including:

- The final form of development likely to occur on the subject land, and its need for associated land division, has not yet been determined. For example, development could be in a mixed-use format (i.e. retail with residential above) or as standalone land uses (i.e. residential, retail or commercial), with some activities not requiring further land division to proceed and therefore not being required to make an open space contribution.
- Depending on the extent of land division proposed, whether the open space contribution is to be provided to Council (primarily as a land contribution, but potentially as a land/monetary contribution) or the State Planning Commission (primarily as a monetary contribution, but potentially as a land contribution).
- Development is likely to occur over a number of years and will be influenced by market conditions at the time.

Notwithstanding these factors, the proponents have committed to working with both Councils to ensure realistic and site relevant open space outcomes are achieved.

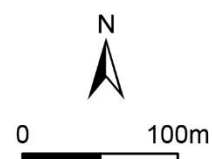
These outcomes are based on:

- Initial discussions with both Councils in 2015 to consider the open space development concepts and planning requirements for the DPA. A subsequent site visit to inspect the site and concept proposal led to in-principle agreement for the form of open space proposed.
- Recognition of the changes that have occurred in the provision of facilities and in planning for open space and recreation within both the Cities of Marion and Holdfast Bay since 2015.
- Further discussions with both Councils in 2019 on the proposed amendments to the DPA and in light of the updated Council strategies. This has again resulted in in-principle support with regard to the provision and location of open space around the periphery of the site, its potential use for stormwater management and meeting principles for regional connectivity and accessibility to and through the site. In particular, the proposed shared bike path/ pedestrian connections that enhance existing community circulation north – south and east- west, including to the Marion Golf Course located to the south, are supported. These features are shown indicatively on the following Concept Plan.



- Hills Face Zone
- Residential
- Neighbourhood Activity Centre
- Existing Reserves
- Detention Basin / WSUD
- Open Space / Buffers
- Signalised Intersection
- New Traffic Management Device

- Existing Roundabouts
- Possible Access Point (two-way)
- Possible Access Point (one-way)
- Pedestrian / Cyclist Links
- Proposed Public Road
- Development Plan Boundary
- Concept Plan Boundary



In addition to this in-principle agreement for open space provision and location, legal advice is being sought as to whether the wider Infrastructure Agreement being considered for other infrastructure elements is also required to detail of the open space infrastructure being sought, noting that this aspect is typically dealt with at the development application stage where the design process is more advanced.

Key documents that will be used to inform further open space planning and design within the subject land include:

City of Marion

- Playground Framework and associated documents
- Streetscape Guidelines
- Tree Management Framework
- Verge Development Guidelines
- Remnant Vegetation Plan
- Community Facilities Policy
- Open Space Policy 2018
- Walking and Cycling Guidelines 2018-2022

City of Holdfast Bay

- Development of the Kauri Parade Sporting and Community Precinct to the north of the DPA area
- Playspace Research and Guidelines
- Playspace Action Plan 2019-29
- Open Space and Public Realm Strategy 2018-2030.

Potential areas of open space are indicated on the above Concept Plan and support stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.

Both Councils' Development Plans already contain a number of General Section policies under *Open Space and Recreation* that provide guidance on open space provision and development. Reference is also proposed to open space within the Desired Character statement for the Suburban Neighbourhood Zone.

3.2.16 Summary of Investigations

The investigations undertaken for the land show that in relation to:

Service utilities: No significant impediments to service provision have been identified. However, funding solutions for any specific augmentation requirements/network upgrades will still need to be negotiated between the developers of the land and the infrastructure provider.

Stormwater management: Suitable measures are available to cater for both upstream flows and flows generated on-site, to avoid negative impacts on the downstream system. A combination of pipe work, suitably sized detention/retention basin(s) and water sensitive design techniques can be employed to appropriately manage the quantity and quality of stormwater.

Site contamination: There are varying levels of contamination identified across the site, which can be dealt with by established methods to render the land suitable for the intended use. Preliminary advice from an accredited Site Auditor has advised the EPA that, based on the knowledge available at this time, the subject land should be able to be made suitable for the proposed uses.

Traffic impacts: While suitable access points to the subject land can be provided from Scholefield Road and the former Quarry haulage road, it has been assessed that signalisation of the Ocean Boulevard/Scholefield Road intersection is required – irrespective of the impact of this DPA. On-site car parking will need to be provided at the rates set.

Retail development: Neighbourhood level retail facilities can be justified on the subject land, in combination with other community facilities. Any negative impacts on existing centres within the region are likely to be short term. Based on the Councils' vision for the activity centre and for it to be at a neighbourhood scale, it is proposed the centre be developed with up to 6,000 square metres floor area for shops and 2,000 square metres floor area for other non-residential land uses.

Environmental noise and vibration: A combination of factors such as setbacks, acoustic barriers, siting, design and materials used in construction, can provide a suitable amenity for sensitive development in proximity to likely noise and vibration sources. The relocation of the Quarry haulage road to the south-east of the area affected has removed the potential for noise and vibration impacts caused by Quarry truck movements.

Air quality: Data suggests that the Linwood Quarry is not significantly impacting on the local particulate (PM10) count. The relocation of the Quarry haulage road to the south-east of the area affected has removed the need for specific amelioration measures to be applied to the subject land in relation to dust issues.

Linwood Quarry: An average of five complaints per year are received in relation to dust, noise, vibration, etc. from the wider area. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future. The relocation of the adjacent haulage route will negate the need for specific amelioration measures to be applied to the subject land.

Flora: Vegetation within the subject land was described as being in very poor condition and dominated by exotic flora species, both planted and established. Declared weeds were common and widespread throughout the site. More recent site clearance works have removed much of this vegetation.

Fauna: 34 of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons. The remaining species, the Yellow-tailed Black Cockatoo (YTBC) was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source. However, the subsequent removal of the Aleppo Pines means it is 'Unlikely' that the YTBC will be found on the land. In addition, there are other known pine plantations within the southern Adelaide area that they can feed on, as well as the fact YTBC can travel long distances in search of food.

Regulated trees: Subsequent to the preparation of the tree assessment report, 7 Regulated trees in poor condition and/or central to the development site have been removed as part of site clearance works. The 5 Regulated trees on Council owned land have been retained. The removal of any further Regulated/Significant trees would be the subject of a further assessment/approval process.

Aboriginal and other heritage: There are no registered sites or objects, or items of State, Local or contributory significance, on the land or in proximity.

Social impact: The site is currently viewed as a 'blight' on the area and a barrier for the transition of people throughout the area. The proposed development is considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.

Open space: In-principle agreement has been reached between the proponent and the Councils on key areas of open space and their support for stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.

4. Recommended policy changes

4.1 Recommended Policy Changes

The majority of the Affected Area lies within the Marion Council area, with the remainder in the Holdfast Bay Council area. Review of the current zoning applying to the subject land follows.

4.1.1 Marion Council Area

Within the Marion Council area, the majority of the land is within the Residential Zone (Cement Hill Policy Area 10), with a smaller portion within the Mineral Extraction Zone and the Hills Face Zone.

Planning policies for the Residential Zone (Cement Hill Policy Area 10) indicate that it is an area primarily accommodating detached dwellings at low densities on individual allotments.

Planning policies for the Mineral Extraction Zone indicate that it comprises land intended for the mining and quarrying of minerals in a sustainable manner. As discussed in Section 3.2.14, a portion of the Zone is no longer required for mining purposes and the process to surrender this portion of the Mining Lease has commenced with the Department for Energy and Mining.

While a small portion on the southern boundary of the subject land is within the Hills Face Zone, no change to the Zone boundary or policies is proposed in this DPA.

4.1.2 Holdfast Bay Council Area

Within the Holdfast Bay Council area, the land, including Les Scott Reserve, is within the Residential Zone.

Planning policies for this zone indicate that it is to comprise 'a range of dwelling types' with 'increased densities in close proximity to centres, public transport routes and public open spaces.' Medium to high density forms of housing are identified in specific policy areas, but not for the subject land.

4.1.3 Conclusions and Recommended Policy Changes

As has been discussed earlier in this Analysis section, there are a number of significant constraints applying to the subject land. While these are largely able to be overcome or ameliorated to an appropriate standard suitable for the intended uses, not all of the site will be available to accommodate 'built' development. Given the economic realities of rendering the land 'fit for purpose', development on the site will need to be of a form and density that is financially viable from a development perspective.

As described above, the existing policies applying to the subject land are not considered conducive to the form or density of development considered necessary to successfully redevelop the land in a manner that will provide significant community benefit and vastly improved amenity.

While the final form and yield of the development area will be determined over a potential 6 to 10 years build time, it is likely to encompass the following elements:

- In the order of 150 residential allotments
- In the order of 430 to 480 multi-storey apartment dwellings
- Shops up to 6,000 square metres in area
- Other non-residential development up to 2,000 square metres in area
- Community open space.

After reviewing a number of policy modules contained within the SA Planning Policy Library, including the Mixed Use Zone and the Neighbourhood Centre Zone, it is considered the Suburban Neighbourhood Zone policies (with minor amendments) best reflect the proposed development scenario for the bulk of the subject land.

Review of the policies for the Mixed Use Zone indicates that it promotes a number of land use forms that are more commercial/industrial in nature and that are not envisaged on the subject land (i.e. institutional facility, light industry, recycling collection depot, service trade premises, warehouse and only 250 square metres of shops). While Neighbourhood Centre Zone policies could be applied to a portion of the land, the intent of these policies is also largely reflected in the Suburban Neighbourhood Zone policies which support a neighbourhood level activity centre. Given the potential constraints applying to the development of the land (i.e. the location and form of development may change based on the final Site Contamination Audit findings), the flexibility provided by the proposed Suburban Neighbourhood zoning is preferred over that to other more 'rigid' zones in this instance.

While the proposed policies for the Suburban Neighbourhood Zone are shown in full in Attachments M 2 and HB 2 in The Amendment section of this DPA, the objectives for the Zone are listed below:

- 1 *A medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.*
- 2 *Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.*
- 3 *A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.*
- 4 *Sustainable development outcomes through appropriate stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.*
- 5 *Development that contributes to the desired character of the zone.*

In summary, the DPA proposes the following changes:

- In the Marion Council Development Plan rezoning the subject land from Residential Zone (Cement Hill Policy Area 10) and Mineral Extraction Zone to Suburban Neighbourhood Zone.
- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Making "local additions" to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Inclusion of new maps showing the subject land as a "Designated Area for Noise and Air Emissions" and "Affordable Housing" in both Development Plans.
- Inclusion of a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.

4.2 State Planning Policy Library update

In the Statement of Intent for this DPA, both Councils indicated that they would update their Development Plans to include the latest version of Water Sensitive Design policies from the 'Natural Resources' module of the SA Planning Policy Library (version 6). This proposal has been reviewed as part of this DPA process but is not required as it has already occurred in previous DPAs. As indicated above, the zoning proposed for the subject land is based on the Suburban Neighbourhood Zone from version 6 of the SAPPL Library.

5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The majority of the site (where residential zoning currently applies) currently falls under the Residential Code provisions, having been identified as a 'Determined Area' for the purposes of Schedule 4 – Complying development, Clause 2B – New dwellings. Under this Clause the Code generally applies to new single and two-storey detached and semi-detached dwellings, which, if they meet specified performance criteria, must be granted Development Plan Consent.

However, as this DPA proposes a mixed use form of development with higher residential densities, including multi-storey buildings, it is unlikely that application of the Code will occur. In addition, application of the Code could actually hinder the desired development of the site. In this circumstance, the revocation of the 'Determined Area' status of the subject site is considered supportable.

6. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of the Councils' Development Plans
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Appendix A of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 31 July 2012 and as revised on 7 June 2019. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 of this document.

6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Marion Council Development Plan and the Holdfast Bay (City) Development Plan.

6.4 Complements the policies in the Development Plans for adjoining areas

This DPA affects both the Marion Council Development Plan and the Holdfast Bay Council Development Plan. The adjoining Development Plans are therefore the West Torrens (City) Development Plan, Unley (City) Development Plan, Mitcham (City) Development Plan, Onkaparinga Development Plan and Land Not Within a Council Area (Metropolitan) Development Plan.

The area affected by the DPA is a discrete site that is located on the western boundary of Marion Council and the eastern boundary of Holdfast Bay Council, some distance from any of the adjoining Development Plans (i.e. over 1 km from the boundary of the Land Not Within a Council Area (Metropolitan) Development Plan, some 3 km from the boundary of the Onkaparinga Development Plan, some 4 km from the boundary of the Mitcham (City) Development Plan, some 9.5 km from the boundary of the Unley (City) Development Plan and some 7.5 km from the boundary of the West Torrens (City) Development Plan.

Given these distances and the fact that the proposed policies are based on relevant SAPPL modules, it is considered that this DPA will not affect the policies of Development Plans for adjoining areas. Where adjoining Development Plans have been converted to the SAPPL format and content, the policies in this DPA will be complementary.

6.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council areas, as discussed in section 2.3.3 of this document.

6.6 Satisfies the requirements prescribed by the Regulations

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

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Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS
SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Adrian Skull, as Chief Executive Officer of the City of Marion, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Marion and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

XXX

DATED this XXX day of XXX 2019

.....

Chief Executive Officer

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Roberto Bria, as Acting Chief Executive Officer of the City of Holdfast Bay, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Marion and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

XXX

DATED this XXX day of XXX 2019

.

.....
Chief Executive Officer

Appendices

Appendix A - Assessment of the Planning Strategy

Appendix A - Assessment of the Planning Strategy

Targets and Policies

The DPA will support achievement of the following Targets and Policies from *The 30-Year Plan for Greater Adelaide – 2017 Update*.

Target	Response
Containing our urban footprint and protecting our resources <ul style="list-style-type: none"> 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045 	The redevelopment of this brownfields site for higher density residential development will increase the amount and diversity of housing stock within the established urban area of metropolitan Adelaide.
More ways to get around <ul style="list-style-type: none"> 60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045 	The site is located some 500 – 850 metres walking distance from the Marino Railway Station on the Adelaide to Seaford train line. There are also bus stops on Scholefield Road on the northern side of the site and on Ocean Boulevard on the eastern boundary of the site.
Getting active <p>Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045</p>	Scholefield Road on the site's northern boundary and Ocean Boulevard on the eastern boundary are identified bike routes on the Bikedirect network. Development within the neighbourhood activity centre will also provide opportunities to walk to work within the site.
Walkable neighbourhoods <p>Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045</p>	The redevelopment of the site will meet the criteria for a walkable neighbourhood, providing convenient access by foot and bike to public open space, primary schools, shops and bus/train services.
A green liveable city <p>Urban green cover is increased by 20% in metropolitan Adelaide by 2045</p>	The redevelopment of this brownfields site will provide increased green cover through the establishment of new open space areas, links to existing adjacent open spaces, street tree plantings and amenity plantings in association with the neighbourhood activity centre.
Greater housing choice <p>Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045</p>	The policies for the SAPPL based Suburban Neighbourhood Zone support the provision of a range of dwelling type and densities. Residential development is anticipated to be primarily of a medium density nature (i.e. 35 – 70 dwelling units/ha) and of medium rise design (i.e. 3 – 6 storeys).

Policy	Response
Transit corridors, growth areas and activity centres	
Policy 1: Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.	The redevelopment of the site will facilitate a medium density, medium rise residential area in proximity to rail and bus public transport options.
Policy 2: Increase residential and mixed use development in the walking catchment of: <ul style="list-style-type: none"> - Strategic activity centres - Appropriate transit corridors - Strategic railway stations. 	The redevelopment of the site proposes the establishment of a medium density residential area around a new neighbourhood level activity centre in proximity to rail and bus public transport options.
Policy 3: Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The proposed residential density across the site is in the order of 35 to 70 dwelling units/ha (medium density), with pockets of development that may be lower or higher than this target.
Policy 4: Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	Residential development is likely to be predominantly of medium rise form (3- 6 storeys), with some pockets of lower rise as well.
Policy 5: Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	The redevelopment of the site will facilitate a medium density, medium rise residential area around a new neighbourhood level activity centre and in proximity to rail and bus public transport options.
Policy 6: Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.	The redevelopment of the site will provide urban renewal opportunities to a disused brownfields site.
Policy 8: Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit-focused and connected city, high quality urban design, and economic growth and competitiveness.	The proposed introduction of the Suburban Neighbourhood Zone over the site will support the establishment of an accessible neighbourhood level activity centre on the land.
Policy 9: Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.	Policies within the Suburban Neighbourhood Zone will support the creation of a vibrant, mixed use activity centre with a quality public realm.
Design quality	

Policy	Response
Policy 25: Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.	The redevelopment of this brownfields site is anticipated to occur through a comprehensive urban design process, incorporating a coordinated approach to the built form, streetscapes, open space and the public realm.
Policy 26: 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.	A diverse range of building forms is proposed which takes advantage of some of the site's sloping nature. It will provide for medium density residential development in an area which is currently characterised by detached dwellings on larger allotments. Affordable housing policies will apply to the site.
Policy 28: 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.	In addition to General Section policies which require consideration of these matters, policies for the Suburban Neighbourhood Zone will also reinforce the need for the provision of appropriate movement networks through the site and connections to the surrounding areas.
Housing mix, affordability, and competitiveness	
Policy 36: Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The redevelopment of the site will provide medium density housing adjacent to a new neighbourhood level activity centre and in proximity to public transport options providing access to the wider area.
Policy 37: Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: <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. 	The policies for the Suburban Neighbourhood Zone support the provision of a range of dwelling types and densities. In terms of accommodation, the list of envisaged uses includes affordable housing, aged persons accommodation, dwellings and residential flat buildings.
Policy 40: Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.	The redevelopment of this brownfields site will support higher density development and innovative building forms appropriate to the nature of the land.

Policy	Response
<p>Policy 43: 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>Affordable Housing Overlay policies will apply to the land through its listing as a 'designated area' on an overlay map.</p>
<p>Policy 45: Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</p>	<p>Affordable Housing Overlay policies will apply to the land through its listing as a 'designated area' on an overlay map. As previously discussed, a range of dwelling types are envisaged on the land in close proximity to public transport options</p>
<p>Health, wellbeing and inclusion</p>	
<p>Policy 47: 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>The redevelopment of this brownfields site will result in the creation of a healthy neighbourhood that provides a range of housing options, including affordable housing, convenient access to a neighbourhood activity centre to be built on the same site, pedestrian and cycling networks internal to the site and connecting to the surrounding area, internal open space areas and connections to surrounding open space and sports facilities and walkable connections to train and bus services.</p>
<p>Policy 50: 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>Local open space will be provided as part of the overall development of the site. Strong links will be provided to adjoining open space areas/facilities (i.e. Les Scott Reserve, John Mathwin Reserve and the Marion Golf Park).</p>
<p>The economy and jobs</p>	

Policy	Response
Policy 56: Ensure there are suitable land supplies for the retail, commercial and industrial sectors.	The Suburban Neighbourhood Zone policies support the establishment of a neighbourhood level activity centre within the Zone. Policies for the activity centre support in the order of 6,000 square metres of retail space and 2000 square metres of other forms of commercial development.
Transport	
Policy 74: Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).	The development site is adjacent to Ocean Boulevard/Brighton Road, a 'Major Traffic and/or Freight Route' identified on Map 7. No new access points will be created from the subject land to Ocean Boulevard. Access will be provided from Scholefield Road and it is likely that a signalised intersection will be required at the intersection of Scholefield Road with Ocean Boulevard.
Policy 78: Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).	Pedestrian and cycling networks will be provided within the subject land, with convenient linkages to the new neighbourhood activity centre and the surrounding areas.
Infrastructure	
Policy 86: Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including: <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 child care centres, schools, community hubs and libraries. 	As part of the redevelopment of the site for residential and activity centre land uses, an appropriate level of infrastructure will be provided. This will include walking and cycling networks, local stormwater and flood management requirements, public open space, convenient access to adjacent sports facilities, street trees and the opportunity to establish community facilities within the neighbourhood level activity centre.
Open space, sport and recreation	
Policy 99: Ensure quality open space is within walking distance of all neighbourhoods to: <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 	Public open space will be provided as required within the site. It will include convenient linkages to the activity centre proposed adjacent to Scholefield Road and to adjoining reserve areas/sports facilities.

Policy	Response
<ul style="list-style-type: none"> - 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. 	
Climate change	
<p>Policy 105: Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> - protect valuable primary production land - reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas - conserve areas of nature protection areas - safeguard the Mount Lofty Ranges Watershed - reduce vehicle travel and associated greenhouse gas emissions. 	<p>The provision of a medium density, medium rise built form on this brownfields site will deliver a more compact urban form. In creating a walkable neighbourhood in proximity to public transport options, there will be a reduced need for private vehicle travel.</p>
<p>Policy 107: Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.</p>	<p>Policies for the Suburban Neighbourhood Zone support the establishment of medium density and low to medium rise residential development.</p>
<p>Policy 111: Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.</p>	<p>Redevelopment of this brownfields site for residential and activity centre land uses will enable the creation of a liveable urban environment, through the provision of open spaces, street trees, pedestrian and cycling networks and a high amenity public realm.</p>

Policy	Response
Water	
Policy 115: Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.	A variety of Water Sensitive Urban Design mechanisms will be integrated through the zone at the neighbourhood, street, site and building level.
<p>Policy 117: 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. 	A stormwater management plan for the site has been developed that takes into consideration upstream catchment needs, on-site stormwater generation and the need to assist in reducing downstream impacts. This plan has taken into account the wider regional stormwater plan in place for the joint Council areas.
Emergency management and hazard avoidance	
Policy 121: Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.	Given the previous brownfields uses on the land, site contamination investigations have been undertaken to confirm the location, type and extent of soil and groundwater contamination. Preliminary advice has been provided on likely remediation measures and an Environmental Auditor has provided a preliminary opinion which indicates the land can be made suitable for the intended land uses.

Development Plan Amendment

By the Council

City of Marion City of Holdfast Bay

Seacliff Park Residential and Centre DPA

The Amendment

For Approval

Amendment Instructions Table					
Name of Local Government Area: City of Marion					
Name of Development Plan: Marion Council					
Name of DPA: Seacliff Park Residential and Centre					
<p><i>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 29 November 2018.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>					
Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Advertisements					
1.	Insert	After the last entry in the Table in PDC 20	Attachment M1	N	N
Centres and Retail Development					
2.	Insert	After the words "Suburban Activity Node" Zone" in PDC 7	"or the Suburban Neighbourhood Zone ,"	N	N
Orderly and Sustainable Development					
3.	Insert	After the last dot point in PDC 10.	<ul style="list-style-type: none"> <u>Concept Plan Map Mar/9 – Mixed Use Zone</u> 	N	Y – Map Reference Tables

			<ul style="list-style-type: none"> Concept Plan Map Mar/10 – Seacliff Park. 		
Residential Development					
4.	Replace	"Dwellings" in PDC 19	with "Except where otherwise specified, dwellings"	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Suburban Neighbourhood Zone					
5.	Insert	After the contents of the "Suburban Activity Node Zone"	The contents of Attachment M2	N	N
TABLES					
Amendments required (Yes/No): Yes					
Table Mar/2 – Off Street Vehicle Parking Requirements					
6.	Insert	After "Consulting room" and the associated number of required car parking spaces	"Consulting room in the Suburban Neighbourhood Zone" and "4 for the first consulting room plus 1 per each additional consulting room"	N	N
7.	Insert	After "Row" (dwelling) and the associated number of required car parking spaces	"Detached Semi-detached Row in the Suburban Neighbourhood Zone" and "1 per 1 bedroom dwelling 2 per 2 or more bedroom dwelling"	N	N
8.	Insert	After "Residential flat building" and the associated number of required car parking spaces	"Group Residential flat building in the Suburban Neighbourhood Zone" and "1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 or more bedroom dwelling plus 0.25 visitor spaces per dwelling"	N	N

9.	Insert	After “Pre-school, primary school and secondary school” and the associated number of required car parking spaces	“Pre-school in the Suburban Neighbourhood Zone” and “1 per employee plus 0.25 per child as drop off/pick up bays plus 1 space for wheelchair access”	N	N
10.	Insert	After “With dine-in and drive through facilities” and the associated number of required car parking spaces	“Restaurant (other than as listed above) in the Suburban Neighbourhood Zone” and “1 per 2 seats able to be provided”	N	N
11.	Replace	The words “(where located within a centre)” for “Shop”	With “(where located within a centre, including in the Suburban Neighbourhood Zone)”	N	N
12.	Insert	After “Radio and TV studio” and the associated number of required car parking spaces	“All other non-residential uses in the Suburban Neighbourhood Zone” and “4 per 100 square metres”	N	N

Table Mar/5 – Bicycle Parking Requirements for Designated Areas

13.	Insert	After the last item in the “Designated area” column	“Suburban Neighbourhood Zone”	N	N
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MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): **Yes**

Map Reference Tables

14.	Insert	In “Zone Maps” a new row immediately after “Suburban Activity Node” and “Mar/8”	“Suburban Neighbourhood” and “Mar/10”	N	N
15.	Insert	In “Overlay Maps” after reference to “Affordable Housing Map Number Mar/8”	“, Mar/10”	N	N
16.	Insert	In “Overlay Maps” after reference to “Noise and Air Emissions Map Number Mar/8”	“, Mar/10”	N	N

Seacliff Park Residential and Centre DPA
City of Marion and City of Holdfast Bay
Amendment Instructions Table

17.	Insert	In “Concept Plan Maps” a new row immediately after the last entry	Containing “Seacliff Park” and “Mar/10”	N	N
Map(s)					
18.	Replace	Council Index Map	With corresponding map in Attachment M3	N	N
20.	Insert	Immediately after Overlay Map Mar/10 Heritage	The new maps in Attachment M4	N	N
21.	Replace	“Zone Map Mar/10” and “Policy Area Map Mar/10”	With corresponding maps in Attachment M5	N	N
22.	Insert	Immediately after “Concept Plan Map Mar/9 – Mixed Use Zone”	The new map in Attachment M6	N	N

Attachment M1

Zone	Maximum Height (metres)	Maximum Display Area or Panel Size (square metres)
Suburban Neighbourhood Zone		
- Non residential sites within the residential area of the zone	4	4 (2 per side if double-sided)
- Sites within the neighbourhood activity centre area of the zone	8	12 (6 per side if double sided)

Attachment M2

Suburban Neighbourhood Zone

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

OBJECTIVES

- 1 A predominantly medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.
- 2 Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.
- 3 A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 4 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will be developed predominantly as a medium density residential area focused around a neighbourhood scale activity centre. The layout of the area will support integration of activities, an active public realm and provide convenient pedestrian, cycling and vehicular access to public open space, shops, a range of community services and adjacent education facilities.

Development across the zone will take advantage of scenic views of the Adelaide coastline and cityscape in the arrangement of streets, open spaces and the orientation of buildings. Buildings of up to six storeys are envisaged.

Public open space will provide a high level of amenity for local residents and will be primarily designed for local use. Existing tall trees will be retained, where possible, and all new species planted to provide canopy cover, cooling, habitat and improved air quality and stormwater management. Reserves will support a network of pedestrian and cycling linkages throughout to the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre. Some reserves will also provide a joint stormwater management function.

Stormwater, both from the upstream catchment and generated within the zone, will be carefully managed to ensure that flows do not exceed the capacity of the downstream system. A variety of Water Sensitive Urban Design mechanisms will be integrated throughout the zone at the neighbourhood, street and site level. Where practical, harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces.

Sensitive development will be sited and designed so as to not affect the ongoing operation of the Linwood quarry to the south of the zone. Air quality issues will be mitigated by a vegetated landscape buffer within the zone to ensure both an appropriate living environment for residents and protection of the quarry activities.

Due to former industrial uses within the zone, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site is suitable for its intended uses, particularly where it involves a sensitive use such as residential development.

A variety of dwelling types and densities, and a range of allotment sizes, will be provided across the zone, catering for different household sizes, life cycle stages and housing preferences. The average net residential site density will be in the order of 35 to 70 dwelling units per hectare across the zone, with pockets of development that may be lesser or greater than this target. Buildings of up to 6 storeys in height are envisaged in some parts of the zone.

In the residential area, setbacks to local streets will be used to provide opportunities for landscaping to soften the built form. A cohesive built form will be achieved through design elements such as roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include balconies, windows and doors that overlook the street to promote community interaction and safer streets.

The residential area public realm will include unique and interesting themes achieved through landscaping, appropriate species of trees, surface treatments, street furniture, building design and other elements. Garaging and associated entry points will not dominate the appearance of a building from a local street (including a laneway). Street patterns and walkways will be designed to minimise the need for local vehicle trips, promote low vehicle speeds and maximise shared street opportunities in local streets. These networks, and the canopy cover, will encourage walking and cycling to local facilities and public transport services.

The neighbourhood activity centre will incorporate a mixture of services, providing for the daily and weekly shopping, business and community needs of the surrounding community. It will contain in the order of 6,000 square metres floor area for retail activities and in the order of 2,000 square metres floor area for other non-residential land uses. It will comprise generally multi-storey, mixed use buildings where the street level uses are primarily non-residential. Upper floor uses will primarily comprise residential development with some complementary non-residential uses such as offices and consulting rooms.

The built form within the activity centre will have a strong contemporary urban character, with active building frontages orientated towards Scholefield Road, adjacent open space to the west and other public areas. A variety of materials, colours and façade articulation will be used to provide interest and amenity. Active ground floor frontages will be provided, with clear connection of the building with public areas and spaces. Features and activities that attract people are encouraged, such as frequent doors and display windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths.

The activity centre public realm will include landscaping comprising established upper canopy species of trees, consistent with the scale and height of buildings, to provide shade canopy cover as well as softening the building form. It will also feature a public plaza with a strong connection to the Scholefield Road frontage. A pedestrian friendly environment will be provided through such means as wide footpaths, colonnades, courtyards, verandahs and awnings and street furniture.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development, or any combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation

- dwelling
 - domestic outbuilding
 - educational establishment
 - pre -school
 - primary school
 - residential flat building
 - supported accommodation.
- 2 The following additional forms of development, or combination thereof, are also envisaged within the designated neighbourhood activity centre identified on [Concept Plan Map Mar/10 - Seacliff Park](#):
- community centre
 - consulting room
 - indoor recreation centre
 - office
 - place of worship
 - pre-school
 - restaurant (excluding those incorporating a drive-through facility)
 - shop (excluding a bulky goods outlet or a retail showroom or a shop associated with a premise that sells and/or trades petrol).
- 3 Development should be in accordance with [Concept Plan Map Mar/10 - Seacliff Park](#).
- 4 Non-residential development should be located within the designated neighbourhood activity centre
- 5 Development listed as non-complying is generally inappropriate.

Form and Character

- 6 Development should be consistent with the desired character for the zone.
- 7 Development may be up to 6 storeys in height.
- 8 Unless separated by a public road or reserve (open space), the visual massing and height of buildings in the zone should be progressively reduced to a maximum of 3 storeys at the interface with low rise (1 to 2 storey) residential development.
- 9 Garage top apartments should:
- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
 - (b) front a street or laneway that provides rear access for vehicles associated with the main dwelling and garage top apartment
 - (c) complement the existing dwelling or mixed use building.
- 10 Development should be sited and designed to:
- (a) not affect the ongoing operation of the adjacent quarry
 - (b) ameliorate noise, vibration and air quality impacts from the adjacent quarry

(c) ensure there is no direct line of sight to mining operations associated with the adjacent quarry

11 Where required, an acoustic barrier should be constructed within the zone adjacent the boundary with Ocean Boulevard to mitigate noise and vibration issues associated with traffic using the road.

12 A landscape buffer of an appropriate width should be constructed adjacent the boundary of the site with Ocean Boulevard (where required) and the boundary to the south, to mitigate air quality issues associated with the road and nearby quarry activities.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

- 13 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with any approved building envelope plan
 - (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height above reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development.
- 14 Dwellings and residential flat buildings developed to both side boundaries should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

Setbacks from the Side Boundary

- 15 Walls of dwellings and residential flat buildings set back from the side boundary should be designed in accordance with the following:

Wall height (measured from reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development)	Minimum setback from side boundaries (metres)
For any portion of the wall less than or equal to 7 metres	0.9
For any portion of the wall greater than 7 metres	1.5

Front Setbacks

- 16 Dwellings and residential flat buildings (excluding verandahs, porticos and the like) should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From the primary road frontage of all other roads	3 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of all other roads	1.5

Setbacks from Rear Boundaries

- 17 The walls of dwellings and residential flat buildings should be set back from rear boundaries, except where the rear boundary adjoins a laneway, in accordance with the following parameters:
- (a) ground floor minimum setback of 2.5 metres
 - (b) second storey minimum setback of 4 metres
 - (c) third storey or more minimum setback of 4 metres plus any increase in wall height over 6 metres.
- 18 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with an approved building envelope plan.

Development Fronting a Laneway

- 19 Laneways should:
- (a) be of adequate dimensions to enable safe and efficient movements for pedestrians, cars and service vehicles (including for waste collection)
 - (b) have a minimum road reserve width of 8 metres
 - (c) be through routes of a straight configuration
 - (d) not be longer than 140 metres without a mid-link lane.
- 20 Development fronting a laneway should enable safe and easy access into/from the laneway and be set-back a sufficient distance to:

- (a) avoid the need for people to step directly onto the road reserve when leaving a dwelling
- (b) avoid the need for doors/gates to protrude into the laneway when open
- (c) adequately cater for the turning path of a typical motor vehicle accessing the site.

21 Built development facing a laneway should be setback from the boundary of the laneway:

- (a) a minimum of 0.5 metres for the ground floor of a dwelling and may be on the boundary for upper levels
- (b) a minimum of 0.5 metres and a maximum of 1.0 metre for a garage or carport.

22 Dwellings and residential flat buildings facing a laneway should provide visible front door access, with a clearly identified house number, letter box and access to metered services.

Private Open Space

23 Dwellings and residential flat buildings should include private open space that conforms to the requirements below:

Minimum area of private open space (particularly dwellings with ground level living rooms)

Site area	Private open space (POS)		
	Total	Directly accessible from a living room	Off-ground
175 square metres or greater	20 per cent of site area	10 per cent of the site area with a minimum dimension of 5 metres by 5 metres	10 square metres
Less than 175 square metres	35 square metres	16 square metres with a minimum dimension of 4 metres by 4 metres	8 square metres

Dwellings with ground level habitable rooms should have at least the total amount of private open space specified above. Off-ground areas such as balconies, roof patios, decks or the like may comprise part of the open space if each is at least the size specified.

One part of the private open space should:

- Be directly accessible from a living room of the dwelling and no less than the size specified;
- Have a minimum dimension as specified above; and
- Have a gradient no steeper than 1-in-10.

All other private open space should have a dimension of at least 2.5 metres at ground level and 2 metres off-ground level.

Minimum area of private

open space (dwellings located wholly above ground level or without ground level habitable rooms)

Dwelling type	Private open space
Studio (no separate bedroom)	6 square metres
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	11 square metres plus 4 square metres for each bedroom after the first two

Dwellings without ground level habitable rooms should have at least the amount of private open space specified above. All private open space should have a dimension of at least 2 metres, and be directly accessible from a living room of the dwelling.

Site Area

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

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)	Minimum site depth (metres)
Detached dwelling (except where constructed boundary to boundary)	270	7	20
Semi-detached dwelling	220	6	20
Row dwelling and detached dwelling constructed boundary to boundary	220	5	20
Group dwelling / residential flat building (1 and 2 storey)	200	15	45

Minimum Dwelling Areas for Residential Flat Buildings

25 Residential flat buildings should contain dwellings with internal floor areas of not less than the following:

- (a) studio (where there is no separate bedroom): 35 square metres
- (b) 1 bedroom dwelling/apartment: 50 square metres
- (c) 2 bedroom dwelling/apartment: 65 square metres
- (d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

“Internal floor areas” includes internal storage areas but does not include balconies or car parking as part of the calculation.

Affordable Housing

26 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Neighbourhood Activity Centre

27 The designated neighbourhood activity centre should:

- (a) maximise its role as a neighbourhood focus by including shops, a range of community facilities and residential development
- (b) comprise buildings of a human scale, addressing the street and other areas accessible to the public
- (c) be physically connected with surrounding residential areas by:
 - (i) avoiding large expanses of vehicle parking that physically separates the activity centre from surrounding residential areas
 - (ii) including pedestrian and cycle linkages that enable residents to comfortably walk and cycle directly from residential areas to and also within activity centre facilities
- (d) orientate development towards and near to public spaces and street frontages
- (e) incorporate, where possible, mixed use development along the edges to provide a transition from activity centre uses to residential areas
- (f) include shelter for pedestrians along public streets and internal access ways
- (g) ensure building façades create diversity of interest and have the appearance of an aggregation of small buildings
- (h) ensure roof forms are varied and do not include large expanses of roofline that are visible from the public domain

- (i) ensure buildings address the street frontage and open spaces with service areas generally accessed via rear lanes or internal to the centre and not visible from public streets or residential development.
- 28 A range of setbacks should be used within the activity centre to:
- (a) support active frontages
 - (b) accommodate activities within the wider public realm (i.e. the streets, open spaces and other areas accessible to the public).
- 29 Development with larger floor areas and typically large frontages (e.g. such as a supermarket) within the activity centre should be designed to present a small frontage to the public area, which is integrated with the smaller scale frontages of other development by such means as 'wrapping or capping' the larger shop frontage with smaller shops fronting the external environment.
- 30 Upper floors of multi-storey mixed use buildings should primarily comprise of residential development, with some complementary non-residential uses such as offices or consulting rooms.

Stormwater Management and Water Quality

- 31 Development should include stormwater management systems designed to achieve the following stormwater runoff outcomes:
- (a) Protection from the 1 in 100 year average recurrence interval flows generated by the upstream catchment. This should include a safe overland flow path and could include a suitably sized pipe system for these floodwaters through or around the zone, discharging to a suitably sized detention basin which discharges at a rate no greater than $0.1\text{m}^3/\text{sec}$.
 - (b) Stormwater runoff generated by development from rainfall events having up to a 1 in 5 year average recurrence interval should be retained/reused within the zone and discharged at a rate no greater than $0.03\text{m}^3/\text{sec}$ to the downstream drainage system, in lieu of soil infiltration into underlying contaminated soil. However, use of on-site Water Sensitive Design treatments should be maximised.
 - (c) The peak 1 in 100 year average recurrence interval flow discharged from the zone should be reduced to the existing 5 year average recurrence interval peak flow of $0.66\text{m}^3/\text{sec}$.
- 32 The amenity of the proposed development should be protected from polluted upstream catchment stormwater discharged through the zone.
- 33 Development should include stormwater management systems designed to achieve the following catchment runoff quality outcomes compared to an equivalent urban catchment with no water quality management:
- (a) Suspended solids - 80% reduction in average annual pollutant load
 - (b) Total phosphorous - 60% reduction in average annual pollutant load
 - (c) Total nitrogen - 45% reduction in average annual pollutant load
 - (d) Litter/gross pollutants— 90% reduction in average annual pollutant load
 - (e) Oil and Grease – no visible oils for flows up to the 3 month ARI Peak Flow

- (f) Flow-run off rates that do not exceed the rate of discharge from the site that existed during pre-development.

Bicycle Parking

- 34 Bicycle parking should be provided at the rate set out in [Table Mar/5 – Bicycle Parking Requirements for Designated Areas](#).

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

The following forms of development and any development which includes one or more or a combination of the following forms of development (in any fashion, including as an integrated component), are non-complying:

Form of development	Exceptions
Adult products and services premise	
Amusement machine centre	
Advertisement and/or advertising hoarding where one or more of the following applies:	
Neighbourhood activity centre area of the zone:	Except in regard to subclause (d), advertisements that display third party content where integrated with a bus shelter or public telephone booth located on a primary arterial road
(a) it moves, flashes or rotates	
(b) it projects above the roof line when roof mounted	
(c) when attached to a building, has any part projecting above the walls, fascia or parapet	
(d) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed	
(e) has a height greater than 8 metres above reference level	
(f) it exceeds a display area or panel size of 12 square metres in area (6 square metres if double sided)	

Form of development	Exceptions
Residential area of the zone:	Except in regard to subclause (g), advertisements that display third party content where integrated with a bus shelter
<ul style="list-style-type: none"> (a) it is illuminated (internally, externally or indirectly) (b) it moves, flashes or rotates (c) when freestanding, exceeds 4 metres above reference level at any point (d) when attached to a building, has any part protruding above the highest level of that building (e) when on a non-residential site it exceeds a display area or panel size of 4 square metres in area (2 square metres if double sided) (f) when on a residential site it exceeds a display area or panel size of 0.4 square metres in area (0.2 square metres if double sided) (g) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed 	
Bulky goods outlet or retail showroom	
Car wash facility	
Fuel depot	
Hospital	
Industry	
Motor repair station	
Petrol filling station	
Premise that incorporates a facility for the fuelling of vehicles	
Public service depot	
Restaurant incorporating a drive-through facility	
Road transport terminal	
Service trade premise	

Form of development	Exceptions
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

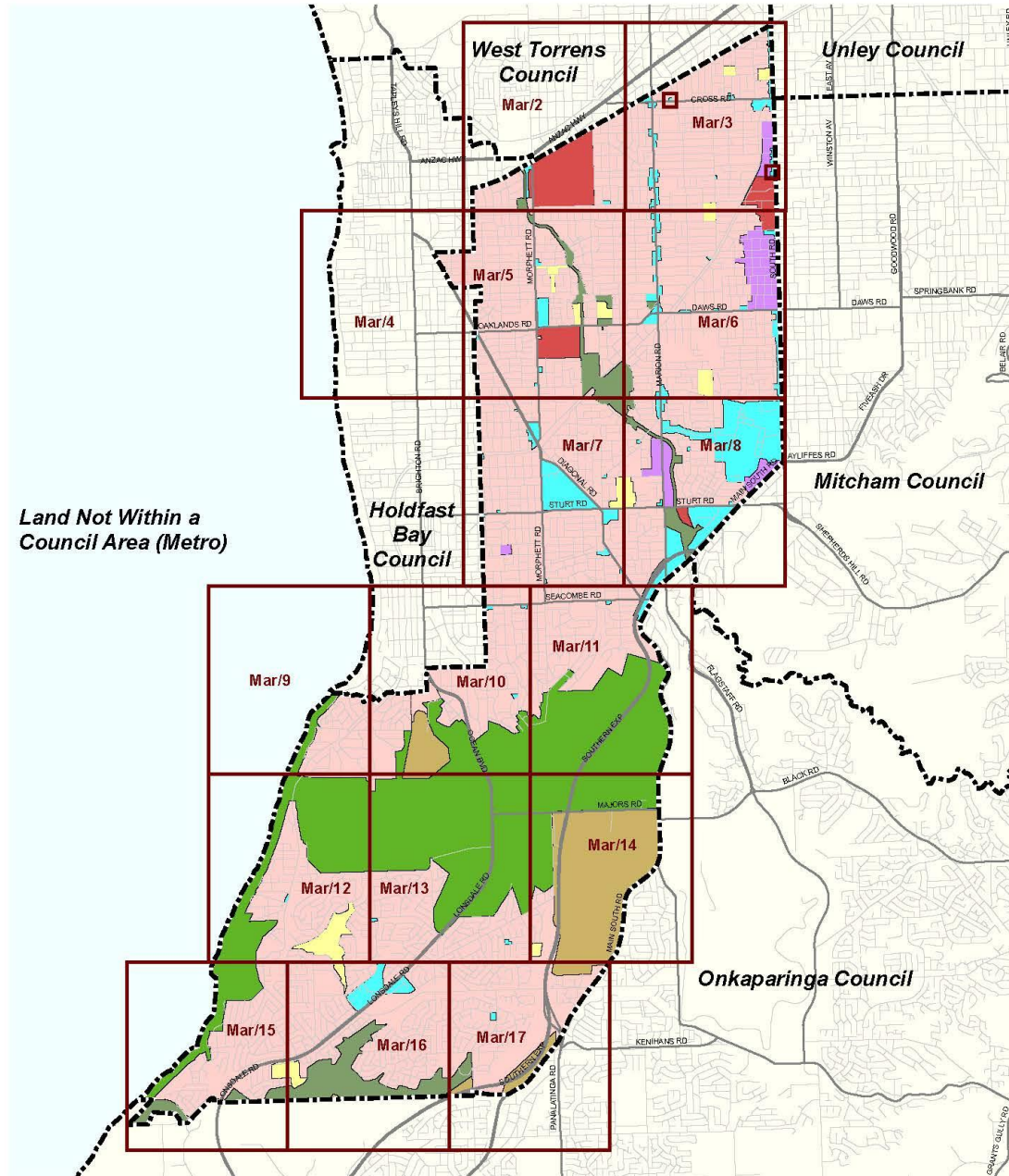
Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Dwelling	
Nursing home	
Office that is ancillary and in association with a dwelling	
Residential flat building	
Retirement village	
Supported accommodation	
Within the neighbourhood activity centre:	
(a) community centre	
(b) consulting room	
(c) indoor recreation centre	
(d) office	
(e) place of worship	
(f) pre-school	
(g) shop	

Attachment M3



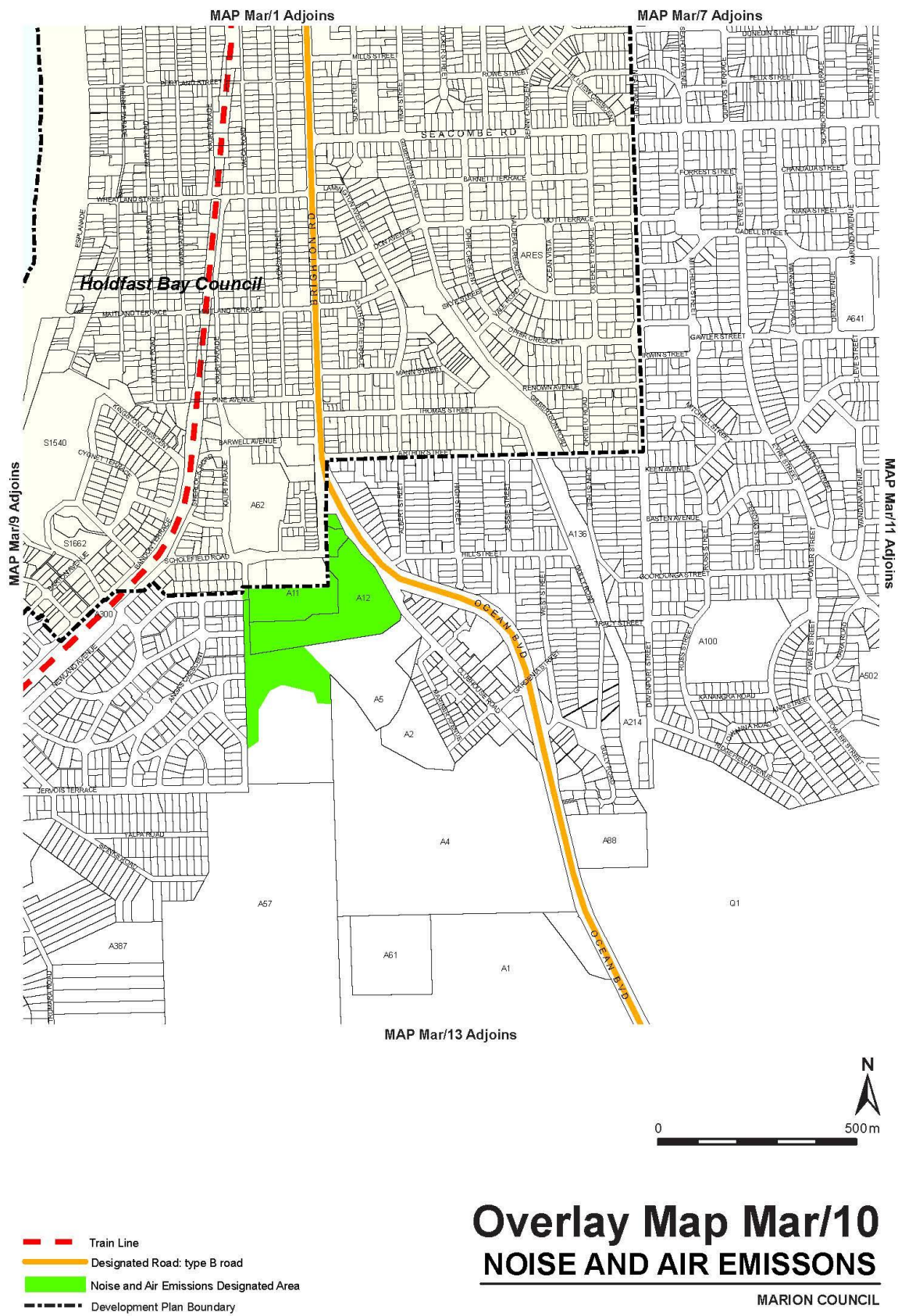
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

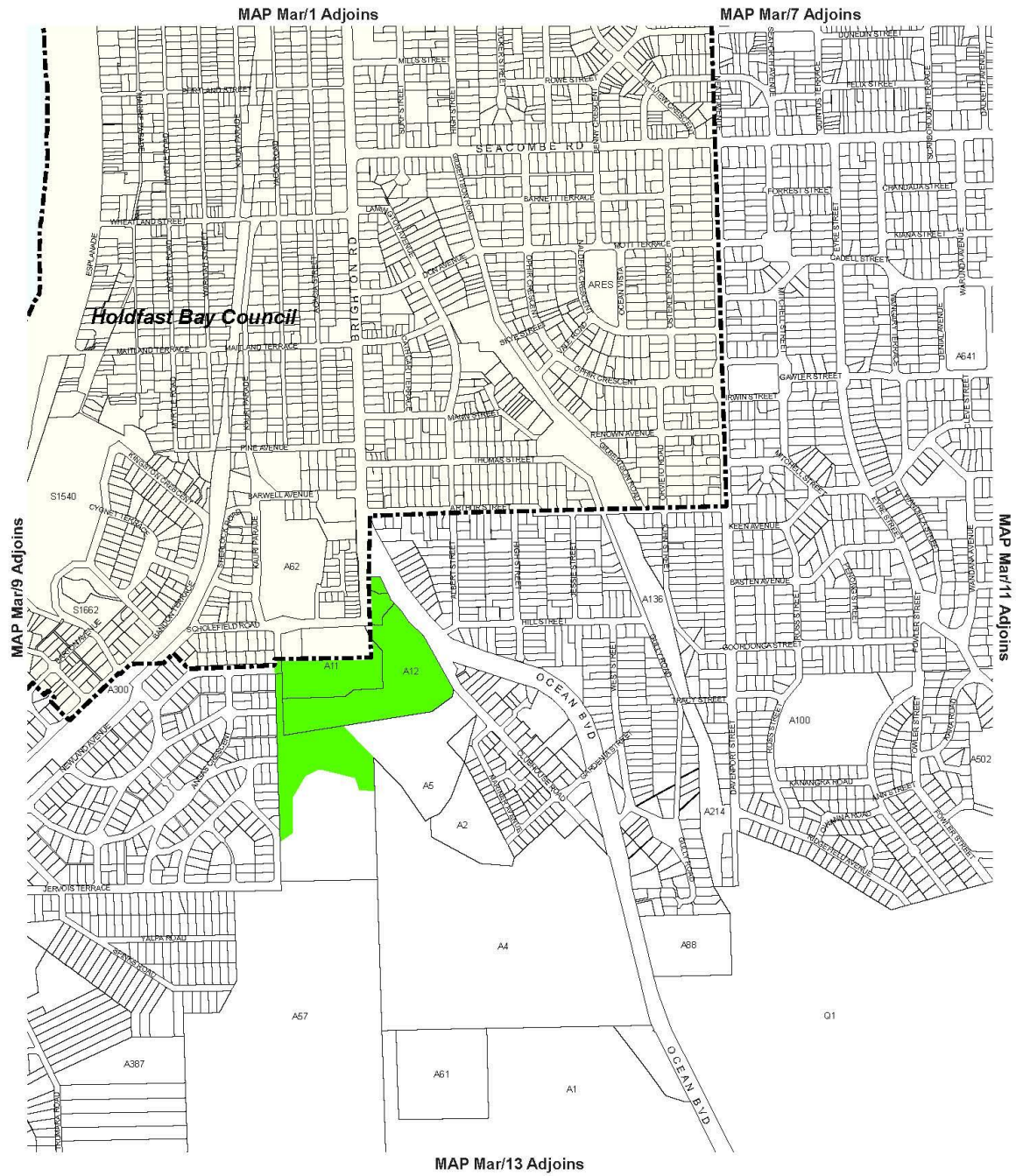


Council Index Map

MARION COUNCIL

Attachment M4





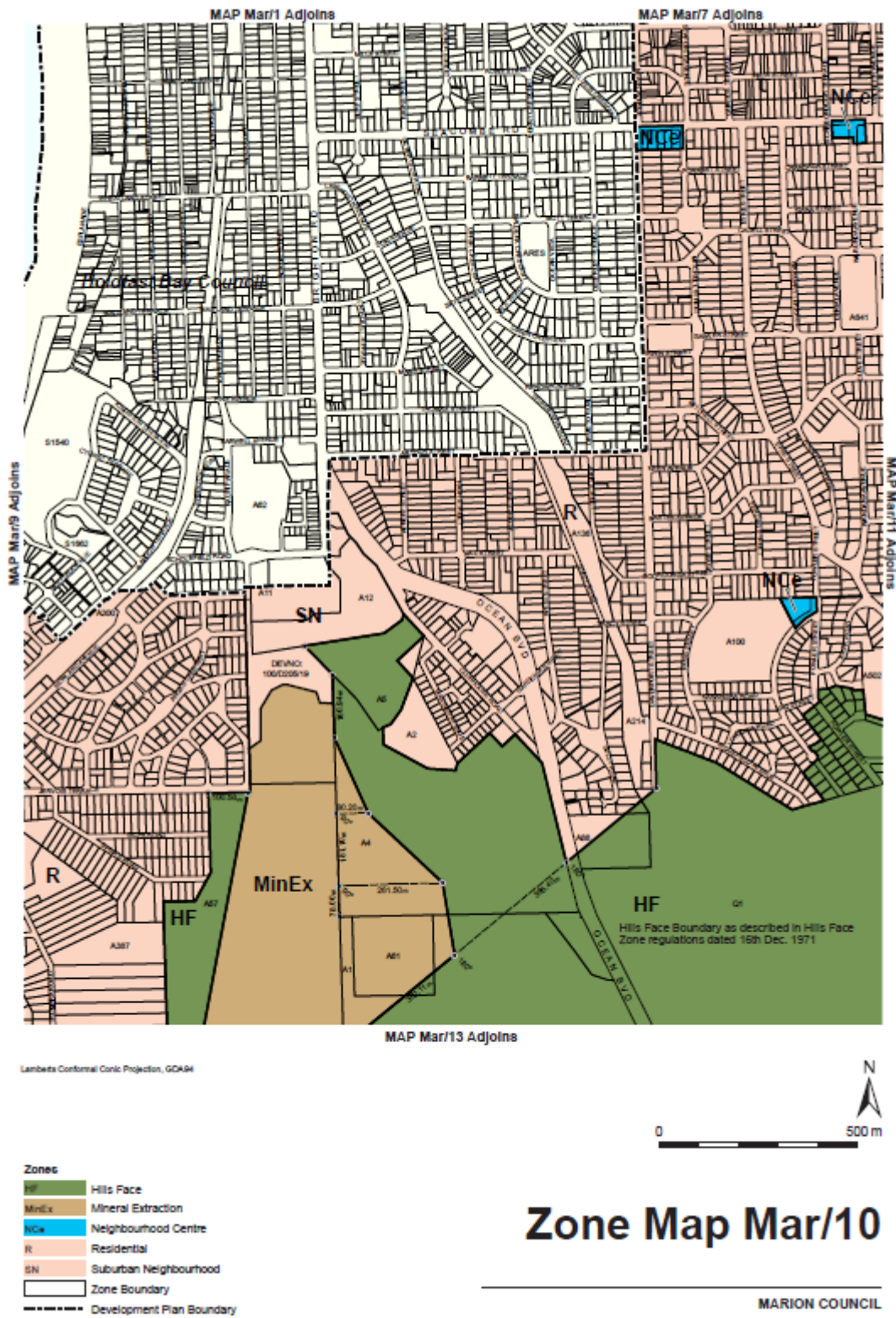
Overlay Map Mar/10

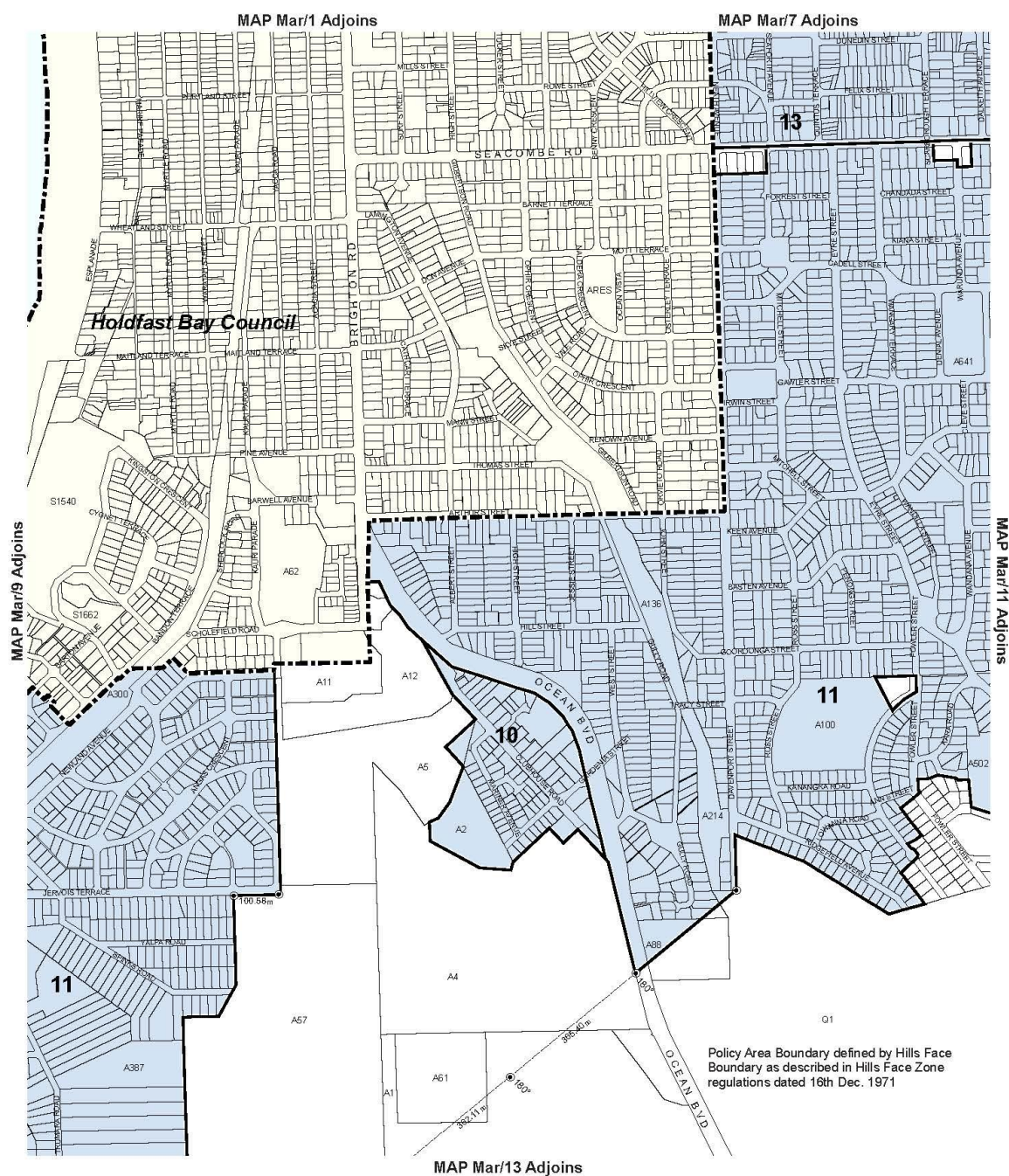
AFFORDABLE HOUSING

MARION COUNCIL

 Affordable Housing Designated Area
 Railways
 Development Plan Boundary

Attachment M5





Lamberts Conformal Conic Projection, GDA94

Policy Area
10 Cement Hill
11 Hills
13 Northern

Policy Area Boundary defined by Hills Face Boundary as described in Hills Face Zone regulations dated 16th Dec. 1971

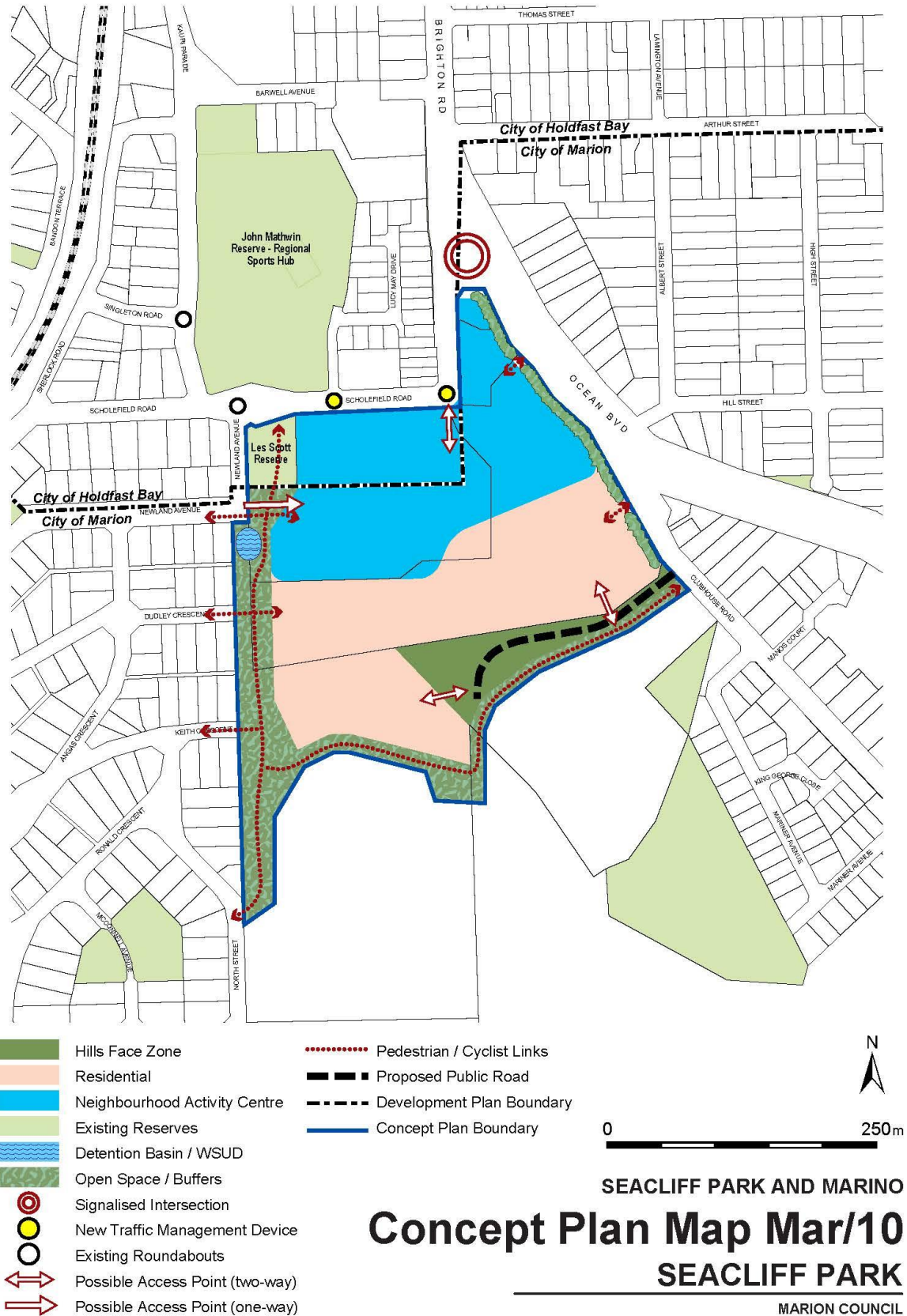
MAP Mar/13 Adjoins

Policy Area Map Mar/10

 Policy Area Boundary
 Development Plan Boundary

MARION COUNCIL

Attachment M6



Amendment Instructions Table					
Name of Local Government Area: City of Holdfast Bay					
Name of Development Plan: Holdfast Bay (City)					
Name of DPA: Seacliff Park Residential and Centre					
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 2 June 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>					
Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Centres and Retail Development					
1	Replace	Objective 8	With “Vibrant multi-purpose centres at Glenelg, Brighton and Seacliff.”	N	N
2	Replace	PDC 10	With “A shop or group pf shops with a gross leasable area of greater than 250 square metres should be located within a centre zone or other recognised activity centre.”	N	N
Interface between Land Uses					
3	Insert	After Objective 2	“3 Protect desired land use forms from the	N	N

			encroachment of incompatible development.”		
Orderly and Sustainable Development					
4	Insert	After PDC 9(g)	“(h) Concept Plan Map HoB/6 – Minda Incorporated Brighton Campus “(i) Concept Plan Map HoB/7 – Seacliff Park	N	Y Map Reference Tables
Residential Development					
5	Insert	After the words “with the following” in PDC 14	“(except where facing a laneway in the Suburban Neighbourhood Zone)”	N	N
6	Insert	After the words “the following parameters” in PDC 17	“(except within the Suburban Neighbourhood Zone)”	N	N
7	Insert	After the words “the following parameters” in PDC 21	“(except within the Suburban Neighbourhood Zone)”	N	N
8	Insert	After the words “the following parameters” in PDC 24	“(except within the Suburban Neighbourhood Zone)”	N	N
9	Insert	After the words “street frontage” in PDC 25	“(except within the Suburban Neighbourhood Zone)”	N	N
10	Insert	After the words “street frontage” in PDC 25	“(except within the Suburban Neighbourhood Zone)”	N	N
11	Insert	After the words “the following values” in PDC 28	“(except within the Suburban Neighbourhood Zone)”	N	N
12	Insert	After the words “the following table” in PDC 32	“(except within the Suburban Neighbourhood Zone)”	N	N
13	Replace NEW	“Dwellings” in PDC 35	With “Except where otherwise specified, dwellings”	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Suburban Neighbourhood Zone					
14	Insert	After the contents of the “Residential High Density Zone”	The contents of Attachment HB 1	N	N
TABLES					
Amendments required (Yes/No): Yes					

15	Replace	Table HoB/1 – Off Street Vehicle Parking Requirements	With the contents of Attachment HB 2	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)					
Amendments required (Yes/No): Yes					
Map Reference Tables					
16	Insert	In “Zone Maps” a new row immediately after “Residential High Density Zone”	Containing “ Suburban Neighbourhood Zone ” and “ HoB/10 ”	N	N
17	Insert	In “Overlay Maps – Noise and Air Emissions – after reference to Overlay Map Number HoB/8”	Reference to “, HoB/10 ”	N	N
18	Insert	In “Overlay Maps” a new row immediately after “Noise and Air Emissions”	Containing “ Affordable Housing ” and “ HoB/2, HoB/4, HoB/10 ”	N	N
19	Insert	In “Concept Plan Maps” a new row immediately after “Minda Incorporated Brighton Campus”	Containing “ Seacliff Park ” and “ Concept Plan Map HoB/7 ”	N	N
Map(s)					
20	Replace	“Council Index Map”	With corresponding map in Attachment HB 3	N	N
22	Insert	Immediately after “Overlay Map HoB/10 Natural Resources”	The new maps in Attachment HB 4	N	N
23	Replace	“Zone Map HoB/10”	With the contents of Attachment HB 5	N	N
24	Replace	“Structure Plan Map HoB/1 Holdfast Bay	With the contents of Attachment HB 6	N	N
25	Insert	After “Concept Plan Map HoB/6 – Minda Incorporated Brighton Campus”	The contents of Attachment HB 7	N	N

Attachment HB 1

Suburban Neighbourhood Zone

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

OBJECTIVES

- 1 A predominantly medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.
- 2 Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.
- 3 A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 4 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will be developed predominantly as a medium density residential area focused around a neighbourhood scale activity centre. The layout of the area will support integration of activities, an active public realm and provide convenient pedestrian, cycling and vehicular access to public open space, shops, a range of community services and adjacent education facilities.

Development across the zone will take advantage of scenic views of the Adelaide coastline and cityscape in the arrangement of streets, open spaces and the orientation of buildings. Buildings of up to six storeys are envisaged.

Public open space will provide a high level of amenity for local residents and will be primarily designed for local use. Existing tall trees will be retained, where possible, and all new species planted to provide canopy cover, cooling, habitat and improved air quality and stormwater management. Reserves will support a network of pedestrian and cycling linkages throughout to the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre. Some reserves will also provide a joint stormwater management function.

Stormwater, both from the upstream catchment and generated within the zone, will be carefully managed to ensure that flows do not exceed the capacity of the downstream system. A variety of Water Sensitive Urban Design mechanisms will be integrated throughout the zone at the neighbourhood, street and site level. Where practical, harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces.

Sensitive development will be sited and designed so as to not affect the ongoing operation of the Linwood quarry to the south of the zone. Air quality issues will be mitigated by a vegetated landscape buffer within the zone to ensure both an appropriate living environment for residents and protection of the quarry activities.

Due to former industrial uses within the zone, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site is suitable for its intended uses, particularly where it involves a sensitive use such as residential development.

A variety of dwelling types and densities, and a range of allotment sizes, will be provided across the zone, catering for different household sizes, life cycle stages and housing preferences. The average net residential site density will be in the order of 35 to 70 dwelling units per hectare across the zone, with pockets of development that may be lesser or greater than this target. Buildings of up to 6 storeys in height are envisaged in some parts of the zone.

In the residential area, setbacks to local streets will be used to provide opportunities for landscaping to soften the built form. A cohesive built form will be achieved through design elements such as roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include balconies, windows and doors that overlook the street to promote community interaction and safer streets.

The residential area public realm will include unique and interesting themes achieved through landscaping, appropriate species of trees, surface treatments, street furniture, building design and other elements. Garaging and associated entry points will not dominate the appearance of a building from a local street (including a laneway). Street patterns and walkways will be designed to minimise the need for local vehicle trips, promote low vehicle speeds and maximise shared street opportunities in local streets. These networks, and the canopy cover, will encourage walking and cycling to local facilities and public transport services.

The neighbourhood activity centre will incorporate a mixture of services, providing for the daily and weekly shopping, business and community needs of the surrounding community. It will contain in the order of 6,000 square metres floor area for retail activities and in the order of 2,000 square metres floor area for other non-residential land uses. It will comprise generally multi-storey, mixed use buildings where the street level uses are primarily non-residential. Upper floor uses will primarily comprise residential development with some complementary non-residential uses such as offices and consulting rooms.

The built form within the activity centre will have a strong contemporary urban character, with active building frontages orientated towards Scholefield Road, adjacent open space to the west and other public areas. A variety of materials, colours and façade articulation will be used to provide interest and amenity. Active ground floor frontages will be provided, with clear connection of the building with public areas and spaces. Features and activities that attract people are encouraged, such as frequent doors and display windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths.

The activity centre public realm will include landscaping comprising established upper canopy species of trees, consistent with the scale and height of buildings, to provide shade canopy cover, as well as softening the building form. It will also feature a public plaza with a strong connection to the Scholefield Road frontage. A pedestrian friendly environment will be provided through such means as wide footpaths, colonnades, courtyards, verandahs and awnings and street furniture.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development, or any combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation
 - dwelling
 - domestic outbuilding
 - educational establishment

- pre-school
 - primary school
 - residential flat building
 - supported accommodation.
- 2 The following additional forms of development, or combination thereof, are also envisaged within the designated neighbourhood activity centre identified on [Concept Plan Map HoB/7 – Seacliff Park](#)
- community centre
 - consulting room
 - indoor recreation centre
 - office
 - place of worship
 - pre-school
 - restaurant (excluding those incorporating a drive-through facility)
 - shop (excluding a bulky goods outlet or a retail showroom or a shop associated with a premise that sells and/or trades petrol).
- 3 Development should be in accordance with [Concept Plan Map HoB/7 – Seacliff Park](#).
- 4 Non-residential development should be located within the designated neighbourhood activity centre.
- 5 Development listed as non-complying is generally inappropriate.

Form and Character

- 6 Development should be consistent with the desired character for the zone.
- 7 Development may be up to 6 storeys in height.
- 8 Unless separated by a public road or reserve (open space), the visual massing and height of buildings in the zone should be progressively reduced to a maximum of 3 storeys at the interface with low rise (1 to 2 storey) residential development.
- 9 Garage top apartments should:
- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
 - (b) front a street or laneway that provides rear access for vehicles associated with the main dwelling and garage top apartment
 - (c) complement the existing dwelling or mixed use building.
- 10 Development should be sited and designed to:
- (a) not affect the ongoing operation of the adjacent quarry
 - (b) ameliorate noise, vibration and air quality impacts from the adjacent quarry
 - (c) ensure there is no direct line of sight to mining operations associated with the adjacent quarry
- 11 Where required, an acoustic barrier should be constructed within the zone adjacent the boundary with Ocean Boulevard to mitigate noise and vibration issues associated with traffic using the road.

12 A landscape buffer of an appropriate width should be constructed adjacent the boundary of the site with Ocean Boulevard (where required) and the boundary to the south, to mitigate air quality issues associated with the road and nearby quarry activities.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

- 13 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with any approved building envelope plan
 - (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height above reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development.
- 14 Dwellings and residential flat buildings developed to both side boundaries should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

Setbacks from the Side Boundary

- 15 Walls of dwellings and residential flat buildings set back from the side boundary should be designed in accordance with the following:

Wall height (measured from reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development)	Minimum setback from side boundaries (metres)
For any portion of the wall less than or equal to 7 metres	0.9
For any portion of the wall greater than 7 metres	1.5

Front Setbacks

- 16 Dwellings and residential flat buildings (excluding verandahs, porticos and the like) should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From the primary road frontage of all other roads	3 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of all other roads	1.5

Setbacks from Rear Boundaries

- 17 The walls of dwellings and residential flat buildings should be set back from rear boundaries, except where the rear boundary adjoins a laneway, in accordance with the following parameters:
- (a) ground floor minimum setback of 2.5 metres
 - (b) second storey minimum setback of 4 metres
 - (c) third storey or more minimum setback of 4 metres plus any increase in wall height over 6 metres.
- 18 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with an approved building envelope plan.

Development Fronting a Laneway

- 19 Laneways should:
- (a) be of adequate dimensions to enable safe and efficient movements for pedestrians, cars and service vehicles (including for waste collection)
 - (b) have a minimum road reserve width of 8 metres
 - (c) be through routes of a straight configuration
 - (d) not be longer than 140 metres without a mid-link lane.
- 20 Development fronting a laneway should enable safe and easy access into/from the laneway and be set-back a sufficient distance to:
- (a) avoid the need for people to step directly onto the road reserve when leaving a dwelling

- (b) avoid the need for doors/gates to protrude into the laneway when open
 - (c) adequately cater for the turning path of a typical motor vehicle accessing the site.
- 21 Built development facing a laneway should be setback from the boundary of the laneway:
- (a) a minimum of 0.5 metres for the ground floor of a dwelling and may be on the boundary for upper levels
 - (b) a minimum of 0.5 metres and a maximum of 1.0 metre for a garage or carport.
- 22 Dwellings and residential flat buildings facing a laneway should provide visible front door access, with a clearly identified house number, letter box and access to metered services.

Private Open Space

- 23 Dwellings and residential flat buildings should include private open space that conforms to the requirements below:

Minimum area of private open space (particularly dwellings with ground level living rooms)

Site area	Private open space (POS)		
	Total	Directly accessible from a living room	Off-ground
175 square metres or greater	20 per cent of site area	10 per cent of the site area with a minimum dimension of 5 metres by 5 metres	10 square metres
Less than 175 square metres	35 square metres	16 square metres with a minimum dimension of 4 metres by 4 metres	8 square metres

Dwellings with ground level habitable rooms should have at least the total amount of private open space specified above. Off-ground areas such as balconies, roof patios, decks or the like may comprise part of the open space if each is at least the size specified.

One part of the private open space should:

- Be directly accessible from a living room of the dwelling and no less than the size specified;
- Have a minimum dimension as specified above; and
- Have a gradient no steeper than 1-in-10.

All other private open space should have a dimension of at least 2.5 metres at ground level and 2 metres off-ground level.

Minimum area of private open space (dwellings located wholly above ground level or without ground level habitable rooms)

Dwelling type	Private open space
Studio (no separate bedroom)	6 square metres
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	11 square metres plus 4 square metres for each bedroom after the first two

Dwellings without ground level habitable rooms should have at least the amount of private open space specified above. All private open space should have a dimension of at least 2 metres, and be directly accessible from a living room of the dwelling.

Site Area

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

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)	Minimum site depth (metres)
Detached dwelling (except where constructed boundary to boundary)	270	7	20
Semi-detached dwelling	220	6	20
Row dwelling and detached dwelling constructed boundary to boundary	220	5	20
Group dwelling / residential flat building (1 and 2 storey)	200	15	45

Minimum Dwelling Areas for Residential Flat Buildings

- 25 Residential flat buildings should contain dwellings with internal floor areas of not less than the following:
- (a) studio (where there is no separate bedroom): 35 square metres
 - (b) 1 bedroom dwelling/apartment: 50 square metres
 - (c) 2 bedroom dwelling/apartment: 65 square metres

- (d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

“Internal floor areas” includes internal storage areas but does not include balconies or car parking as part of the calculation.

Affordable Housing

- 26 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Neighbourhood Activity Centre

- 27 The designated neighbourhood activity centre should:

- (a) maximise its role as a neighbourhood focus by including shops, a range of community facilities and residential development
- (b) comprise buildings of a human scale, addressing the street and other areas accessible to the public
- (c) be physically connected with surrounding residential areas by:
 - (i) avoiding large expanses of vehicle parking that physically separates the activity centre from surrounding residential areas
 - (ii) including pedestrian and cycle linkages that enable residents to comfortably walk and cycle directly from residential areas to and also within activity centre facilities
- (d) orientate development towards and near to public spaces and street frontages
- (e) incorporate, where possible, mixed use development along the edges to provide a transition from activity centre uses to residential areas
- (f) include shelter for pedestrians along public streets and internal access ways
- (g) ensure building façades create diversity of interest and have the appearance of an aggregation of small buildings
- (h) ensure roof forms are varied and do not include large expanses of roofline that are visible from the public domain
- (i) ensure buildings address the street frontage and open spaces with service areas generally accessed via rear lanes or internal to the centre and not visible from public streets or residential development.

- 28 A range of setbacks should be used within the activity centre to:

- (a) support active frontages
- (b) accommodate activities within the wider public realm (i.e. the streets, open spaces and other areas accessible to the public).

- 29 Development with larger floor areas and typically large frontages (e.g. such as a supermarket) within the activity centre should be designed to present a small frontage to the public area, which is integrated with the smaller scale frontages of other development by such means as 'wrapping or capping' the larger shop frontage with smaller shops fronting the external environment.
- 30 Upper floors of multi-storey mixed use buildings should primarily comprise of residential development, with some complementary non-residential uses such as offices or consulting rooms.
- 31 Outdoor storage, loading and service areas should be:
 - (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.
- 32 Undercroft garaging of vehicles should only occur when:
 - (a) the overall height and bulk of the development does not adversely impact on streetscape character of the locality or the amenity of adjacent properties
 - (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
 - (c) the site slopes up from the street
 - (d) driveway gradients provide for safe and functional entry and exit
 - (e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (f) openings to undercroft areas are integrated with the main building so as to minimise visual impact
 - (g) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (h) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)
 - (i) the height of the car park ceiling does not exceed 1 metre above the finished ground level.
- 33 Buildings with 4 storeys or more above natural surface level should include provision for undercroft parking.
- 34 Semi-basement or undercroft parking should be suitably integrated with the building form.
- 35 In the case of semi-basement or undercroft car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

Stormwater Management and Water Quality

- 36 Development should include stormwater management systems designed to achieve the following stormwater runoff outcomes:
- (a) Protection from the 1 in 100 year average recurrence interval flows generated by the upstream catchment. This should include a safe overland flow path and could include a suitably sized pipe system for these floodwaters through or around the zone, discharging to a suitably sized detention basin which discharges at a rate no greater than $0.1\text{m}^3/\text{sec}$.
 - (b) Stormwater runoff generated by development from rainfall events having up to a 1 in 5 year average recurrence interval should be retained/reused within the zone and discharged at a rate no greater than $0.03\text{m}^3/\text{sec}$ to the downstream drainage system, in lieu of soil infiltration into underlying contaminated soil. However, use of on-site Water Sensitive Design treatments should be maximised.
 - (c) The peak 1 in 100 year average recurrence interval flow discharged from the zone should be reduced to the existing 5 year average recurrence interval peak flow of $0.66\text{m}^3/\text{sec}$.
- 37 The amenity of the proposed development should be protected from polluted upstream catchment stormwater discharged through the zone.
- 38 Development should include stormwater management systems designed to achieve the following catchment runoff quality outcomes compared to an equivalent urban catchment with no water quality management:
- (a) Suspended solids - 80% reduction in average annual pollutant load
 - (b) Total phosphorous - 60% reduction in average annual pollutant load
 - (c) Total nitrogen - 45% reduction in average annual pollutant load
 - (d) Litter/gross pollutants– 90% reduction in average annual pollutant load
 - (e) Oil and Grease – no visible oils for flows up to the 3 month ARI Peak Flow
 - (f) Flow-run off rates that do not exceed the rate of discharge from the site that existed during pre-development.

Bicycle Parking

- 39 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of journey facilities including:
- (a) changing facilities and secure lockers for staff
 - (b) signage indicating the location of bicycle facilities
 - (c) bicycle parking facilities provided at the rates set out in the Table below:

Form of development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces)
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor areas	2, plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

PROCEDURAL MATTERS

COMPLYING DEVELOPMENT

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

Non-complying Development

The following forms of development and any development which includes one or more or a combination of the following forms of development (in any fashion, including as an integrated component), are non-complying:

Form of development	Exceptions
Adult products and services premise	
Amusement machine centre	
Advertisement and/or advertising hoarding where one or more of the following applies :	
Neighbourhood activity centre area of the zone:	Except in regard to subclause (d), advertisements that display third party content where integrated with a bus shelter or public telephone booth located on a primary arterial road
(a) it moves, flashes or rotates	
(b) it projects above the roof line when roof mounted	
(c) when attached to a building, has any part projecting above the walls, fascia or parapet	
(d) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed	

Form of development	Exceptions
<ul style="list-style-type: none"> (e) has a height greater than 8 metres above reference level (f) it exceeds a display area or panel size of 12 square metres in area (6 square metres if double sided) <p>Residential area of the zone:</p> <ul style="list-style-type: none"> (a) it is illuminated (internally, externally or indirectly) (b) it moves, flashes or rotates (c) when freestanding, exceeds 4 metres above reference level at any point (d) when attached to a building, has any part protruding above the highest level of that building (e) when on a non-residential site it exceeds a display area or panel size of 4 square metres in area (2 square metres if double sided) (f) when on a residential site it exceeds a display area or panel size of 0.4 square metres in area (0.2 square metres if double sided) (g) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed 	<p>Except in regard to subclause (g), advertisements that display third party content where integrated with a bus shelter</p>
Bulky goods outlet or retail showroom	
Car wash facility	
Fuel depot	
Hospital	
Industry	
Motor repair station	
Petrol filling station	
Premise that incorporates a facility for the fuelling of vehicles	
Public service depot	

Form of development	Exceptions
Restaurant incorporating a drive-through facility	
Road transport terminal	
Service trade premise	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Dwelling	
Nursing home	
Office that is ancillary and in association with a dwelling	
Residential flat building	
Retirement village	
Supported accommodation	
Within the neighbourhood activity centre:	
(a) community centre	
(b) consulting room	
(c) indoor recreation centre	
(d) office	
(e) place of worship	
(f) pre-school	

Category 1	Category 2
(g) shop	

Attachment HB 2

Table HoB/1 - Off Street Vehicle Parking Requirements

The following off street vehicle parking requirements apply, except where otherwise stated in [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) or [Table HoB/1B - Off Street Vehicle Parking Requirements for the Residential High Density Zone](#) or for [Residential Uses in the District Centre Zone Glenelg Policy Area 2](#).

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Parking for people with a disability - minimum rate for reserved spaces	1 car parking space in every 30 spaces provided with any form of development (other than residential development) should function as a car parking space reserved for the exclusive use of people with a disability.
Amusement hall Amusement machine centre Bowling alley Clubrooms Community centre Dance hall Exhibition hall Gymnasium Indoor recreation centre Stadium	1 per 10 square metres of total floor area.
Bank Building society Post Office	1 per 25 square metres of total floor area, with a minimum number of 5 car parking spaces.
Billiard Saloon	1 per 15 square metres of total floor area.
Boarding house Lodging house	1 per 4 beds.
Bowling club	30 per bowling green.
Bulky goods outlet	4 per 100 square metres of gross leasable area of that shop.
Café located within the District Centre Zone Glenelg Policy Area 2	1 per 5 seats able to be accommodated.
Concert hall Meeting hall Place of worship	1 per 5 seats provided or capable of being provided.

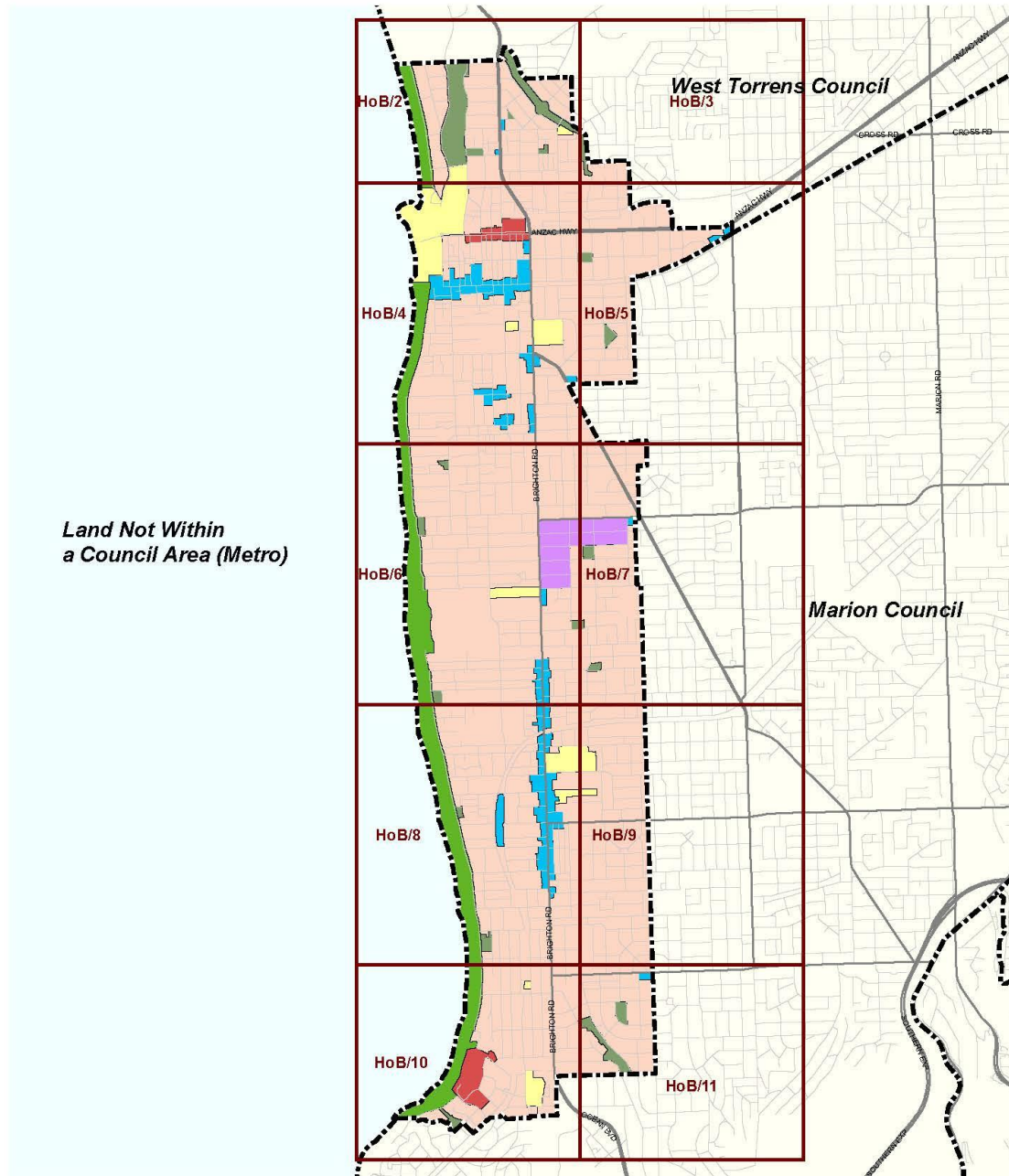
Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Consulting rooms (other than where located within the District Centre Zone Glenelg Policy Area 2 or the Suburban Neighbourhood Zone)	4 for the first consulting room, plus 2 per each additional consulting room.
Consulting rooms located within the District Centre Zone Glenelg Policy Area 2	4 per 100 square metres of gross leasable floor area.
Consulting rooms located within the Suburban Neighbourhood Zone	4 for the first consulting room, plus 1 per each additional consulting room.
Department store within District Centre Zone Glenelg Policy Area 2	5 per 100 square metres of gross leasable floor area.
Detached dwelling Semi-detached Row dwelling (other than where located within the Suburban Neighbourhood Zone)	2 on-site parking spaces, 1 of which is covered (the second space can be tandem).
Detached dwelling Semi-detached Row dwelling located within the Suburban Neighbourhood Zone	1 per 1 bedroom dwelling 2 per 2 or more bedroom dwelling.
Educational establishment Pre-school Primary school	1 per full time staff member and the number of part-time staff members equivalent to 1 full time staff member, plus an adequate number of spaces for visitors.
Funeral parlour	1 per 5 chapel seats plus 1 for each vehicle operated by the parlour.
Group dwelling or residential flat building located within the Medium Density Policy Area 5	0.75 per dwelling, where the dwelling has a maximum of 1 bedroom or a total floor area of less than 75 square metres 1 per dwelling where the dwelling has 2 bedrooms or a total floor area of at least 75 square metres and less than 130 square metres 1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more *Add an additional 0.25 spaces per dwelling for visitor parking.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Group dwelling or residential flat building located within the Minda Incorporated Brighton Campus	<p>1 per dwelling, where the dwelling has a maximum of 2 bedrooms or a total floor area of less than 130 square metres</p> <p>1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more</p> <p>*Add an additional 0.25 spaces per dwelling for visitor parking.</p>
Group dwelling or residential flat building (other than where located within the Medium Density Policy Area 5 , the Minda Incorporated Brighton Campus or the Suburban Neighbourhood Zone)	<p>1 per dwelling, where the dwelling has a maximum of 1 bedroom or a total floor area of less than 75 square metres</p> <p>1.5 per dwelling where the dwelling has 2 bedrooms or a total floor area of at least 75 square metres and less than 130 square metres</p> <p>2 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more</p> <p>*Add an additional 0.25 spaces per dwelling for visitor parking.</p>
Group dwelling or residential flat building located within the Suburban Neighbourhood Zone	<p>1 per 1 bedroom dwelling</p> <p>1.5 per 2 bedroom dwelling</p> <p>2 per 3 or more bedroom dwelling</p> <p>*Add an additional 0.25 spaces per dwelling for visitor parking.</p>
Guest house	1 for every 2 beds provided or capable of being provided.
Hotel	1 per 2 square metres of total floor area in a public bar, plus 1 per 6 square metres of total floor area in a dining room, lounge, gaming room and beer garden, plus 1 per 3 guest rooms.
Industry Service industry	1 per 50 square metres of total floor area; or 1 per 2 employees (whichever provides the larger parking area); except where retail sales take place, when the car parking provision relating to shops will apply to that floor area used for the sale or display of items.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Motel	1 per room or residential unit, plus where a restaurant or dining area is provided, an additional 1 per 10 square metres of restaurant floor area.
Meeting hall	1 per 5 seats provided or able to be provided in the hall.
Motor repair station	10 spaces per premises.
New and used vehicle lot Motor showroom	1 for every 10 vehicles displayed or able to be displayed for sale on the vehicle lot or in the vehicle showroom, plus the applicable rate for motor repair station or service industry as appropriate being applied for any area used for servicing/repairing vehicles and/or supplying spare parts to the trade or public.
Non-residential club	1 for every 6 square metres of total floor area used or capable of being used by the members of the club.
Office	1 per 25 square metres of total floor area.
Plant nursery (retail)	1 per 100 square metres of indoor floor area used for display purposes, plus 1 per 100 square metres of outdoor area used for display purposes.
Pre-school located within the Suburban Neighbourhood Zone	1 per employee plus 0.25 spaces per child as drop off/pick up bays plus 1 space for wheelchair access.
Restaurant (other than where located within the District Centre Zone Glenelg Policy Area 2 or the Suburban Neighbourhood Zone)	1 per 10 square metres of total floor area, or 1 for every 3 seats provided or able to be provided, whichever provides the greater number, together with additional car parking spaces if food is able to be taken away from the premises, to ensure that all car parking occurs on the site of the development.
Restaurant located within the District Centre Zone Glenelg Policy Area 2	1 per 5 seats able to be accommodated.
Restaurant located within the Suburban Neighbourhood Zone	1 per 2 seats able to be accommodated.
Service station	10 per premises for customer and employee use.
Service trade premises	5 per 100 square metres of indoor floor area used for display purposes, plus 1 per 100 square metres of outdoor area used for display purposes.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Shop (other than where located within the District Centre Zone Glenelg Policy Area 2 or the Suburban Neighbourhood Zone)	1 per 15 square metres of total floor area.
Shop within the District Centre Zone Glenelg Policy Area 2	4.5 per 100 square metres of gross leasable floor area.
Shop located within the Suburban Neighbourhood Zone	5 per 100 square metres of gross leasable floor area.
Supermarket within the District Centre Zone Glenelg Policy Area 2	5 per 100 square metres of gross leasable floor area.
Supported Accommodation located within the Minda Incorporated Brighton Campus	
Squash court Tennis court	3 per court.
Store Warehouse	1 per 150 square metres of total floor space, or 1 per 3 employees (whichever provides the larger parking area).
All other non-residential uses located within the Suburban Neighbourhood Zone	4 per 100 square metres of gross leasable floor area.

Attachment HB 3



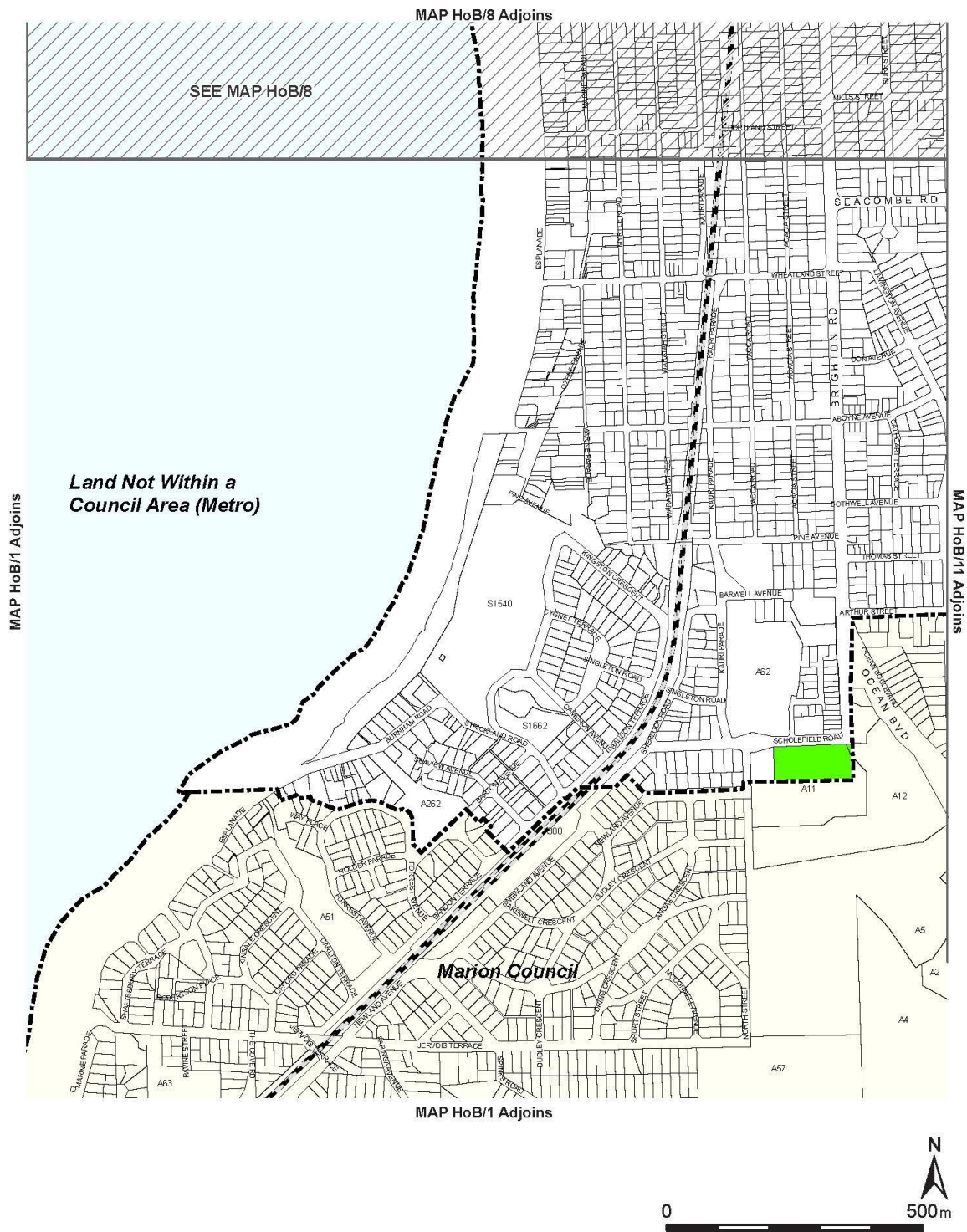
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps HoB/1 to Map HoB/12 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map

HOLDFAST BAY COUNCIL

Attachment HB 4



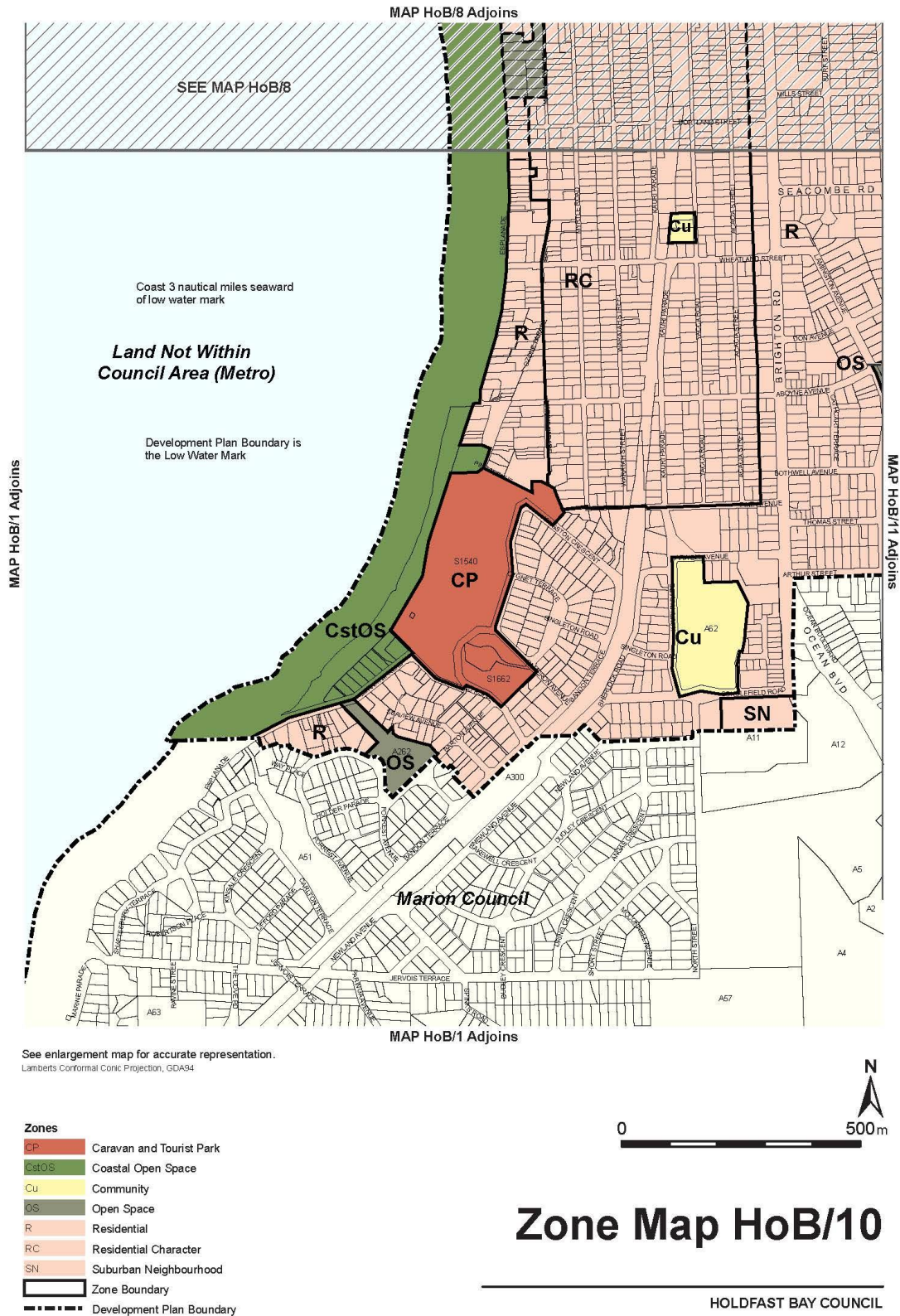


- Affordable Housing Designated Area
- Railways
- Development Plan Boundary

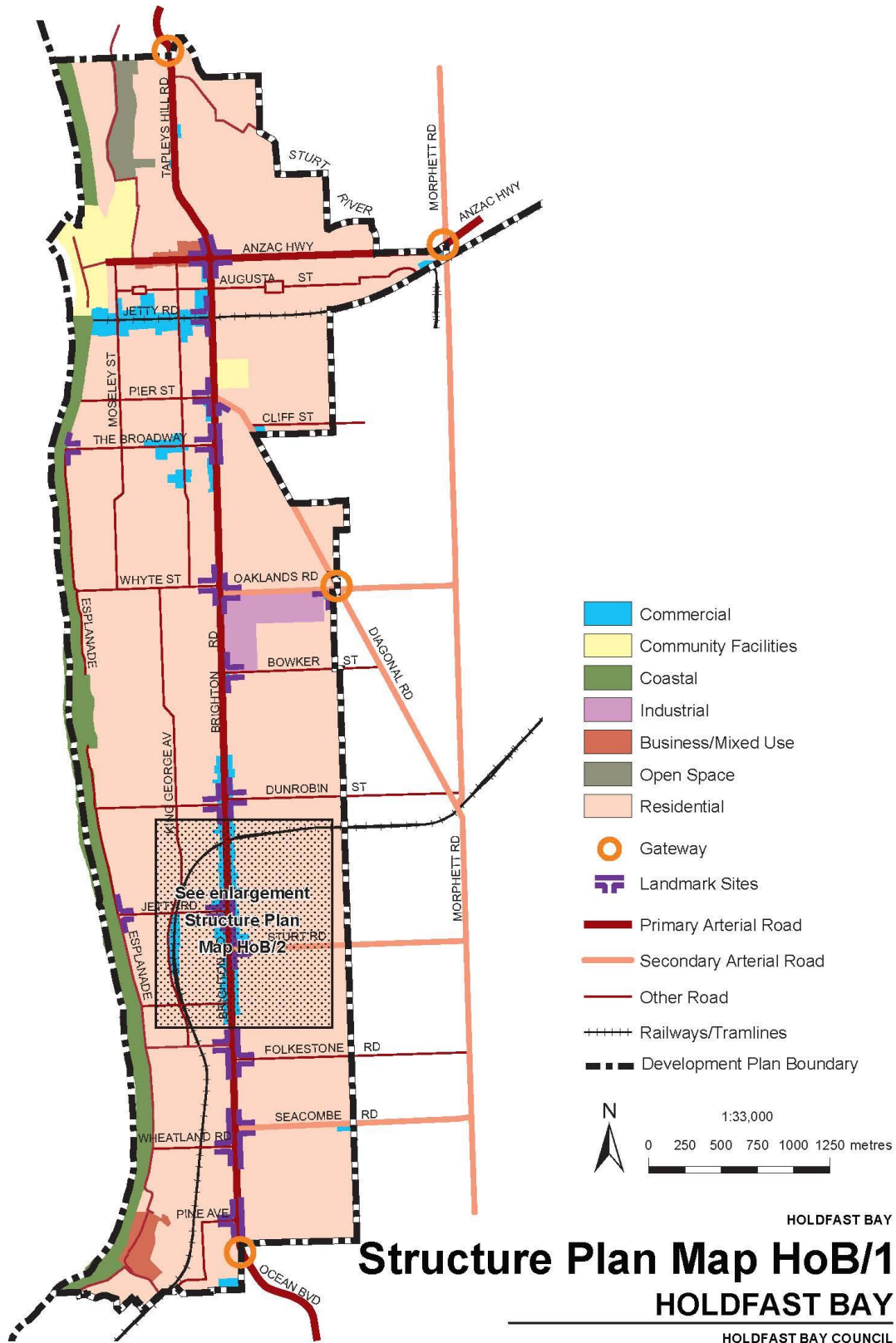
Overlay Map HoB/10 AFFORDABLE HOUSING

HOLDFAST BAY COUNCIL

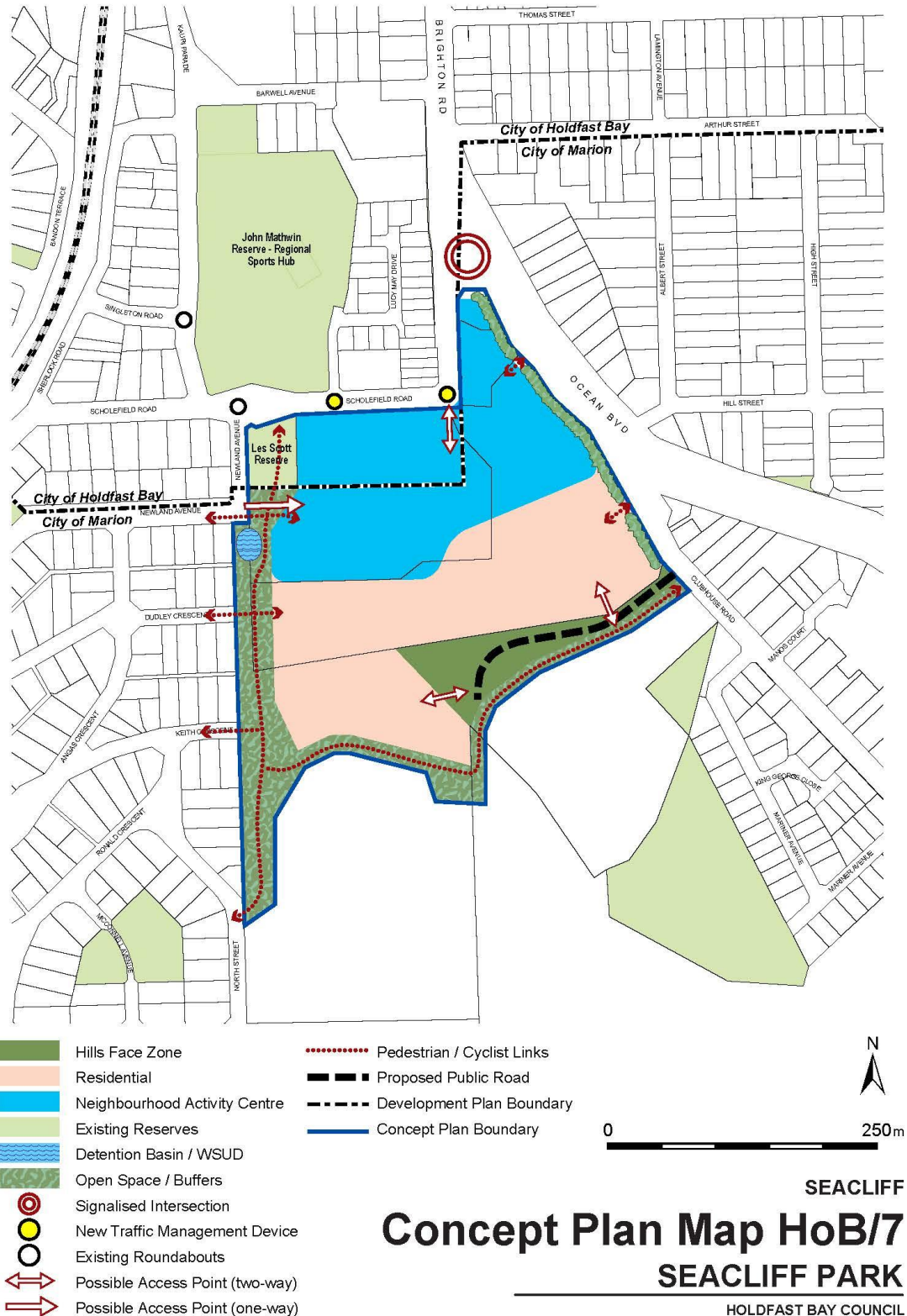
Attachment HB 5



Attachment HB 6



Attachment HB 7



Attachment 2



City of Marion City of Holdfast Bay

Seacliff Park Residential and Centre DPA

Summary of Consultation and Proposed Amendments (SCPA) Report

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Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

Consultation

Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process "Insert: A or B(with consultation approval) or B(consultation approval not required) or C" and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- (a) Mr. David Speirs, Member for Black
- (b) Hon. Corey Wingard, Member for Gibson

No comments were received.

The consultation period ran from 22 August 2019 to 17 October 2019.

Public Notification

A notice(s)/Notices was/were published in the 'The Advertiser' on 22 August 2019, the Government Gazette on 22 August 2019 and Messenger Newspaper on 22 August 2019.

The DPA documents were also on display at City of Marion Council Offices, 245 Sturt Road, Sturt and the City of Holdfast Bay Council Offices, Brighton Civic Centre, 24 Jetty Road, Brighton. A copy of the DPA was forwarded to the Department of Planning and Local Government on 22 August 2019.

Public and Agency Submissions

Public Submissions

21 public submissions were received. Key issues raised in the submissions are summarised as follows:

- (a) Increase in local traffic movements and associated issues
- (b) Scholefield Road/Ocean Boulevard intersection is at capacity and requires upgrading
- (c) Proposed scale, location and viability of proposed Neighbourhood Activity Centre is questioned
- (d) Proposed retail component's impact on other existing shopping centres
- (e) Proposed residential density considered excessive

- (f) Loss of views through the site to the sea and coast from multi-storey buildings
- (g) 6 storey apartment blocks would be out of character with surrounding residential areas
- (h) Long term health effects from exposure to low level silica dust
- (i) Impacts associated with development construction need appropriate management
- (j) Desirability of high quality open space and connectivity within and beyond the site
- (k) Critically important for development of the site not to affect the ongoing operations of the Linwood Quarry
- (l) Process of consultation (timeframe, detail provided) considered inadequate

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Agency Submissions

9 responses were received from agencies. Key issues raised in the responses are summarised as follows:

- a) Works to limit stormwater flows generated within the site and from the upstream catchment are to be undertaken prior to development of the site, to reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade.
- b) Future development of site should aim to maximize open green space and retention of mature trees
- c) In regards to air quality, the EPA has advised that the separation distance between the quarry and the subject site to be sufficient
- d) Need to design, site and orient residential accommodation in order to minimise potential for impacts of noise from roads, mixed use activities, and the Linwood Quarry.
- e) The relocation of the haulage road would remove the EPA's previous concerns about its potential noise impacts.
- f) Previous policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry, should be retained.
- g) Any future development within the subject site with the line of sight of the areas proposed to be mined (east of the existing quarry pit) are discouraged.
- h) Prior to the rezoning being approved, the developer should enter into a deed for the infrastructure works directly attributed to the rezoning
- i) Provide confirmation of the extinguishment of the mining licence over the additional land included in the affected area at the time the DPA is lodged for approval.
- j) When Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new planning system.

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 18 October 2019 to 24 October 2019 on the Council website and at the Council offices.

9 submitters requested to be heard, and therefore a public meeting was held on 24 October 2019. A summary of verbal submissions made at the public meeting are included as an addition to the person's/group's submission in **Attachment A**

Additional Matters and Investigations

The following additional matters were identified and the following investigations conducted after the consultation process:

- (a) As the retail reports were undertaken between 2007 and 2013 a more up to date analysis was requested.

A 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres.

A copy of additional investigations and documents is provided in **Attachment F**

Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

Delay(s) occurred because:

The Cities of Marion and Holdfast Bay were not prepared to put the DPA on public consultation until an agreement on the relocation of the quarry haulage road between Boral and the developer of the subject land had been signed. It has been a complex and long process and negotiations have only recently reached a stage where the two Councils were comfortable undertaking consultation.

CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the City of Marion and the City of Holdfast Bay CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

- (a) Include policies in the Desired Character and principles of development control, which identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry.
- (b) Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.
- (c) Changes to be made to the Desired Character Statement to seek appropriate species of trees within the public realm and open space that provide canopy cover to encourage walking and cycling throughout the area.
- (d) Mapping to be updated with additional boundary details.

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

	Name and Address	Submission Summary	Comment	Councils Response
1.	Ann Heatley, Marino	<ul style="list-style-type: none"> Amenity of homes abutting western side of site should not be adversely affected by impacts of commercial development (odours, smoke, noise, waste disposal) 	<ul style="list-style-type: none"> The issues of noise, air quality waste disposal etc are covered in the General Section of the development plan, under: <ul style="list-style-type: none"> Design and Appearance Centres and Retail Development Interface between Land Uses 	No recommended change to DPA in response to submission
2.	Mark Gamrat, Marino	<ul style="list-style-type: none"> Welcomes the redevelopment of 'Cement Hill' Retail facilities and well thought out open space would be welcome Buildings should be limited to 4 storeys to maintain character of the surrounding areas 	<ul style="list-style-type: none"> Noted Noted The site is isolated from the surrounding areas and currently/previously does/did not reflect the existing character of those areas. It is likely that retail/commercial buildings will be fronting onto Scholefield Road which will provide a new built form to the area. Taller buildings further back in the site are likely to be visually screened by the commercial buildings on Scholefield Road. 	No recommended change to DPA in response to submission
3.	Michelle Rice 14 Scholefield Rd Seacliff	<ul style="list-style-type: none"> Ongoing road safety risk when reversing out of driveway due to 'blind corner' on Scholefield Road Redevelopment of the Site will result in an increase in traffic using Scholefield Road and further safety concerns 	<ul style="list-style-type: none"> The existing issues may be improved if a new roundabout in this position is identified as the most appropriate traffic management device to interface with traffic entering and exiting the proposed development site. This will be dealt with at the Development Application stage in the usual manner Noted 	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> Proposed traffic management device (roundabout) at the corner should ensure greater safety for vehicles accessing driveways Lack of safe 'on-street' parking at eastern end of Scholefield Road 	<ul style="list-style-type: none"> 13 on-street car parks to the north of the intersection provide on street parking for visitors. 	
4.	Philip Rump 14 Scholefield Rd Seacliff	<ul style="list-style-type: none"> Fully support redevelopment of the site and surrounding area 'in principle' Very general information on the built form provided in the flyer. The more detailed design shown in the DPA document should have been provided to residents Potential issues/remedies raised focussed on development site and not surrounding areas <p><u>Traffic safety</u></p> <ul style="list-style-type: none"> Design of Scholefield Road needs consideration to ensure traffic safety risks do not increase as a result of the proposed development <p><u>Public transport</u></p> <ul style="list-style-type: none"> Local train services have been reduced in recent years and parking facilities are at capacity Bus services are currently inadequate also <p><u>Traffic Distribution</u></p> <ul style="list-style-type: none"> A 25% increase in traffic resulting from the proposal cannot be called minimal Main Road intersections/system is already at capacity and results in 'rat running' through local roads, so will be unable to handle future natural 	<ul style="list-style-type: none"> Noted Noted The DPA is the document for residents to view – the flyer provided guidance about how to find more information. Design of Scholefield at future access points and intersections will be considered at the design stage for the development and the assessment process will seek to minimise impacts on adjacent existing areas. This DPA /policy process is about reviewing the likely impacts and whether the intended use of the area is appropriate. Councils will continue to advocate to State Government to increase public transport services rather than decrease them. The traffic assessment models/ forecasts a 25% increase but in line with Aust Roads standards the increase in volumes is not expected to change the designation of the roads as local. Rat-running through local roads is under study as it is possible that it is a symptom of congestion on Brighton Road which 	No recommended change to DPA in response to submission

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		<p>increase, let alone additional traffic generated by the proposal</p> <ul style="list-style-type: none"> • Questions the appropriateness of increased housing densities given current traffic congestion <p><u>Retail Assessment</u></p> <ul style="list-style-type: none"> • Primarily a residential area and doesn't need more retail (associated traffic and noise) • Doesn't want to live next to a major supermarket and retail shops • Marion shopping centre has/is to expand further and there are other centres within a short distance with spare capacity • Where is the demand for retail at this location going to come from? • Rather than supporting a walkable neighbourhood concept the retail component will attract more cars <p><u>Environmental Noise and Vibration Assessment</u></p> <ul style="list-style-type: none"> • DPA covers noise issues for new development from Scholefield Road but does not cover noise problems for existing residents adjacent the new housing and retail development • Relocation of haulage road will benefit residents on Clubhouse Road but residents on Scholefield Road are expected to put up with heavy vehicle servicing the proposed supermarket 	<p>has been an outcome of the last 2-3 years of construction activity on Main South Road Darlington and Oaklands Crossing. Anecdotally this has reduced since Oaklands Crossing opened.</p> <ul style="list-style-type: none"> • A recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres. • The analysis for Ministerial DPA on Existing Centres (2016) explains the evolution of planning policy for centres toward being more flexible and allowing mixed uses to encourage more walkable neighbourhoods with services and employment close by. • The issues of noise, air quality waste disposal etc are covered in the General Section of the development plan, under: <ul style="list-style-type: none"> – Design and Appearance – Centres and Retail Development – Interface between Land Uses • Scholefield is currently designated as a collector road in the care and control of Holdfast Bay and its function is to allow arterial traffic access in to local areas. 	

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	Public Hearing	<ul style="list-style-type: none"> The potential for extra residual heat in the area and the lack of green space, particularly along Scholefield Road, doesn't appear to be covered. <p><u>Stormwater Management</u></p> <ul style="list-style-type: none"> Concerned about stormwater inundation through the lower lying residences on Scholefield Road from the subject site <p><u>Social Impact Assessment</u></p> <ul style="list-style-type: none"> Do not understand the argument that the new retail and housing development will result in increased housing prices in adjacent areas <ul style="list-style-type: none"> Questions the business case for new retail and office space because of the vacancies existing in the area Raises the 10 year 'short term' construction period Would appreciate redesign of the road corner near his house to allow safer access. 	<ul style="list-style-type: none"> The General Planning Policy requirements set out principles for water sensitive design, and open space. Stormwater both from the upstream catchment and generated within the site will be carefully managed to seek to ensure that flows do not exceed the capacity of the downstream system Development of the site will provide a vastly improved amenity to the area. High quality development, particularly residential, will make the overall area more attractive The viable size of retail and commercial space will be determined by the market The construction period will be determined by the market. Timelines could be shorter or longer dependent on demand for a particular product Noted and a design should be able to be incorporated at development application stage in that location. 	
5.	Garth Elliss 4 Clubhouse Rd Seacliff Park	<ul style="list-style-type: none"> Congratulate those involved in making this happen Concerns regarding impact on views from properties on Clubhouse Road if residential development on eastern side is not of single storey detached dwelling form 	<ul style="list-style-type: none"> Noted Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known 	No recommended change to DPA in response to submission

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			<p>until the lodgement of development applications are received in the future.</p> <ul style="list-style-type: none"> • The DPA does seek a maximum of 3 storeys at the interface with lower rise residential development • The development plan does not provide protection for distant views obtained through another person's property • The proposed General Residential zone anticipated to be the predominant residential zone within the two council areas under the new Code provisions envisages two storey housing. 	
6.	Trent Bishop Seacliff Park	<ul style="list-style-type: none"> • Development of up to 6 storey in height was never part of the original consultations and is considered inappropriate • Development of 6 storeys seems to be driven by required financial return rather than what is appropriate on the site • Will affected residents be compensated for loss of views and enjoyment of their properties 	<ul style="list-style-type: none"> • Multi storey development was introduced at the original community workshops in 2012. • Development up to 6 storeys in height has been included in the DPA since 2014 (Agency Consultation) • An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing, and space around buildings. • The development plan does not provide protection for distant views obtained through another person's property 	No recommended change to DPA in response to submission
7.	Adam Bough Marino	<ul style="list-style-type: none"> • With Marino being an established area with a reasonably older demographic, and the development site being in close proximity to a school and playgrounds, can council offer any assurances that the final users will be private 	<ul style="list-style-type: none"> • A development plan provides guidance on the type and form of development that should be built and seek diversity to cater for the various needs of the community. However, it cannot, nor is it appropriate 	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
		owners and not government or government affiliated entities?	to control the ownership or tenancy of the buildings.	
8.	Lynette Seacliff Park	<ul style="list-style-type: none"> Suggest that new traffic lights be installed, including pedestrian crossovers, at the Scholefield Road/Ocean Boulevard intersection, so residents on eastern side of Ocean Boulevard have safer access to the proposed development and foreshore amenities and train service. 	<ul style="list-style-type: none"> DPTI have indicated lights in this location are not the highest priority yet and will be addressed in time when they become a priority. Pedestrian lights exist a short distance to the north of the intersection. 	No recommended change to DPA in response to submission
9.	Jon Richards Marino Public Hearing	<ul style="list-style-type: none"> Turning south from Scholefield Road onto Ocean Boulevard is very hazardous at certain times of the day. Suggests that Marion Council tasks the State Government to fund an underpass at this junction Seek improved public transport between Marino and Glenelg. Propose tunnelling of Ocean Boulevard between Clubhouse Road to just past the Seacliff Primary School pedestrian crossing. 	<ul style="list-style-type: none"> DPTI have indicated that future options will be considered as part of the wider network Noted 	No recommended change to DPA in response to submission
10.	Amy Wright	<ul style="list-style-type: none"> Opportunity to construct an indoor snow slope for skiing and snowboarding on the site Would bring tourism and economic growth to the area 	<ul style="list-style-type: none"> An innovative and entrepreneurial idea for the site However does not fit within the scope of the DPA 	No recommended change to DPA in response to submission
11.	Matthew James Landau Marino	<ul style="list-style-type: none"> Concerns about the long term health effects of low level silica dust exposure to residents adjacent to the Linwood Quarry Requires a more thorough assessment before housing 1000 people downwind of a quarry. 	SA Health and the EPA have advised: <ul style="list-style-type: none"> The resource material at Linwood quarry contains about 20% of crystalline silica, which is low in comparison with other materials (i.e. quartz) Workers exposed directly to dust are mostly at risk. Boral as part of their obligations under WHS legislation undertake monitoring of workers for silica exposure 	No recommended change to DPA in response to submission

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	Public Hearing	<ul style="list-style-type: none"> Believes there is no safe level of exposure to silica dust. Does not believe EPA has taken account of the long term exposure. 	<ul style="list-style-type: none"> Non-occupationally related silicosis has been observed in only a few places, mainly in the developing world and where the quartz content was over 40% There have been studies on residential exposure to silica near quarries in England and in California, but exposure was low and silica-related diseases have not been found. The measured PM2.5 dust level at the Boral measurement sites is not high when compared to comparison EPA sites (Netley, Christies Beach) therefore the residents are not exposed to excessive small particles due to Boral mining activities. See above 	
12.	Dan Taylor 18 Angas Crescent Marino	<ul style="list-style-type: none"> Would not want to see 6 storey apartment blocks as part of the development Too tall, too much crowding and too much additional traffic Totally out of line with the existing surrounding area 	<ul style="list-style-type: none"> An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. The anticipated additional traffic generated by the site has been modelled by a traffic consultant. The adjacent road network will be able to cater for the additional traffic with some upgrading of traffic management devices as required by DPTI at Ocean Boulevard and councils when detailed applications are lodged. The site is isolated from the surrounding areas and currently/previously does/did not reflect the existing character of those 	No recommended change to DPA in response to submission

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	Public Hearing	<ul style="list-style-type: none"> Need to get traffic management at macro level right now as it will be more of a nightmare in 20 years. Need more car parks at Marino Station and Foodland. 	<p>adjoining and nearby areas. The DPA provides for a new and emerging character</p> <ul style="list-style-type: none"> It is likely that retail/commercial buildings will be fronting onto Scholefield Road which will provide a new built form to the area. Taller buildings further back in the site are likely to be visually screened by the commercial buildings on Scholefield Road. Agree the macro level consideration is important and DPTI has that responsibility – The North South priority corridor is a key Federal and State Government action. 	
13.	M Shorten Marino	<ul style="list-style-type: none"> Fully support the proposed mix of residential, commercial and community space Incorporation of a hotel (pub) would be a positive Question need for a medical centre as there are many options near by Strongly suggest that all vehicle access into shopping centre be from Scholefield Road only and not off Newland Ave Traffic lights at Scholefield Road/Ocean Boulevard intersection is unacceptable – an underpass and slipway must be included 	<ul style="list-style-type: none"> Noted At this stage a hotel is not envisaged by the policy but is also not precluded. Commercial decision whether a medical centre will be viable in response to community need. It is anticipated that the majority of vehicles using the proposed Newland Ave access point would already be travelling on Newland Ave so it would make little difference to Newland Ave traffic volumes if they were to continue down to Scholefield Road, as analysed by the expert traffic engineers. An alternative access at Newland Ave has been proposed to also provide cycling and walking connectivity throughout the area. DPTI determines the requirements of the arterial network. 	No recommended change to DPA in response to submission

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		<ul style="list-style-type: none"> Concerned about the impact on car parking at the beach with an additional 600 dwellings The broader suburb of Marino should be considered for a shift to medium density block sizes to support this centre of activity 	<ul style="list-style-type: none"> Demand for carparking along the foreshore generally already exceeds supply at peak times – parking is being considered as part of the Holdfast-wide transport strategy. The new Planning and Design Code on consultation indicates zoning policy that will allow for an increase in density for Marino and other surrounding suburbs 	
14.	Vic and Colleen Tokmakoff 8 Clubhouse Road Seacliff Park	<ul style="list-style-type: none"> Welcome development in the area but object to the construction of 6 storey buildings Buildings of this height will interfere with sea views and are not in keeping with the amenity of the area 6 storey apartments are considered high density residential living and not medium density High rise buildings should only be allowed on the lower (western side) of the site and only when it does not 'pollute' the skyline and interfere with sea views. 	<ul style="list-style-type: none"> An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. The development plan does not provide protection for distant views obtained through another person's property The DPA proposes densities in the order of 35 to 70 dwellings units per hectare across the zone, (which is recognized as medium density by State Government) An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. Detail of where particular forms and height of buildings will be located will not be known until the lodgement of 	No recommended change to DPA in response to submission

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	Public Hearing	<ul style="list-style-type: none"> • Zoning should be set that development of the land is <i>'consistent with the best considerations of community interests and requirements'</i> and <u>not</u> <i>'consistent with the intended uses of the land'</i>. • The suggested 'stepdown' approach for building height may mitigate effects on existing residents. 	<ul style="list-style-type: none"> • development applications are received in the future. • Amongst other factors, when considering appropriate development for the land the wider community interests and requirements are taken into consideration • Noted 	
15.	Coralie & Vic Bandiera High Street Seacliff Park	<ul style="list-style-type: none"> • Overlook the subject site and have views to the ocean • 6 storey buildings will inhibit their views and devalue their property • Could the site be low density • 3 storeys would be acceptable • Not fair that others benefit from sea views at the expense of losing their views • Could the golf course be extended over the subject land to 18 holes 	<ul style="list-style-type: none"> • Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known until the lodgement of development applications in the future. • The DPA does seek a maximum of 3 storeys at the interface with lower rise residential development • The development plan does not provide for protection of views over another person's property • Not within the scope of the DPA 	No recommended change to DPA in response to submission
16.	Bob Couch 5 Coolinga Rd Marino	<ul style="list-style-type: none"> • In total opposition to the proposed development of 'Cement Hill' • No remotely satisfactory answers to the issues of rat running, congestion on, and access to Brighton Road, water run off etc have been provided • Government policy of wanting population growth for SA to ensure economic growth is flawed • More people means more strain on infrastructure and an increase in carbon emissions • Everyone must work within the limits of the Earth 	<ul style="list-style-type: none"> • Noted • Appropriate analysis has been undertaken on the issues raised. • Noted • Appropriate analysis has been undertaken on the issues raised. • Noted 	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
17.	Timothy Gard <i>(as a resident)</i> Marino	<ul style="list-style-type: none"> General intent of DPA to convert land to residential and commercial is acceptable Need to create commercial facilities that service the immediate neighbourhood rather than an entire district and beyond Believe there has been a major and negative shift of commercial proportions since community consultation occurred in 2012 which has potential to reduce significantly the quality of life in the area Need to model most carefully the transport and infrastructural components to ensure they enhance the immediate suburbs rather than cause deterioration in living standards and devaluation of property Existing streets are unlikely to adjust well to large increases in traffic, including the introduction of one-way routes Need for considered site management planning/control measures to ensure noise, dust and other forms of pollution are kept to a minimum during the many years of development construction Ocean Boulevard will require strategic adjustment in traffic management coordinated between the Clubhouse Road and Scholefield Road intersections Desirable for high quality open space and connectivity between the east and west sides of Ocean Boulevard for walking and cycling 	<ul style="list-style-type: none"> Noted Suburban Neighbourhood Zone adopted from SA Planning Policy Library for this purpose. Retail and non-residential floorspace was proposed up to 8000m² in 2014. This has not changed in 2019. Infill development will increase traffic especially if public transport usage and active transport do not increase to offset extra vehicle trips. Councils can advocate for improved public transport service frequency and reliability to support infill and intensification in all suburbs. Policy in the DPA provides for shopping and other supporting uses such that the requirement for travel beyond the site will be reduced Traffic modelling and monitoring is an ongoing process - driver behaviours alter and local area traffic management treatments can be varied as need is demonstrated. Development Assessment conditions as well as EPA requirements provide for control of construction impacts. DPTI is responsible for Ocean Boulevard traffic management and infrastructure. The proposed development concept provides for such open space and connectivity in association with the development – safe crossing points at Ocean Boulevard would be part of future 	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
	Public Hearing	<ul style="list-style-type: none"> • Need for attractive major boundaries (<i>built form</i> ?) to the site to enhance the entrance of Marino • Site has been subject to much negative feedback due to its sub-standard appearance – particularly in relation to property values • This development can make or break the area and its environment • Due to the absence of any consultation processes on the actual detail of the development, residents are heavily reliant on the State Government for constructive representations that will lead to the positive outcomes that are known to be achievable • Acknowledged material conflict of interest and representing himself as a resident not councillor • Supported carrying through the intent of the Suburban Neighbourhood Zone as it was accepted as a reasonable model in 2012 • Suggested that given the expansion of the site from 8 to 12 hectares the use of the site may need re-thinking • Believed that 5000 m² is not good size for a supermarket in this location - huge potential to impact with traffic social behaviour visual amenity. He did not want to see more supermarket with less spread of services than were discussed in 2012. A smallish Aldi would be acceptable. • Six storey high-rise/medium rise pushed to the south west corner of the site would tower over 	<p>consideration by DPTI at the development application stage.</p> <ul style="list-style-type: none"> • Entrance statements for other suburbs are not part of the rezoning proposal. • Redevelopment of the site will improve the visual amenity. • The planning process embodies policy guidance that applies to all development, and employs qualified professionals to assess and regulate detail of development at the application stage. • Noted • Noted • Noted • See other responses regarding this matter • An opportunity for multi-storey apartment style living was considered appropriate 	

Name and Address	Submission Summary	Comment	Councils Response
	<p>existing residents at the boundary and will also collect emissions from the quarry</p> <ul style="list-style-type: none"> Not so concerned about six storey development except where there may be six storey on raised areas that may cause issues. 	<p>for the site due to its good separation from most of the existing housing stock and being large enough to provide appropriate transition down to existing lower scale housing, and provide space around buildings.</p> <ul style="list-style-type: none"> Multi level residential building will be set back around 45 to 50 metres from the western boundary by virtue of the landscaped public open space that runs along this boundary Councils have undertaken analysis of the potential line of sight of mining operations from the subject site. <p>Cross sections produced by the developer and Boral show differences in potential for line of sight between 6 storey buildings on the Seacliff Park site and the final quarry face at the most southerly point. Due to the distance between the two points and that existing and proposed landscaping (buffers) are not reflected on the cross sections, the actual line of site cannot be accurately ascertained at this time. Future development applications would require more accurate indication of line of sight (photographic, more detailed cross section etc.)</p> <p>Policy shall be included to ensure that development within the site will not have direct line of sight to mining operations.</p>	<p>Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.</p>
	<ul style="list-style-type: none"> Considers there needs to be more than just ‘adequate’ open space Concerned about the amount of local traffic to be generated 	<ul style="list-style-type: none"> Open space will be more than the statutory 12.5% but will multifunctional Traffic management will be reviewed at the time of development applications 	

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		<ul style="list-style-type: none"> Indicated that Boral does a good job to mitigate and manage dust although he would like to see a more scientific approach taken. As a coastal councillor he has had access to much more information than the local community generally and if that information had been negative he would have not stayed. Thinks the new mining license to the east towards Ocean Boulevard will cause more emissions at the northern end of the eastern push. 	<ul style="list-style-type: none"> Council relies on the advice of experts in this area. The EPA and SA Health have been involved during the DPA process. 	
18.	Boral Resources (SA) Limited	<ul style="list-style-type: none"> Boral is generally supportive of the DPA and welcomes the development of the Land for residential purposes. Linwood Quarry has an estimated remaining useful life of over 100 years It is critically important to protect the mine operator's ability to effectively conduct extractive industry at the Quarry Whilst wanting to facilitate the rezoning of the Area Affected Boral must also ensure that any future development of the Land does not prejudice its ongoing mining operations of the adjacent Linwood Quarry, a state significant mining resource. Boral is therefore cognisant of the importance of ensuring: <ul style="list-style-type: none"> Appropriate policy is established to ensure new development incorporates buffering, and any other forms of attenuation/mitigation as required so not to curtail current and future mining operations; 	<ul style="list-style-type: none"> Noted Noted Agreed The 2014 version of the DPA included policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. With the relocation of the haul road these policies have been removed. The EPA has recommended that policies in respect of the Linwood Quarry be retained. After further consideration, Councils believe that the policies should be reintroduced. As above The policy includes reference to landscape buffers to the south of the site to mitigate air quality issues from quarry activities 	<p>Policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry to be included in the Desired Character and principles of development control for the zone</p>

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		<ul style="list-style-type: none"> – The rezoning process does not facilitate a form and density of development which results in a direct line of sight with the mining operations, as such may create circumstances which could prejudice future mining approval processes; – That all possible processes be initiated to ensure that prospective future owners and occupiers of the redevelopment area be made aware of the existing lawful mining operations and expectation for such to continue well into the future; – That there is an environment of certainty to all stakeholders, in order to mitigate against potential complaints. • The proposed Suburban Neighbourhood Zone in the DPA envisages residential development of up to six storeys in height. Six storey residential development at the Land is likely to have line of sight to the quarry operations. Line of sight to quarry operations should generally be avoided where possible and we understand the Department for Energy and Mining (DEM) has 	<ul style="list-style-type: none"> • Councils have undertaken analysis of the potential line of sight of mining operations from the subject site. <p>Cross sections produced by the developer and Boral show differences in potential for line of sight between 6 storey buildings on the Seacliff Park site and the final quarry face at the most southerly point. Due to the distance between the two points and that existing and proposed landscaping (buffers) are not reflected on the cross sections, the actual line of site cannot be accurately ascertained at this time. Future development applications would require more accurate indication of line of sight (photographic, more detailed cross section etc.)</p> <p>Policy shall be included to ensure that development within the site will not have direct line of sight to mining operations.</p> <ul style="list-style-type: none"> • Cannot be included in the DPA, however, Councils will seek that the owner/developer of the site ensures that prospective future owners/occupiers are made aware of the mining operations, via an encumbrance or similar prior to purchasing property within the site. • Noted • See above 	<p>Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.</p> <p>No recommended change to DPA however, Councils to seek that the owner/developer of the site ensures that prospective future owners/occupiers are made aware of the mining operations, via an encumbrance or similar prior to purchasing property within the site</p>

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		<p>expressed similar views in comparable circumstances.</p> <ul style="list-style-type: none"> Boral therefore submit that the DPA investigations need to include a Visual Impact Analysis that holistically considers the interface between the Area Affected and the Linwood Quarry. Such would assist to inform how best to manage the siting and height of residential development and associated visual buffer treatments to the southern boundary of the Area Affected. <p>Planning and Development Code Transition</p> <ul style="list-style-type: none"> Note that the Suburban Neighbourhood Zone, as proposed through this DPA, is substantially different to the various PDC zones which were released for consultation on 1 October 2019. From a review of the PDC consider that the 'Master Planned Suburban Neighbourhood Zone' is most likely to apply to the context of the subject land. In relation to building height, the following draft Deemed to Satisfy / Designated Performance Outcome Criteria for the Master Planned Suburban Neighbourhood Zone is stated as follows: <i>DTS/DPF 5.1 Dwellings outside of Activity Centres do not:</i> (a) exceed a maximum building height of 3 levels and 12m; and (b) have a wall height exceeding 12 metres for a gable ended wall; or (c) have a wall height exceeding 10 metres for any other wall. <p>Conclusion</p> <ul style="list-style-type: none"> Whilst Boral is supportive of the intent of the DPA and the development of the land for residential development purposes, it is critical that interface management be more carefully addressed, particularly recognising the required future conversion of the proposed DPA policies to the PDC. 	<ul style="list-style-type: none"> See above Noted Perhaps Although generally intended for large scale green field urban developments the Suburban Neighbourhood Zone was considered appropriate for this smaller brown field site, as it allowed residential densities of 45-70 dwellings per hectare with buildings up to a height of 6 storeys within and adjacent to activity centres. When transitioning to the PDC all policy/factors relating to this DPA will need to be taken into consideration. A process has been provided by DPTI to ensure this occurs. 	

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	Public Hearing	<p>Specifically, Boral request that the following matters be addressed ahead of Council submitting the DPA for the authorisation of the Minister:</p> <ul style="list-style-type: none"> – A Visual Impact Assessment be undertaken to ascertain the potential viewshed implications arising from a six-storey apartment building toward the quarry interface both from the perspective of future residents but also potential impacts on quarrying operations; – Further detail in respect to the outcomes to be achieved by the interface/open space buffer located adjacent to the southern boundary of the Area Affected. Boral submit that such should include principles relating to depth of the open space, together with landscape qualities; – Minimum Category 2 public notice be required for residential development adjacent to the interface; <ul style="list-style-type: none"> • Desired Character Statement and Concept Plan should be translated across to the Planning and design Code, or translated provisions may prove inadequate 	<ul style="list-style-type: none"> • Refer above • Refer above re landscape buffer. Previous policy from 2014 (to be reinstated) seeks a minimum width of 10m adjacent the southern boundary. Greater detail would be provided at the development application stage. • If the landscape buffer is constructed appropriately and there is policy within the zone that ensures that there will be no line of sight to mining operations, there is no reason for public notice • Public notice would be problematic as Category 2 requires all adjacent properties within a designated distance to be notified, not just Boral • Agree - DPTI to note 	<p>Policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry to be included in the Desired Character and principles of development control for the zone</p> <p>DPTI to note</p>
19.	5049 Coastal Community	<p>General</p> <ul style="list-style-type: none"> • <u>Process of consultation</u> – considered inadequate; time frame needs to be extended; more up to date and detailed evidence provided; published in a form which is more accessible to a lay person. 	<ul style="list-style-type: none"> • The process has been conducted as required under the Development Act 1993. The DPA Analysis section seeks to provide the plain English summary of the policy implications of the technical assessments. 	

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		<ul style="list-style-type: none"> • <u>New Planning Portal</u> – Unclear how the DPA will fit into the new Planning Framework, as it appears to be inconsistent. • <u>Construction Activity</u> – The impact and management is not covered in the DPA • <u>5049 CC Survey</u> – Highlights many of the issues covered in this submission Other than this survey, no empirical survey of residents has been conducted. <p>DPA</p> <ul style="list-style-type: none"> • <u>Desired character statement</u> – not enough information provided for the community to determine if this will be a good fit? • <u>Zoning Plan Comparison</u> – The proportion of commercial to residential development has increased from 2015, the increase is incompatible with the local character and it reduces the potential for more housing options and open space. • <u>The size of the commercial building</u> upper limits is inconsistent with the 2012 vision, the character statement in the DPA and suggests a district rather than a local hub in the community. It is likely to prove unviable (see retail) and should be reduced. 	<ul style="list-style-type: none"> • The transition of planning policy to the new Code is subject to consultation and councils are also engaged in the process of clarifying translation. • Development Assessment conditions as well as EPA requirements provide for control of construction impacts. • The statutory DPA process has been followed. • Desired Character statements are intended to be broad enough to allow for diversity within the guidance of the intended outcomes. • Commercial space in the 2015 draft DPA was identified at 8000m²- 6000m² for retail and 2000m² for other non-residential uses. This figure has not changed. The area in which the commercial uses can be situated in has been enlarged in the Concept Plan Map (Mar/10, HoB/7) however this purely provides more flexibility for final location. The excess land would be available for residential and open space purposes. • More open space has been proposed in association with the increased development area to the south. • The viable size of retail and commercial space is determined by the market – the caps proposed limit the size to a neighbourhood scale (in a metropolitan context). <p>Refer above comment</p>	<p>No recommended change to DPA in response to submission</p> <p>No recommended change to DPA in response to submission</p>

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		<ul style="list-style-type: none"> • <u>Residential Density</u> – the minimum block sizes are significantly less than the Draft Housing Diversity DPA and also apparently smaller than the new Planning Design Code. Given the issues experience elsewhere in the City of Marion and the potential adverse impacts on the quality and configuration of green space; this aspect needs to be reviewed in more detail. • <u>The maximum height of 6 storeys</u> –It is unclear from the DPA where the opportunity for the maximum height would occur and the likely impacts of this unique feature in this DPA. How will that be managed under the DPA? • <u>Environmental Performance</u> – This DPA should incorporate high performance ESD standards for this development via stretch targets and incentives? • <u>Overall Design Outcomes</u> - Councils should develop site specific design guidelines to reinforce the character envisaged in the DPA and ensure this is truly an exemplar development for the area and State? 	<ul style="list-style-type: none"> • The minimum allotment sizes within the Housing Diversity DPA and to a certain extent, the Planning and Design Code predominantly relate to infill development within established residential areas and /or the creation of conventional subdivisions. This site is a large 'stand-alone' site where the development of the site can be master planned, leading to a more coordinated outcome with its own character. • An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. • Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known until the lodgement of development applications are received in the future. Appropriate policies are proposed to guide this design process. • General Planning Policy requirements embed various ESD requirements. • All areas of the State should be designed to as high standards as practicable. While there are non policy mechanisms to regulate design by location they rely on site specific administration and are difficult to administer and enforce on 	<p>No recommended change to DPA in response to submission</p> <p>No recommended change to DPA in response to submission</p> <p>No recommended change to DPA in response to submission</p>

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		<ul style="list-style-type: none"> • <u>Stormwater management</u> – The DPA should ensure that the final solution is retention on site rather than putting a higher load on the underground pipe network. • <u>Site Contamination</u> – Can the DPA be approved based on an out of date report? Councils should insist on the review and monitoring of the critical groundwater and vapour conditions prior to the approval of the DPA? • <u>Traffic & transport infrastructure</u> – Has the supporting study taken into account the findings of the City of Holdfast Bay's Integrated Transport strategy and the future impacts of major upgrades eg Hove Crossing. Also has it considered the impacts of this development on the smaller surrounding road network, already suffering from "rat running". • <u>Retail Development</u> The retail reports are out of date and make some assumptions that are not valid eg "trade area"; current retail offers in the local area. Demographics, topography, local transport habits, barriers to access (Eg Brighton Rd) and recent shopping trends are all ignored. 	<p>individual owners on a case by case basis.</p> <ul style="list-style-type: none"> • Retention on the development site is a sound principle for a site of this size where appropriate. Detention and slow off peak release of flow is a practical approach for this site given the nature of filling of areas during previous industrial uses. • There is a specific site contamination process administered under the EP Act that relies on accredited specialists to assess the investigations undertaken and certify that the site is suitable for the intended uses (with appropriate remediation if determined). The EPA has provided no objection in this regard. • The Integrated Transport strategy is in progress but will not be completed for this DPA. The strategy is considering impacts of various activities on the local road network. • Major infrastructure projects such as the North- South corridor and Hove level crossing removal will have an impact on the broader network performance. The outcomes of both projects will probably change traffic behaviour. • A more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail 	<p>No recommended change to DPA in response to submission</p>

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		<ul style="list-style-type: none"> • <u>Social Impact</u> – Given the scale and impact of this development and the minimal level of consultation/engagement conducted with the community, will council undertake more research into the long term impacts via detailed modeling and engagements to assess the true impacts of this significant change on the community before approving the DPA? <p>We want the DPA to set the standards and requirements for the development to meet the community's expectation of a 21st C major urban development, one that:</p> <ul style="list-style-type: none"> – supports diverse and active communities; – Provides for high qualitative public open spaces for all; – Environmentally sustainable; – High quality urban design; – Major emphasis on WSUD (water sensitive urban design); – Exceeds expectations on integrated transport strategies and accessibility; – Effectively manages all of the infrastructure impacts including roads and services; – Works closely with Boral (Quarry) on resolution of the mutual impacts on amenity and environment; – Provides effective communications regarding the timeframes and stages, 	<p>development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres.</p> <ul style="list-style-type: none"> • Councils continue to take on increasing responsibility for community facility and service provision and regularly engage their communities in review of services provision including open space, community facilities etc. • The scale of this development is relatively small compared with other recent brownfield renewal areas eg Cheltenham (35ha). • The new P&D Code will set the standards for the next 20 years. • The 30Year Plan and State Planning Policies upon which development policy is based, embrace these principles. • The application of the WSUD in this case will be dependent on the underlying quality of soil and avoiding leaching any contaminants to groundwater. • Infrastructure impacts are considered in association with the policy changes and are the subject of separate but relevant processes. • Boral operations are regulated under the Mining Act and EP Act • The rezoning process identifies the intended land uses and the measures that guide what is developed. Owners 	<p>No recommended change to DPA in response to submission</p>

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		<p>including impacts;</p> <ul style="list-style-type: none"> – Provides effective site management and presentation; – Brings opportunities for Community participation and engagement during the process; and – Brings opportunities for direct community collaboration in an integrated community <p>Submission issues The following broad issues are of concern and should be addressed as part of the final drafting of the DPA:</p> <ul style="list-style-type: none"> • <u>Process of Consultation</u> <ul style="list-style-type: none"> – Could councils extend the timeframe and allow better access to the conceptual content behind the DPA via interactive workshops to allow a more facilitated dialogue on the proposal to better inform the final DPA that goes to the minister. – approx. 200 people at the forum were clearly wanting more? • <u>Relationship to the new Planning Portal</u> <ul style="list-style-type: none"> – How will the DPA will be reflected and integrated in the new Planning Code; given 	<p>determine when they develop land – the DA process manages impacts by applying established standards and requirements.</p> <ul style="list-style-type: none"> • Development Assessment conditions as well as EPA requirements provide for control of site management and construction impacts. • Community participation and engagement in detailed planning is often used for community owned land. This is private land. • Engagement on strategic regional policy is intended to provide the opportunity for communities to express what they envisage for their integrated community. <ul style="list-style-type: none"> • The timeframe is set by the Minister and has already been extended several times. • The policy process is necessarily not the detailed process – it provides the guidance of what may and may not be developed to allow for variation. Specific design input is often sought by governments for land they are developing on behalf of their communities. • It is understood that DPTI, in the first instance, will translate the zone 	

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		<p>the impact of the proposed code on the Housing Diversity DPA which was gazetted in part (approved by the minister) and would appear to have been ignored under the new code?</p> <ul style="list-style-type: none"> – Is this DPA likely to be over written by the new Planning Code? <ul style="list-style-type: none"> • <u>5049 CC Survey</u> <p>Major concerns (all rating more than “4” on a 5-point scale).</p> <ul style="list-style-type: none"> – Multi Story Dwellings. 68% of all graded this as a concern, with most of these expressing it as the highest priority. – Scholefield Road entry to Ocean Boulevard. – Increased local traffic flow along minor roads in Seacliff and Marino. – Inadequate parking at local rail stations. – Open space and wetlands – Storm water issues – Contamination and how it might be dealt with <p>Other, frequently mentioned lesser concerns</p> <ul style="list-style-type: none"> – The length of time the development might take. – Concern over high density in a small space. – Resident and visitor parking – Need good range of quality housing which complements the existing area. – Quarry dust. – Hotel, Café, Supermarket and Medical Centre in commercial area. – Green space along Scholefield Road – attractive entry to Marino – The amount of through traffic increasing from Brighton and The Cove Road. – Concern that the development should be attractive, well planned and integrated into 	<p>consistently with other similar zones, and tailor as necessary.</p> <ul style="list-style-type: none"> • The process is in the hands of DPTI and the Minister. • Noted and see above 	

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		<p>the surrounding area such that character is not lost.</p> <ul style="list-style-type: none"> • <u>Construction activity</u> <ul style="list-style-type: none"> – Can Council incorporate any specific provisions in the DPA to ensure that an appropriate site presentation during the construction period is a requirement? • <u>The DPA Review</u> <p>Desired Character Statement</p> <ul style="list-style-type: none"> – Clearly from our survey the issue of “up to 6 storey” was of concern to many – Could the community be provided with additional illustrations of the conceptual intent behind the DPA with regards to the look and feel, as well as the broad massing and 3D modeling? <p>Zoning Plan comparison – proportion of development</p> <ul style="list-style-type: none"> – Do Councils believe the DPA will provide sufficient controls to ensure the commercial development would contribute to the vibrancy of the suburb; and be a sufficiently articulated design to be of human scale and to deliver on the vision contained in the 2012 presentation? – How does the increase in the NAC fit with the vision for a balanced mixed use development when 50% of the site is commercial? 	<ul style="list-style-type: none"> • Beyond the scope of the DPA. The issue can be addressed at the Development Application stage. Other existing legislation/mechanisms can be used to control site presentation • Noted • No formal illustrations, plans or models are available at this time as the final form of the development is still being considered. Greater detail will be provided for assessment at the development application stage • The 2012 presentation was an artist’s impression for the purposes of promoting a general understanding of the type of development that may be possible. • Commercial space in the 2015 draft DPA was identified at 8000m². This figure has not changed. The area in which the commercial uses can be situated in has been enlarged in the Concept Plan Map (Mar/10, HoB/7) however this purely provides more flexibility for final location. The excess land would be available for residential and open space purposes. The actual area required for the commercial buildings and associated carparking areas would take up approximately 50% of the area shown on 	

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		<ul style="list-style-type: none"> – This is much more of a district rather than a local facility envisaged in the 2012 presentation; is this warranted or sustainable? – How does this approach fit within the context of the surrounding area regarding balance of space in a predominantly residential area? – Council should reduce the building footprints and go back to the 2015 zone plan and increase the residential component? – If the retail/commercial/medical centres prove to be un-viable, what will that land use revert to? <p>The Medical Centre</p> <ul style="list-style-type: none"> – Indicative concept site is shown at the gateway to the suburb and as such and 	<p>the Concept Plan for the Neighbourhood Activity Centre. It is likely that the footprint of the Commercial land use component will only cover approximately 25% of the area in the Concept Plan shown for residential/commercial uses</p> <ul style="list-style-type: none"> • Typically a district type facility has in the past been expected to provide a wider range of services for up to 60,000 people with a range of light industry, service trade, entertainment, bulky goods and more. (Planning Strategy 2006). A suburban neighbourhood would be providing for local residential communities and incorporating a mix of services for their daily and weekly needs (30 Year Plan 2010) This is what is intended to be provided for. • The 30 Year Plan 2010 and 2017 and State Planning Policies envisage an increasing mix of land uses in many residential areas to provide services and that enable people to reduce their distances travelled for their daily and weekly needs. • Refer above • The zoning allows for the land to be used for the range of land uses envisaged in the zone provisions. It is the concept plan that indicates where particular uses may be concentrated. • There are general criteria for designing and siting buildings near main roads – 	<p>No recommended change to DPA in response to submission</p>

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		<p>development here should be noted in the DPA as requiring special attention in urban design and street-scaping terms.</p> <ul style="list-style-type: none"> – Does council believe the DPA can achieve this? – Or should there be separate criteria for this corner site? <p>A variety of dwelling types and densities</p> <ul style="list-style-type: none"> – The minimum block sizes (200- 270m²), frontages (5-7m) are much less than the current adjoining residential zone in Marion Council – The New Draft Planning Development Code proposes a variety of dwelling types in the southern suburbs with detached dwellings (min 300m²/9m frontage) down to row dwellings (min 200m²/7m frontage). So the proposal envisages less than the new planning code. – Would appear that the housing offerings would not support families and hence not provide diversity. Given the size of the development this seems limiting and not in keeping with the intent of the DPA. – Given the issues that Marion Council in particular have been experiencing in their northern area regarding congestion and lack of amenity is this minimum too low to achieve the intent of the DPA, particularly given the smaller block sizes? – With the potential high proportion of 2 cars, larger cars (SUV, s) caravans, boats how will this be managed under the DPA given the density? 	<p>the P&D Code is anticipated to have more specific requirements in overlays.</p> <ul style="list-style-type: none"> • Covered above • Covered above. The P&D Code requirements are provisional at this stage and subject to change as a result of state-wide consultation. • Families come in all sizes and a couple or a couple with one child are families that apartment living may suit. The surrounding residential areas comprise predominantly large family type homes. It is anticipated that this site will provide forms of housing options not currently available in the surrounding area, thereby providing greater diversity. • Covered above • The market attracted to apartment living may not need caravan and boat storage on site, hence the need for areas to have a diversity of housing options. 	<p>No recommended change to DPA in response to submission</p>

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		<ul style="list-style-type: none"> – How will the DPA ensure that housing diversity is achieved? – How will the DPA ensure that there is adequate green space within the housing blocks and the public realm? – Why are the affordable housing and noise/air emissions overlay shown only in the Neighbourhood Activity Centre area (Holdfast Bay area) only <p>Maximum height of 6 storeys</p> <ul style="list-style-type: none"> – How is that controlled in the DPA in terms of location on the site? Should there be guidance on this? – Are there height limits set for the commercial zone? – How will the DPA manage views as amenity? <p>Environmental Performance</p> <ul style="list-style-type: none"> – Can high level Sustainability and ESD targets beyond the current minima be included in the DPA? – Can incentives be developed by Council and State/Federal Government to make this a benchmark development? <p>Overall Design Outcomes</p> <ul style="list-style-type: none"> – Councils should develop a site specific design guidelines to reinforce the character envisaged in the DPA and ensure this is truly an exemplar development for the area and State? 	<ul style="list-style-type: none"> • As above • The concept of contemporary high quality apartment living includes green space and quality public realm. • Both overlays are also within the Marion version of the DPA. Each Councils mapping only shows the spatial extent of the overlay within the respective council. • Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known until the lodgement of development applications are received in the future. • The DPA does seek a maximum of 3 storeys at the interface with lower rise residential development • The development plan does not provide protection for distant views obtained through another person's property • See above • See above 	<p>No recommended change to DPA in response to submission</p>

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		<p>Review of Supporting reports and technical inputs</p> <p>Service utilities</p> <ul style="list-style-type: none"> – DPA States: <i>No significant impediments to service provision have been identified however there are several outstanding reviews from SA Water and SA Power Networks.</i> – Are there any uncovered risks associated with this incomplete work? – What discussions have there been for alternative power arrangements for this major development eg Co-generation on site? <p>Stormwater Management</p> <ul style="list-style-type: none"> – The final solution should be retention on site rather than a higher load on the underground pipe network – Have more site specific WSUD policies and incentives to set a new benchmark? – The remediation of the site contamination will contribute to the stormwater management, as the need for lining the detention basin could be removed/reduced and infiltrations allowed, if the remediation was successful. <p>Site Contamination</p> <ul style="list-style-type: none"> – DPA States: <i>There are varying levels of contamination identified across the site, which can be dealt with by established methods to render the land suitable for the intended use.</i> – <i>A review of current groundwater and soil vapour conditions across the (combined) development site is also required.</i> – Given the changes to the site since 2013 the report on the vast majority of the site is potentially out of date 	<ul style="list-style-type: none"> • Utilities were consulted in 2014 and no risks were identified – most utilities require infrastructure augmentation to be paid for by the developer in line with their augmentation policies. • Co-generation would be an owner led initiative if it were to be considered. • See above • A Site Contamination Auditor will determine these matters. Refer also the EPA response to the matter. • See above references to the Site Contamination Audit processes. 	No recommended change to DPA in response to submission

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		<ul style="list-style-type: none"> – Can the DPA be approved based on a potentially out of date report? – Will councils insist on the review and monitoring of the critical groundwater and vapour conditions prior to the approval of the DPA <p>Traffic Impacts The main areas that are critical are:</p> <ul style="list-style-type: none"> – the access and egress to and from Brighton Road and Ocean Boulevard as a gateway to the suburbs – access and egress to and from the new development site itself – traffic flows and possible congestion in the suburbs immediately surrounding the development due to increased loads and “rat running tendencies” <p>The following questions arise from the traffic report:</p> <ul style="list-style-type: none"> – Given the traffic controls/upgrade to Scholefield Road/ Ocean Boulevard are not triggered by the development; when will the upgrade be undertaken by DPTI? – Will clubhouse road link to Ocean Boulevard be signalized? – Does the report make reference to the issues raised by the City of Holdfast Bay Integrated transport strategy, in particular the “rat running issues”? – Does the report take into account the most limited alternatives for traffic movement, off the main roads? – Does the report and analysis take into account the Hove crossing grade separation impact on flows? 	<ul style="list-style-type: none"> • This process will occur at the detailed development assessment stage and will be overseen by an environmental auditor. • See above • See above • See above • To be determined by DPTI • To be determined by DPTI • These issues are being examined on a region wide basis. • Hove is some considerable distance away and region wide review will determine the distributional impact of the Hove level crossing removal project in 4 years time. • See above 	<p>No recommended change to DPA in response to submission</p>

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		<ul style="list-style-type: none"> Does the commercial development need to be restricted to servicing the local neighbourhood, rather than being a district attraction or facility with associated high traffic loads? What level of acoustic control will the development be required to employ regarding traffic noise? Will the local transport infrastructure and services be enhanced to support this development? <p>Retail Development</p> <ul style="list-style-type: none"> We are not opposed to the inclusion of a local and neighbourhood activity centre (NAC), but have concerns about its scale, location, viability and impact on existing retail offerings. In particular, we believe that many of the assumptions and assertions in the two Retail Assessment Reports (are significantly flawed, making the proposed NAC problematic. Both reports were written in 2013. Much has changed in the retail landscape and with shopping habits (eg on-line shopping; home delivery) since then. The Retail Studies attached to the DPA are both outdated, narrowly focussed and able to be challenged. More recent retail analysis suggests that a supermarket is unlikely to be attracted to the site, and therefore associated retail and other services will not follow. Similarly, a medical centre seems unviable. 	<ul style="list-style-type: none"> An acoustic buffer is required to manage road noise on residential development from Ocean Boulevard <p>Noise from commercial premises and associated service vehicles are covered by general policies within the development plan</p> <ul style="list-style-type: none"> The appropriate traffic management treatments will be required depending on the development application and the conditions at the time of the applications. Noted The viable size of retail and commercial space will be determined by the market A more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres. 	<p>No recommended change to DPA in response to submission</p>

	Name and Address	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> – Given the serious questions on the viability of the NAC – The DPA should be adjusted to reduce the Zone to a more appropriate and viable scale ? – What other development will be constructed in the proposed NAC zone? <p>Environmental Noise and Vibration</p> <ul style="list-style-type: none"> – DPA States: <i>A combination of factors such as setbacks, acoustic barriers, siting, design and materials used in construction, can provide a suitable amenity for sensitive development in proximity to likely noise and vibration sources. The relocation of the Quarry haulage road to the south-east of the area affected has removed the potential for noise and vibration impacts caused by Quarry truck movements.</i> – The assertion about the haulage road is only partially correct. There will still be an operational need for Boral trucks to travel north via Brighton Road for local deliveries – this development at least! With the lack of a current viable link to the southern expressway off Majors Road from Lonsdale Road, it is likely that the number of HGVs will continue to use Ocean Boulevard and this coupled with the potential signalised junction (or other) with Scholefield Road will add to the potential; traffic noise. – This should be considered in the analysis here and in the traffic report? 	<ul style="list-style-type: none"> • See above • Principle 2 within the proposed zone lists a number of uses envisaged for the neighbourhood activity centre. The non-complying development table lists forms of development that are not appropriate within the centre. Other uses that are neither envisaged nor non-complying would be considered on their individual merit. • Noted • The DPA identifies a buffer along Ocean Boulevard for noise purposes to separate housing further from the road. • See above 	

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	Name and Address	Submission Summary	Comment	Councils Response
		<p>Air Quality</p> <ul style="list-style-type: none"> – DPA States: Data suggests that the Linwood Quarry is not significantly impacting on the local particulate (PM10) count. The relocation of the Quarry haulage road to the south-east of the area affected has removed the need for specific amelioration measures to be applied to the subject land in relation to dust issues. – How closely has the issue of silica dust been reviewed as part of the study? <p>Linwood Quarry</p> <ul style="list-style-type: none"> – It is true that Boral have improved their practices and have invested in mitigation measures. There is a certain resignation in the community to the impacts of the quarry and serious concerns about the long term health impacts of dust. – Given a doubling of the population to the north of the quarry, and the expansion of the mine does Council believe the studies conducted are adequate for the purposes of the DPA? <p>Flora & Regulated Trees</p> <ul style="list-style-type: none"> – The Councils should provide clearer guidance for the developer for this specific site beyond the general policy provisions for Flora and Fauna, including consulting with state and local groups on suitable sustainable biodiversity? – The Councils should provide clear provisions for the remaining protected trees as part of the DPA <p>Aboriginal and other Heritage</p>	<ul style="list-style-type: none"> • Noted refer above • Council relies on the advice of experts in this area of public health. The EPA and SA Health have been involved during the DPA process • Noted • See above • Councils will liaise with the owner/developer as part of the development assessment process. Analysis undertaken to date does not indicate existing vegetation of significance. • Protected trees have legislation to safeguard them and policy that reflects that legislation. 	

Name and Address	Submission Summary	Comment	Councils Response
	<ul style="list-style-type: none"> Whilst there is nothing registered for the site will the council via the DPA ensure that there is support for interpretive elements within the development to honour and reflect the history of this area and local industrial history? <p>Social Impact</p> <ul style="list-style-type: none"> DPA States: <i>The site is currently viewed as a 'blight' on the area and a barrier for the transition of people throughout the area. The proposed development is considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.</i> Given the scale and impact of this development and the minimal level of consultation/engagement conducted with the community, council and the developer should undertake more research into the long term impacts via detailed modelling and engagements to assess the true impacts of this significant change on the community before approving the DPA? <p>Open Space</p> <ul style="list-style-type: none"> DPA States: <i>In-principle agreement has been reached between the proponent and the Councils on key areas of open space and their support for stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.</i> This aspect has a significant impact on the amenity and character of the development. It 	<ul style="list-style-type: none"> The DPA is not a vehicle for this action. Councils may consider how the history of this land could be part of future public realm on the site as it will be transferred to their care and control. None of this is known yet. Specific impacts will not be clear until detailed designs are lodged and the policy is used to assess their suitability. The more fundamental issue of the development of this land has been suitably addressed in the DPA Noted 	<p>No recommended change to DPA in response to submission</p> <p>No recommended change to DPA in response to submission</p>

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	Name and Address	Submission Summary	Comment	Councils Response
	Public Hearing	<p>is also of significant interest to the community.</p> <ul style="list-style-type: none"> – Will the detailed process include community consultation and indeed participation? <p>Conclusion This is too important to rush. Please take our submission as a request for better, accessible information for the community and more active engagement in this important project.</p> <ul style="list-style-type: none"> – Modelling should be done to show house six storey steps down to 3 storey – Public transport services have already been reduced and are getting less and this DPA indicates a reasonable level of public transport in the area as support for this type of development in this location. 	<ul style="list-style-type: none"> • The concept has been provided for community comment in the DPA. • Noted • This is likely at the development application stage • Noted. Councils will continue to advocate to DPTI for improved public transport services 	No recommended change to DPA in response to submission
20.	Sophie Haselgrove Seacliff Park	<ul style="list-style-type: none"> • Have serious concerns regarding signalling the intersection of Scholefield Road and Ocean Boulevard. <ul style="list-style-type: none"> – This poses serious risks of traffic accidents. – believe the risk of brake failure will be even worse if there are traffic lights installed on the 	<ul style="list-style-type: none"> • DPTI does not consider there is sufficient priority to signalise the intersection at this stage. This is not to say that such will not come in due course. • DPTI is responsible for these matters. 	

	Name and Address	Submission Summary	Comment	Councils Response
		<p>steep section of road at the Scholefield Road Intersection.</p> <ul style="list-style-type: none"> – suggest re-aligning Scholefield Road, or perhaps combining a Signalised Intersection with the School Crossing at a location closer to Pine Avenue. <ul style="list-style-type: none"> • The inclusion of two additional roundabouts on Scholefield Road is completely unnecessary. <ul style="list-style-type: none"> – Additional obstacles on this road will inconvenience public transport vehicles and may discourage holiday-makers with caravans from travelling to this area. • Minimum dwelling site area should be set to 300 square metres <p>– Although urban infill is necessary to prevent urban sprawl onto agricultural land and remnant vegetation, it should not come at the expense of garden space to encourage family time and self-sufficiency.</p> <ul style="list-style-type: none"> • The design of dwellings needs to consider the principles of sustainability. <ul style="list-style-type: none"> – Suggest a multi-storey row system which allows a smaller footprint and greater garden space. • Doesn't want to see a repeat of the concrete box houses that are being constructed along Brighton Road • Surprised that family homes will be a minority in the site 	<ul style="list-style-type: none"> • The need for traffic management devices will be clearer when more detailed plans have been lodged for development. • Traffic management device design will have to take account of the types of vehicles to use the area and the road capacity to accommodate them. • The minimum allotment sizes found in other zones within the development plan predominantly relate to infill development within established residential areas and /or the creation of conventional subdivisions. This site is a large 'stand-alone' site where the development of the site can be master planned, leading to a more coordinated outcome with its own character. • This zone is a medium density zone and family homes with large gardens are unlikely. The wider area accommodates a large number of such dwelling options. • Noted • See above 	<p>No recommended change to DPA in response to submission</p>

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	Name and Address	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> Open space should be designated as areas of native vegetation as well as for recreational purposes. Opposed to the inclusion of retail development on the site as there are sufficient shops and businesses in the area so would be no demand for additional retail. Disappointed that there was no consideration on the effects of dust on local residents during demolition and cleaning up of the site The retention of the Hills Face Zone and Open Space/Buffers along some sides of the site is a benefit. Should be an in-depth revegetation of this site in collaboration with the community, the public and private sectors This area should be developed for the sake of progress if it sacrifices the history of the businesses that originally occupied this site. 	<ul style="list-style-type: none"> The open space proposal embraces this. Noted Noted Noted Noted 	
21.	Tim Rugless Brighton Foodland (Late Submission)	<ul style="list-style-type: none"> In January 2018 the Brighton Central shopping centre development was completed with a full line Foodland supermarket of 3100 sqm plus 18 specialty shops. This shopping centre is approximately 2.5kms from Cement Hill and it provides all the basic services required by a community-pharmacy, hairdresser, baker, butcher, seafood, liquor store, café and many more, along with the supermarket In March 2019 a Woolworths supermarket was rebuilt on the corner of Keelara St and Brighton Road at Brighton. This is another full line supermarket of 3600sqm. This shopping centre is approximately 3kms from Cement Hill. The Hallett Cove shopping centre now is home to 2 full line supermarkets (Foodland and Woolworths both over 3000sqm) plus a recently added Aldi supermarket. It is interesting to note that there are many vacant tenancies in this shopping centre. Westfield Marion has, in the last 18 months, added a new Aldi supermarket while in the 	<ul style="list-style-type: none"> A more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres. 	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
		<p>same period the Coles supermarket has undergone a major refurbishment.</p> <ul style="list-style-type: none"> • While competition is healthy, building a new neighbourhood centre that simply spreads the trade spend and makes retail business even less viable is an irresponsible outcome. Both Brighton centres will need the new population growth in this development to continue to prosper and thrive and hence reinvest. 		

Attachment B – Summary and Response to Public Meeting Submissions

9 submitters requested to be heard, and therefore a public meeting was held on 24 October 2019. A summary of verbal submissions made at the public meeting are included as an addition to the person's/group's submission in ***Attachment A***

Attachment C – Timeframe Report

SCPA Timeframe Report: Process A

The SOI was agreed by the Minister and Council on 31 July 2012

Key steps	Length of time agreed in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and draft DPA prepared	20 weeks	20 weeks	
Agency consultation conducted (report on any delays incurred by agencies)	6 weeks	6 weeks	
Agency comments assessed, DPA refined and sent to Minister with a request to commence public consultation	12 weeks	Refer to text below table	
DPA prepared for public consultation	4 weeks	Refer to text below table	
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. <i>Summary of Consultations and Proposed Amendments</i> submitted to Minister for approval.	12 weeks	Refer to text below table	

The Minister approved the Statement of Intent for the DPA on 31 July 2012. Investigations were conducted, a draft DPA was prepared, agency consultation was undertaken and the DPA received the Minister's approval to undergo public consultation on 28 July 2015.

The Cities of Marion and Holdfast Bay were not prepared to put the DPA on consultation until an agreement on the relocation of the quarry haulage road between Boral and the developer of the subject land had been signed. It has been a complex and long process and negotiations have only recently reached a stage where the two Councils were comfortable undertaking consultation.

The five year timeframe for the DPA lapses on 31 July 2017 however the Minister has on several occasions granted an extension of time in which to lodge the DPA for the Minister's approval.

On 7 June 2019 the Minister granted an extension of time giving the Councils until 31 March 2020 in which to lodge the DPA for approval.

Attachment D – Schedule 4A Certificate

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Tony Lines, as Acting Chief Executive Officer of the City of Marion, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Marion and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following persons have provided advice to the councils for the purposes of section 25(4) of the Act:


David Melhuish, Senior Policy Planner, City of Marion

Warwick Deller-Coombs, Manager Development and Regulatory Services, City of Marion

Caroline Chapman, Strategic Planner, City of Holdfast Bay

Geoff Butler, URPS

DATED this 22 day of August 2019


A/ Chief Executive Officer

Attachment E – Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, Adrian Skull, as Chief Executive Officer of the City of Marion, certify, in relation to the proposed amendment or amendments to City of Marion Development Plan as last consolidated on 15 August 2019, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

David Melhuish, Senior Policy Planner, City of Marion

Warwick Deller-Coombs, manager Development and Regulatory services, City of Marion

Caroline Chapman, Strategic Planner, City of Holdfast Bay

Geoff Butler, URPS

Grazio Maiorano, URPS

Date:

.....

Chief Executive Officer

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, Roberto Bria, as Chief Executive Officer of the City of Holdfast Bay, certify, in relation to the proposed amendment or amendments to City of Holdfast Bay Development Plan as last consolidated on 2 June 2016, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

Caroline Chapman, Strategic Planner, City of Holdfast Bay

David Melhuish, Senior Policy Planner, City of Marion

Warwick Deller-Coombs, manager Development and Regulatory services, City of Marion

Geoff Butler, URPS

Grazio Maiorano, URPS

Date:

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Chief Executive Officer

Attachment F – Additional Matters and Investigations

Retail Floorspace Demand Analysis’ prepared by Location IQ - November 2019

(refer to separate attachment to this Report)

Attachment 3



Summary and Response to Agency Submissions

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
1.	Department of Human Services (DHS)	<ul style="list-style-type: none"> The DHS has reviewed the proposal and does not plan to make a submission on this occasion 	<ul style="list-style-type: none"> Noted Additional advice sought from DHS about silicosis risk indicated the risk factors to be very low based on monitoring PM2.5 particulates nearby and relative to other air monitoring stations around Adelaide, the relatively low proportion of quartzite material being mined (20%), and the health monitoring results of long term employees. 	No recommended change to DPA in response to submission
2.	SA Police (SAPOL)	<ul style="list-style-type: none"> Advise that Southern District has no points to raise with regard to the DPA 	<ul style="list-style-type: none"> Noted 	No recommended change to DPA in response to submission
3.	Natural Resources Adelaide and Mount Lofty Ranges (DEW)	<ul style="list-style-type: none"> NRAMLRL does not oppose the proposed rezoning Due to the proximity of the development to the train line and Pine Gully it is recommended that works to limit the flows from the development (including overflows from upstream or directly from the development) are undertaken prior to development of the site. This will reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade. 	<ul style="list-style-type: none"> Noted Stormwater both from the upstream catchment and generated within the site will be carefully managed to ensure that flows do not exceed the capacity of the downstream system Principle 30 of the Suburban Neighbourhood Zone (Stormwater Management and Water Quality) seeks the achievement of specific stormwater runoff outcomes. An infrastructure agreement is currently being undertaken between the two councils and the owner/developer to ensure that the required 	No recommended change to DPA in response to submission

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> We encourage appropriate stormwater management and the application of Water Sensitive Urban Design (WSUD) principles for any future development in the Affected Area. It is recommended that any future development in the Affected Area should aim to maximise open green space and the retention of mature trees to contribute to tree canopy cover, in line with Target 5 of the <i>30-Year Plan for Greater Adelaide – 2017 Update</i>. 	<p>works are undertaken. Further to the joint Stormwater Plan Marion and Holdfast Councils are to implement measures to improve flow rates and infrastructure in Kauri Parade and Pine Gully.</p> <ul style="list-style-type: none"> Noted - Councils will be seeking the same <p>This issue is covered under 'Water Sensitive Design' within the Natural Resources section of councils' development plan.</p> <ul style="list-style-type: none"> This matter will be given due consideration as part of future development applications <p>The majority of the site is generally void of vegetation but council will seek the retention of mature trees where appropriate. Three Regulated Trees exist on the southern portion of the site but overall the EBS vegetation assessment rated the present vegetation as of low ecological value with declared weed species providing the highest cover.</p> <p>The Concept Plan shows a relatively substantial landscape buffer (to be planted as part of the development) adjacent the western and southern boundaries of the site. Open space is proposed to provide pathways and corridors supporting both walking and cycling and stormwater flow lines and green landscaping including along the southern boundary.</p>	
4.	Department of Planning, Transport and Infrastructure	<ul style="list-style-type: none"> <u>Planning Reform considerations</u> 		No recommended change to DPA in response to

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
	(DPTI)	<p>Council should be aware that when the Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new planning system. This will include a review of Concept Plans, existing Desired Character Statements and other local variation policies as part of the transition process.</p> <p>In progressing the DPA, Council needs to keep in mind the following timeframe in relation to lodging the DPA for approval and transitioning policy into the Code. For the proposed amendment to part of the Code for implementation in July 2020, the DPA will need to be lodged for approval in early January. It is likely that Lodgement of the DPA after this time will result in the DPA being transitioned into the Code at a later date after implementation. Council has three months after code implementation to lodge the DPA for approval after which time the DPA will lapse. The Department will work with Council to facilitate conversion of the DPA into the new Code structure and will make contact with Council after Code implementation to commence this work.</p> <ul style="list-style-type: none"> • <u>Investigations</u> <p>Some of the investigations in this DPA are agency specific and the Department will be guided by their advice in this regard. Please note that there may be instances where discrepancies arise between the views of one government agency and another on certain issues. In such instances, please contact the Department so it can assist Council in resolving these issues (once all agency submissions have been received).</p>	<ul style="list-style-type: none"> • Noted • On 15/11/19 DPTI clarified that the councils have until 31 March 2020 to lodge the DPA for Approval <p>It is expected that the councils will lodge the DPA for approval in late January/early March 2020</p> <ul style="list-style-type: none"> • Noted 	submission apart from mapping change mentioned below

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>Following the consultation period, Council is required to consider submissions made and determine whether Council wishes to proceed with the DPA, and if so any changes that are proposed.</p> <ul style="list-style-type: none"> • <u>Policy Issues</u> <p><u>Transport</u></p> <p><u>Traffic and Access</u></p> <p>The proposed rezoning is supported subject to the developer entering into an Infrastructure Deed for the infrastructure works which can be directly attributed to the rezoning. Based on the information currently available, this includes lengthening of the sheltered right turn lane for traffic turning right from Ocean Boulevard into Scholefield Road.</p> <p>Any future upgrade (including signalisation) of the Ocean Boulevard/Scholefield Road intersection will need to be considered as part of normal operational business and compete against other state-wide priorities for state funding.</p> <p>The detailed comments provided by the Transport Assessment and Policy Reform Team are as follows:</p> <ul style="list-style-type: none"> ○ DPTI has identified some deficiencies in the Traffic Assessment undertaken by MFY dated June 2019. However, rectifying these deficiencies is unlikely to have a material impact on DPTI's position regarding the proposed rezoning. As such, it is not 	<ul style="list-style-type: none"> • A draft deed, between DPTI and the Developer, for the lengthening of the right turn lane from Ocean Boulevard onto Scholefield Road, has been prepared and circulated for comment between the parties. • Noted <p><i>(further comment by MFY)</i> <i>The issue identified by DPTI was an inconsistency in the forecast volumes but it was only typographical and was consistent in the modelling which is the critical issue. The typographical error has been corrected.</i></p>	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>considered necessary to make further changes to the Traffic Assessment at this stage.</p> <ul style="list-style-type: none"> ○ The MFY Assessment indicates that an upgrade of the Ocean Boulevard/Scholefield Road intersection is required based on 2021 MASTEM volumes, irrespective of the current or proposed zoning. Table 2 identifies the performance of the right turn movements and the left-out movement from Scholefield Road, but does not provide an overall junction performance. This, together with the lack of comparison with the 2019 existing volumes makes it difficult to agree that the intersection needs to be upgraded to a signalised intersection, irrespective of the proposed rezoning. At best it can be concluded that the right turn lane needs extending and that the current and proposed zoning will exacerbate the delays for drivers entering and exiting Scholefield Road, which is likely to result in an increase in accidents as drivers choose shorter gaps to enter Ocean Boulevard. The analysis does not actually consider the volume warrants for signals but recommends signals based on safety issues and the increased delays for vehicles entering and exiting Scholefield Road. ○ The proposed rezoning will add additional traffic at the Ocean Boulevard/Scholefield Road intersection and potentially to the Ocean Boulevard/Clubhouse Road intersection. As a minimum, the existing right turn lane for traffic waiting to turn right 	<p>As above</p> <p><i>(further comment by MFY)</i> <i>A 2019 model, based on data collected at the intersection, was produced and identified that the intersection is currently saturated. It was considered that this model did not accurately reflect the actual operation of the intersection and would have indicated the need for an upgrade of the intersection by DPTI imminently. Despite validation of the model, the output did not give a true reflection of the queues and delays experienced at the intersection and therefore a more accurate representation using the 2021 data was adopted. Given that no development will occur prior to 2021 it is entirely appropriate to use this as a base case.</i></p> <p><i>The increase in the right turn lane and delays for drivers exiting relate to the increase in volumes generally which is not solely related to the change in zone. The relevant aspect to consider is the over and above treatment required which is the extension of the channelized turn lane. This is consistent with the requirements by DPTI below.</i></p> <p>As above</p> <p>Design has been prepared, costing has been sought and received and a draft deed prepared.</p>	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>from Ocean View Blvd into Scholefield Road will need to be increased to cater for the extra demand. Whilst the MFY Assessment identifies 95th percentile queues, the required queue length will still need to be confirmed.</p> <ul style="list-style-type: none"> ○ Prior to the rezoning being approved, the developer should enter into a deed for the infrastructure works directly attributed to the rezoning (i.e. lengthening the sheltered right turn lane for traffic turning right from Ocean Boulevard into Scholefield Road). Updated modelling to confirm the required queue length should be undertaken by the developer, either as part of negotiation of an infrastructure deed or as part of the detailed design phase for the works. ○ Future upgrades to Brighton Road (Seacombe Road to Scholefield Road) have been identified, however the timing and nature of these upgrades are yet to be determined, and these works (including any possible signalisation of Ocean Boulevard/Scholefield Road intersection) are not currently within DPTI's Investment Pipeline. DPTI would however consider any proposal from the developer in relation to signalisation of the intersection (if desired) as a separate process to this DPA. ○ At the development application stage, issues of access locations, bicycle and pedestrian linkages, including pedestrian movements and public transport issues 	<p>As above</p> <p><i>(further comment by MFY)</i> <i>The length of the channelized right turn lane will be confirmed during detailed design as the extent of the development will influence forecast traffic volumes and therefor the length of the lane. Current forecasts are based on peak volumes which may not be realised if the development is smaller than currently identified.</i></p> <p>Noted</p> <p>Noted</p>	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>would need to be considered in more detail. Any potential upgrades on Scholefield Road (e.g. proposed roundabout) will need to take into account that Scholefield Road is a bus route.</p> <p>Action Required</p> <p>Provide confirmation that an Infrastructure Agreement has been entered into with the Minister for Transport, Infrastructure and Local Government prior to or at the same time that the DPA is submitted for approval.</p> <p>Undertake updated modelling to confirm the required queue length for the existing right turn lane for traffic turning right from Ocean View Blvd into Scholefield Road, either as part of negotiation of an infrastructure deed or as part of the detailed design phase for the works.</p> <p>Issues of access locations, bicycle and pedestrian linkages, including pedestrian movements and public transport issues will need to be considered in more detail at development application stage</p> <ul style="list-style-type: none"> • <u>Investigations</u> 	<p>Noted</p> <p>Developer is working with DPTI on the required modelling. <i>(further comment by MFY)</i> <i>The length of the channelized right turn lane will be confirmed during detailed design as the extent of the development will influence forecast traffic volumes and therefore the length of the lane. Current forecasts are based on peak volumes which may not be realised if the development is smaller than currently identified. The modelling submitted with the DPA identifies the order of magnitude of the length of the right turn land and the Deed will be based on this (subject to confirmation during detailed design).</i></p> <p>Noted</p>	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p><u>Provision of Infrastructure</u></p> <p>Policies within the General Section of the Development Plan are identified as being sufficient to address infrastructure provision as detailed within the DPA. The DPA also identifies that an agreement has been entered into with Council for provision of stormwater infrastructure. Confirmation of the funding arrangements to deliver infrastructure upgrades are sought however.</p> <p>Action Required</p> <p>Provide confirmation of the funding arrangements/ Agreement to deliver required infrastructure upgrades.</p> <p><u>Extinguishment of Mining Licence</u></p>	<p>Confirmation and agreements to be provided when forwarded to DPTI.</p> <p><i>(further comment by MFY)</i> <i>Funding arrangements not required in respect to traffic as they will be Developer funded at the time of development.</i></p> <p>A stormwater infrastructure agreement is currently being undertaken between the two councils and the owner/developer to ensure that the required works are undertaken.</p> <p>Further to the joint Stormwater Plan Marion and Holdfast Councils are to implement measures to improve flow rates and infrastructure in Kauri Parade and Pine Gully.</p> <p>All required infrastructure agreements will be provided at the time the DPA is lodged for approval.</p>	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>With regard to the additional land included within the affected area (as it is no longer required for quarry activities), the DPA identifies that removal of the land from the associated Mining Lease is being sought with the Department for Energy and Mining.</p> <p>Action Required</p> <p>Provide confirmation of the extinguishment of the mining licence, or as a minimum that the process has commenced, at the time the DPA is lodged for approval.</p> <p><u>Easterly Extension of Pit</u></p> <p>The DPA identifies that the Minister for Energy and Mining is to approve application of the easterly extension of the present pit towards Ocean Boulevard.</p> <p>Action Required</p> <p>Provide confirmation/advice on the Minister for Energy and Mining's approval</p> <ul style="list-style-type: none"> • <u>Mapping Issues</u> <p>Mapping Quality</p> <p>The proposed Development Plan mapping is not suitable for Agency Consultation, however the investigation maps showing the intention of the amendment is clearly conveyed and as such may proceed.</p>	<p>Noted</p> <p>Confirmation/advice on the Minister for Energy and Mining's approval to be provided at the time the DPA is lodged for approval</p>	<p>Survey definition has been</p>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>Action Required</p> <p>Note the attached Mapping Comments and in particular the requirement for a survey definition</p>	Noted	<p>undertaken</p> <p>Mapping to be updated with additional boundary details</p>
5.	SA Power Networks	<ul style="list-style-type: none"> SA Power Networks may be impacted by proposed zoning changes in its capacity of operator of the State's electricity distribution network or, alternatively, as a landowner/occupier. Irrespective of the tenure arrangement, all of SA Power Networks' land interests will be directly related to the operation of the electricity distribution network. Any infill or green field development will necessarily require a corresponding upgrade of the electricity distribution network (which may involve the setting aside of land for a new substation). <ul style="list-style-type: none"> Whilst the DPA may flag potential development of this nature, prospective developers and those approving developments should give consideration to the current network capacity, the long lead times in meeting any increased load demand, and the requirement for developers to contribute towards augmentation of the upstream electricity network along with funding direct costs associated with extension/connection of electrical infrastructure specifically for their development. Developers should contact SA Power Networks' Builders and Contractors line directly in this regard on phone number: 1300 650 014. 	<ul style="list-style-type: none"> Noted Noted Noted and understood 	<p>No recommended change to DPA in response to submission</p>
6.	Environment Protection	<u>Air Quality</u>		

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
	Authority (EPA)	<ul style="list-style-type: none"> In respect of the current DPA, the EPA understands that the haul road would be relocated to exit on Ocean Boulevard Road near Majors Road as part of the Linwood Quarry expansion. This relocation would remove the concern that the EPA expressed in regards to air quality associated with the haulage road in its response of 16 October 2014. The EPA advises that it still considers the separation between the Linwood Quarry and the affected area to be sufficient. <p><u>Noise</u></p> <ul style="list-style-type: none"> In respect of the current DPA, the EPA advises that its previous advice is still current with respect to the need to design, site and orient residential accommodation in order to meet the requirements of the Environment Protection (Noise) Policy 2007 and minimise potential for impacts of noise from roads, mixed use activities, and the Linwood Quarry. The EPA notes that the haul road is to be relocated as part of the Linwood Quarry expansion and that this would remove the EPA's previous concerns about its potential noise impacts. The 2014 version of the DPA included policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. The EPA notes that those policies are not included in the current version of the DPA. The EPA acknowledges that concerns about noise impacts from the haul road would be removed with its relocation, but recommends that policies in respect of the Linwood Quarry be 	<ul style="list-style-type: none"> Noted Noted Noted Previous policies in the Desired Character and principles of development control, to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry, should be reinstated. 	<p>Include policies in the Desired Character and principles of development control, which identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry.</p>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>retained.</p> <p>Outdoor recreation Areas</p> <ul style="list-style-type: none"> If outdoor recreation areas for a building are provided at ground level then they should be designed so that road traffic noise in the recreation area does not exceed 52dB(A) when measured continuously over 15 hours between 7am and 10pm. <p>Commercial noise within the zone</p> <ul style="list-style-type: none"> Noise from commercial premises within the Suburban Neighbourhood Zone should not exceed <ul style="list-style-type: none"> 50dB(A) Leq15 between 10pm on any day and 7am on the next day; and 57dB(A) Leq15 between 7am and 10pm on any day <p>at residential receivers within the Suburban Neighbourhood zone when measured and adjusted in accordance with the Environment Protection (Noise) Policy 2007.</p> <p><u>Site Contamination</u></p> <ul style="list-style-type: none"> The EPA considers that site contamination is appropriately addressed through the DPA and existing and proposed policies. <p><u>Stormwater Management</u></p> <ul style="list-style-type: none"> The EPA is satisfied that stormwater management is appropriately addressed through the DPA. 	<ul style="list-style-type: none"> Taken to mean 'private open space' The DPA requires that an acoustic barrier be constructed adjacent the Ocean Boulevard boundary of the site to mitigate noise and vibration issues associated with traffic using the road. Principle 7 of the 'Interface between Land Uses' section of councils development plans requires that 'Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.' Noted Noted 	<p>No recommended change to DPA in response to submission</p> <p>No recommended change to DPA in response to submission</p>
7.	SA Water	<ul style="list-style-type: none"> Previous investigation were undertaken in 2013 for the capacity of the existing water and 	<ul style="list-style-type: none"> Noted 	No recommended change to DPA in response to

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>sewer networks and the potential upgrade works required to service the subject site.</p> <ul style="list-style-type: none"> • Subsequent preliminary infrastructure investigations were conducted for both water and sewer between June 2019 and October 2019 on developer's request • General comments in respect to new developments or redevelopments have been provided in regards to: <ul style="list-style-type: none"> – SA Water Planning – Protection of Source Water – Provision of Infrastructure – Trade Waste Discharge Agreements 	<ul style="list-style-type: none"> • Noted • Noted 	submission
8.	Department for Energy and Mining (DEM)	<p>1. DEM generally supports the proposed rezoning and re-development of the subject land. However, DEM does not support the proposed DPA in its current form for the following reasons:</p> <ul style="list-style-type: none"> • High rise development proposed in the northern portion of the Mineral Extraction Zone (as outlined on "Indicative Concept Plan and Access Points" figure, page 27 of the DPA) may be subject to an unacceptable level of impacts resulting from current and proposed future quarry operations where mining rights exist for extractive minerals. 	<ul style="list-style-type: none"> • Noted • The 2014 version of the DPA included policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. With the relocation of the haul road these policies have been removed. The EPA has recommended that policies in respect of the Linwood Quarry be retained. After further consideration, Councils believe that the policies should be included. • Councils have undertaken analysis of the potential line of sight of mining operations from the subject site. <p>Cross sections produced by the developer and Boral show differences in potential for line of sight</p>	<p>Policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry to be included in the Desired Character and principles of development control for the zone</p> <p>Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.</p>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> The development should not progress while the only approved quarry access road is via Clubhouse Road, due to the potential to create an unacceptable risk to public safety resulting from interaction with mine-related traffic. 	<p>between 6 storey buildings on the Seacliff Park site and the final quarry face at the most southerly point. Due to the distance between the two points and that existing and proposed landscaping (buffers) are not reflected on the cross sections, the actual line of sight cannot be accurately ascertained at this time. Future development applications would require more accurate indication of line of sight (photographic, more detailed cross section etc.)</p> <ul style="list-style-type: none"> Policy shall be included to ensure that development within the site will not have direct line of sight to mining operations. The DPA will not receive Ministerial approval until there is proof that the haulage road is to be relocated. Boral have submitted an application for an extractive minerals lease for its Linwood eastern expansion. DEM are waiting for Boral to submit evidence/assurance that <ul style="list-style-type: none"> if DPA approved the new road will happen. DPTI has agreed to signals and they will be built at Majors Road connection. road access to Clubhouse Road will be physically removed from Boral land. Boral's next Mining Operations Plan must be able to demonstrate no line of sight visibility to the proposed mine expansion area and planting etc to minimise dust impacts and reduce visibility 	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> Additional mechanisms should be considered to ensure that future landowners and residents are fully aware of the nearby Linwood Quarry, it's significance and potential impacts that may be experienced from the quarry operations. <p>DEM considers that these issues need to be appropriately addressed to avoid the potential for creating a long-standing land use conflict within the subject area and restricting the operations on this significant extractive resource.</p> <p>2. DEM would support the proposed rezoning and redevelopment of the site subject to the following matters being incorporated into a revised, final DPA:</p> <ul style="list-style-type: none"> Less sensitive form of development (instead of the proposed high-rise apartment block) are proposed within the northern portion of the current Mineral Extraction Zone, in order to retain an effective buffer from the current and future quarry . operations. Any developments within the line of sight of the areas proposed to be mined (east of the existing quarry pit) are discouraged. Conditions are included requiring the closure and rehabilitation of the existing mine access road, and restrictions on the use of Clubhouse Road to non-mine-related traffic. 	<ul style="list-style-type: none"> Councils will seek that the owner/developer of the site ensures that prospective future owners/occupiers are made aware of the mining operations, via an encumbrance or similar prior to purchasing property within the site ? Current buffer distances are in excess of EPA requirements and the addition of policy to ensure that development within the site will not have direct line of sight to mining operations should reinforce the separation. See above - Policy to be included to ensure that development within the site will not have direct line of sight to mining operations. The DPA is not a suitable means of ensuring these matters are undertaken. The mine access road is a private road with access controlled by the current mining plan and land owner (Boral). Upon transfer of ownership of the northern portion of land access will be able to be precluded by the developer. This is reflected in the collaboration agreement between the Developer and Boral. 	<p>No recommended change to DPA pending further advice</p>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<ul style="list-style-type: none"> • Appropriate mechanisms (in addition to the proposed "Noise and Dust" overlay) are proposed to ensure that all potential future landowners and/or residents formally acknowledge, prior to the purchase, that they are aware of the nearby Linwood Quarry, it's significance as a Strategic Resource Area, and potential impacts that may be experienced from the extractive operations undertaken on the Quarry. <p>3. The approval of a revised, final DPA takes place following finalisation of the formal approval for the relocation of the Linwood Quarry access road, and application has been made to the Wardens Court for partial revocation of the portion of Private Mine (PM) 4 that is subject to the proposed re-development.</p> <p>4. DEM strongly suggests that the above matters be developed in consultation with DPTI, Boral and DEM — Mineral Resources Division, to ensure that potential to create a longstanding land use conflict within the subject area has been understood, appropriately considered and addressed in the final DPA, avoiding further restrictions and sterilisation of the strategic extractive mineral resource of state significance located at the Linwood Quarry.</p>	<p>Once the access road is closed there would be no reason for mine related traffic to use Clubhouse Road.</p> <ul style="list-style-type: none"> • As above • Noted • The DPA will lapse if not lodged for approval by 31 March 2020, as per the Minister's agreed timeframe extension. • A meeting between DPTI, DEM, EPA and Holdfast Bay and Marion councils was held on 30 October 2019 to discuss the matters raised by DEM. • Councils advised that the DPA would be amended to include policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. 	<p>As above</p>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
			<ul style="list-style-type: none"> Councils also advised that an analysis of the potential line of sight of mining operations from the subject site would be (has been) undertaken and that policy will be included in the DPA to ensure that development within the site will not have direct line of sight to mining operations. (as above under comment re: DEM point 1) 	
9.	DEW	<ul style="list-style-type: none"> The implementation of the Landscapes SA Bill, currently in parliament, would see the City of Holdfast Bay and City of Marion Council areas fall within the new Green Adelaide region under the Landscapes SA Act. One of the Green Adelaide board's priorities focusses on green streets and parklands, with an intent to "Influence new building designs to support an urban landscape with tree canopy cover and biodiversity habitat. Therefore; DEW has had regard to these priorities in commenting on this DPA. <u>Green infrastructure, Water Sensitive Urban Design and biodiversity</u> Resilient South urban heat mapping shows the site to have medium to high surface temperatures in summer, due to the currently bare soil. The same heat mapping indicates that the surrounding suburbs are as hot, or hotter, therefore it is important that the councils consider how they can reduce urban heat impacts. The redevelopment of this brownfield site provides an opportunity to reduce the urban heat island effect, and enhance biodiversity, 	<ul style="list-style-type: none"> Appropriate policies are in place and this matter would be dealt with at the development assessment stage. Noted The General Planning Policy requirements set out principles for water sensitive design, and open space. 	No recommended change to DPA in response to submission

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p>stormwater management and amenity, through green infrastructure (https://www.naturalresources.sa.gov.au/adelaide/mtloftyranges/plants-and-animals/green lfb26a223-a334-4770-8299ed2e6ac7039e I cdf631d2-9686-4d43-903e-a2b500bf165flen-AU) and Water Sensitive Urban Design (WSUD) measures in the public and private realms. This includes ensuring adequate space within residential blocks to permit tree planting and landscaping.</p> <ul style="list-style-type: none"> • It is noted that the respective Development Plans contain provisions promoting green public and private open space (including, in the City of Marion Development Plan, deep soil zones to retain or accommodate new deep rooted vegetation, including tall trees with large canopies, where most of the medium density residential development would occur), and that the proposed Desired Character Statement (DCS) further promotes landscaping comprising established upper canopy trees in the activity centre public realm, and that the Concept Plan promotes public open space around the site linked to adjacent public open space. • However; and acknowledging that the Planning and Design Code for the metropolitan area will come into effect in July 2020, it is suggested that the DCS could go further by promoting tree canopy cover throughout the site, in line with Target 5 of the 30 Year Plan for Greater Adelaide — 2017 Update, to provide cooling, habitat, and improved air quality and stormwater management. 	<ul style="list-style-type: none"> • Noted / Appropriate policies are in place • The Planning and Design Code is expected to contain the general policies that provide for cooling, habitat, and improved air quality and stormwater management as required by the planning strategy and State Planning Policies. <p>An appropriate type and number of trees and shrubs within street verges and reserves will be negotiated as part of future finer detail requirements during the land division and development application processes</p>	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p><u>Stormwater management</u></p> <p>The DPA notes that there are existing stormwater management issues at a retention basin just upstream of the site, caused by congregation of upstream flows and regular overtopping, and the need for appropriate management of upstream flows and site-generated stormwater.</p> <p>Due to the proximity of the development to Pine Gully it is recommended that the DPA includes policy requiring works to limit the flow from the site (including upstream flows) are in advance of development at the site. This will reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade.</p> <p>RECOMMENDED CHANGES TO DPA In light of the above, the following changes are recommended to the Desired Character Statement:</p> <p>[After: "Public open space will provide a high level of amenity for local residents and will be primarily designed for local use."] "<u>Existing tall trees will be retained, where possible, and new all species planted to provide canopy cover, cooling, habitat and improved air quality and stormwater management.</u>"</p> <p>[After: "Stormwater, both from the upstream catchment and generated within the zone, will be carefully managed to ensure that flows do not exceed the capacity of the downstream system. "<u>Due to the proximity of the development to Pine</u></p>	<ul style="list-style-type: none"> • Noted • Stormwater both from the upstream catchment and generated within the site will be carefully managed to seek to ensure that flows do not exceed the capacity of the downstream system • Considered appropriate • The timing of the works to address flows generated from upstream is yet to be determined. Flows generated from the site can be managed and are the subject of an infrastructure deed that will precede rezoning. 	<p>The following changes to be made to the Desired Character Statement:</p> <p>[After: "Public open space will provide a high level of amenity for local residents and will be primarily designed for local use."] "<u>Existing tall trees will be retained, where possible, and all new species planted to provide canopy cover, cooling, habitat and</u></p>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<p><u>Gully, works to limit the flow from the site (including upstream flows) should be undertaken in advance of development at the site</u></p> <p>"The residential area public realm will include unique and interesting themes achieved through landscaping, <u>tall species of trees</u>, surface treatments, street furniture, building design and other elements.</p> <p>"These networks, <u>and the canopy cover</u>, will encourage walking and cycling to local facilities <u>and public transport services</u>.</p> <p>"The activity centre public realm will include landscaping comprising established <u>and new upper canopy tall species of trees</u> consistent with the scale and height of buildings, to provide <u>shade canopy cover</u>, as well as softening the building form</p>	<p>Therefore no need for additional wording.</p> <ul style="list-style-type: none"> Landscaping design will depend on space, location and function. The General Planning Policy requirements set out the requirements for Natural Resources- Biodiversity and Native Vegetation. <p>A tall tree will not always provide appropriate canopy cover/shading so use of the word 'appropriate' species of trees is considered more suitable</p> <ul style="list-style-type: none"> Considered appropriate There are no established trees in the area of the activity centre so all trees will be new. As before, a tall tree will not always provide appropriate canopy cover/shade. 	<p><u>improved air quality and stormwater management.</u> '</p> <p>"The residential area public realm will include unique and interesting themes achieved through landscaping, <u>appropriate species of trees</u>, surface treatments, street furniture, building design and other elements.</p> <p>"These networks, <u>and the canopy cover</u>, will encourage walking and cycling to local facilities and public transport services.</p> <p>"The activity centre public realm will include landscaping comprising <u>established upper canopy species of trees</u> consistent with the scale and height of buildings, to provide <u>shade canopy cover</u>, as well as softening the building form.</p>

Attachment 4





SEACLIFF, ADELAIDE

Retail Floorspace Demand Analysis

Prepared for Design IQ
November 2019

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INTRODUCTION

This report presents an independent assessment of the demand for retail floorspace as part of a Mixed Density Residential and Neighbourhood Activity Centre at Seacliff in southern Adelaide. The report will inform the Development Plan Amendment process to rezone the site and consequently considers the likely economic impacts that would result from any neighbourhood-based retail at the proposed development. The retail component of the proposal is referred to as Cement Works Market, and the broader development - Seacliff Village, throughout the remainder of this report.

This report is structure and presented in **five (5)** sections as follows:

- Section 1 details the location of the Seacliff Village site and discusses the context of the site within the south-west Adelaide area. The proposed development scheme is also reviewed.
- Section 2 examines the trade area which is relevant to the proposal, including current and projected population and retail spending levels.
- Section 3 provides an overview of the retail structure within the surrounding region.
- Section 4 outlines our assessment of the likely demand and sales potential for the Cement Works Market component of the proposed Seacliff Village and then presents an economic impact assessment. Likely trading impacts on other retailers throughout the surrounding region are considered, as are the employment and other economic impacts, both positive and negative, of the proposal.
- Section 5 presents the key findings of the analysis.



EXECUTIVE SUMMARY

The key points of this report, regarding the demand for retail floorspace to inform the Development Plan Amendment for the proposed Seacliff Village development, include:

- i. The suburb of Seacliff is located on the coast of Adelaide, approximately 17 km south-west of the Adelaide Central Business District (CBD) and primarily contains residential lands.
- ii. Cement Works Market is the planned retail component of the Seacliff Village estate, comprising Neighbourhood Activity Centre facilities, anchored by a full-line supermarket. A development plan amendment is being prepared to assess the potential for rezoning of the land for a range of uses including such facilities. The key components of the Cement Works Market Development would be as follows:
 - A major full-line supermarket of 4,000 sq.m.
 - Approximately 2,000 sq.m of specialty floorspace (which may include mini-major floorspace).
- iii. For the purposes of this assessment, Cement Works Market is expected to be trading by 2022/23 (first full year). The site for the proposed development is located directly south of Scholefield Road, between Lipson Avenue and Newland Avenue. The close proximity of Ocean Boulevard also makes the site easily accessible for broader region residents.
- iv. The Cement Works Market main trade area population is currently estimated at 14,750 (2019) and is projected to increase at an average rate of 1.0% per annum to 16,700 by 2031.
- v. The socio-economic profile of the main trade area population is consistent with that of a coastal area popular with retirees. This demographic would have a strong affinity with convenience-based retail facilities within close proximity to their place of residence.
- vi. Main trade area retail expenditure is currently estimated at \$221.4 million and is projected to increase to \$288.0 million by 2031, representing an average annual growth rate of 2.2%. The largest commodity spending market is food and liquor at \$98.4 million, representing 44.5% of the total retail spending market. This is the most relevant market for supermarket spending. All figures presented in this report are in constant 2019 dollars and include GST.
- vii. There is only one supermarket currently provided within the defined main trade area, namely Foodland IGA of 700 sq.m, provided 1.8 km to the north-east at Seacliff Park Shopping Centre. This supermarket



is relatively small by modern supermarket standards, with full-line supermarkets that serve the weekly shopping needs of local residents typically 2,500 sq.m in size and larger.

- viii. In addition to Seacliff Park Shopping Centre, two other Neighbourhood Centres, and a small range of Local Centres are provided within the main trade area.
- ix. Based on the current metropolitan Adelaide benchmark of supermarket floorspace per 1,000 persons, the main trade area population alone could support up to 6,593 sq.m of supermarket floorspace currently, increasing to some 7,465 sq.m by 2031. This would represent an undersupply of 6,765 sq.m of supermarket floorspace across the main trade area by 2031.
- x. Assuming a full-line supermarket of 4,000 sq.m at the subject site by 2023, there would still be an indicative undersupply of some 2,059 sq.m of supermarket floorspace across the main trade area in that year, increasing to an undersupply of some 2,765 sq.m by 2031. Workers, commuters and visitors would add to demand.
- xi. Forecast sales for the proposed full-line supermarket at Cement Works Market are \$34.4 million in 2022/23, at an average of \$8,608 per sq.m. This can be compared with the current Australian average of \$8,000 - \$10,000 per sq.m and shows strong demand for the proposed supermarket.
- xii. Assuming a 'maximum' scenario, whereby all specialty floorspace is occupied by retail tenants (i.e. no allowance for non-retail floorspace), total retail specialty forecast sales are \$14 million, or \$7,000 per sq.m in 2022/23. This would reflect total centre retail forecast sales of \$48.4 million.
- xiii. Of this total, some \$1.8 million is projected as a result of a redirection of spending from major retail facilities in the main trade area (i.e. convenience shops at Seacliff and the supermarket centre at Seacliff Park), with the remainder (\$46.6 million) being a reduction in expenditure from facilities beyond the main trade area or not represented. Of this remaining impact, some \$4.3 million is likely to result in small impacts on a range of retail facilities that are not currently represented in this analysis.
- xiv. Overall, the proposed Cement Works Market development would not impact on the viability or continued operation of any existing or proposed centres in the surrounding region, with all impacts at 13.5% or less, which is well within normal competitive bounds. At these projected impact levels, the viability of any centres or precincts would not be threatened.
- xv. In addition, the proposed development would represent a Neighbourhood Activity Centre, and thus residents will continue to frequent other centres/shops in the surrounding area for a variety of tenants that are not likely to be provided as part of the proposed development.
- xvi. It is the conclusion of this report that a substantial net community benefit would result from the development of the proposed Cement Works Market. Offsetting the trading impacts on some existing retailers, there are very substantial positive impacts including the following:



- Significant improvement in the range of retail facilities that would be available to residents, particularly in terms of convenient supermarket retailing.
- The proposed development would improve choice of location and allow for price competition. The inclusion of a full-line supermarket would satiate some of the significant undersupply of supermarket floorspace within the main trade area.
- The addition of the subject development would also result in the retention of spending currently being directed to other large supermarket facilities at major shopping centres situated beyond the trade area, thereby reducing the need for local residents to travel further afield for their supermarket and convenience-based shopping needs. The additional customer flows created through retained spending within the main trade area would positively impact on the existing retail facilities within the local retail precinct.
- The proposed development would represent a Neighbourhood Activity Centre and thus residents will continue to frequent other centres/shops in the surrounding area, for a broader retail selection and non-food offer. In addition, the proposed retail specialty floorspace will provide greater choice for residents of Seacliff and surrounds.
- The creation of additional employment which would result from the project, both during the construction period, and more importantly, on an ongoing basis once the development is complete and operational. In total, some 881 jobs are likely to be created both directly and indirectly because of the proposed development. This includes a number of youth employment opportunities with retail developments generally employing a large number of younger staff.

xvii. It is concluded that the combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing and proposed retail stores, particularly supermarkets, in the region. Further, the impacts would not threaten the viability of any retail facilities.

1 LOCATION AND COMPOSITION

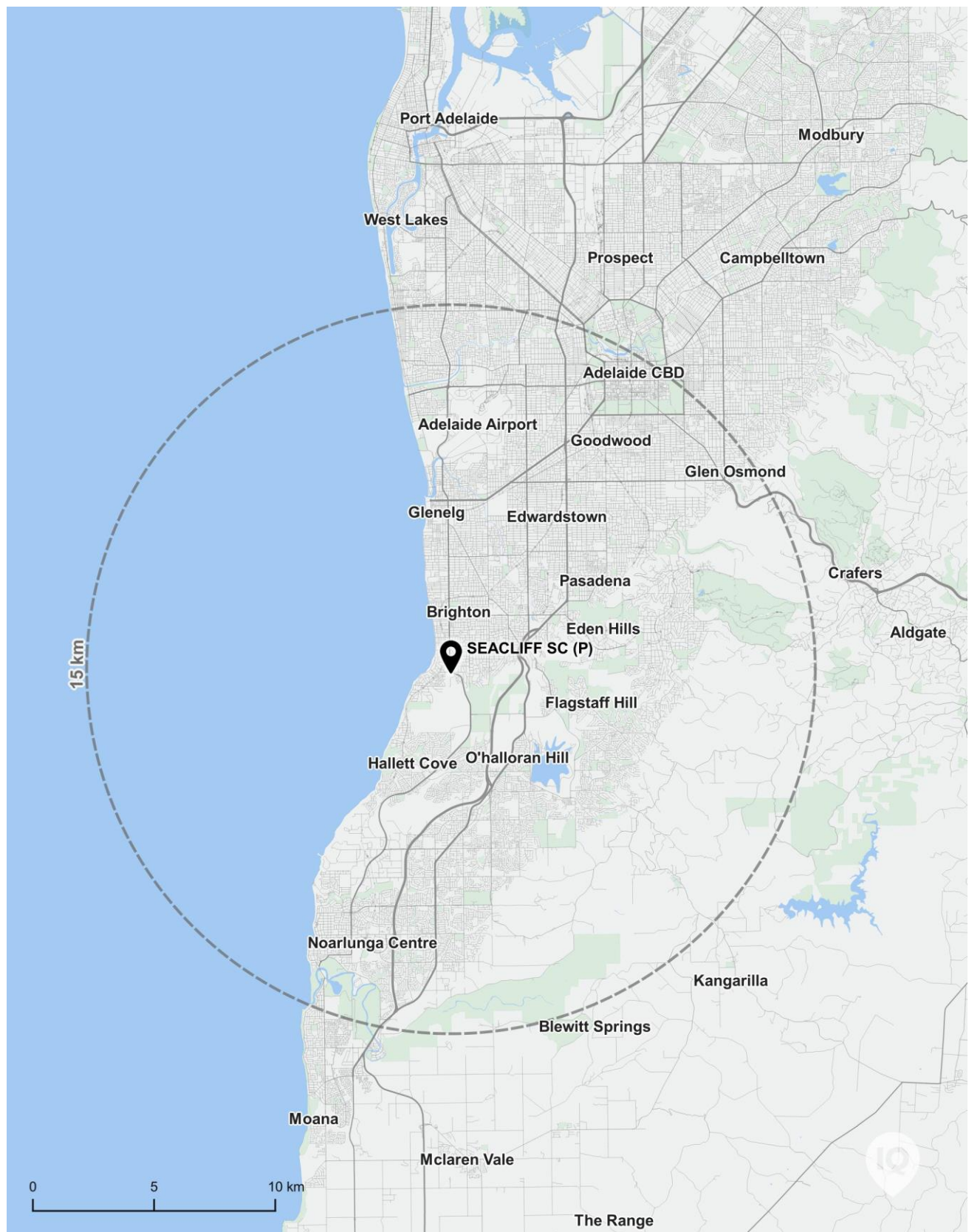
This section of the report reviews the regional and local context of the proposed Cement Works Market at Seacliff Village and provides a summary of the proposed development scheme.

1.1. Regional and Local Context

- i. The suburb of Seacliff is located on the coast of Adelaide, approximately 17 km south-west of the Adelaide Central Business District (CBD) (refer Map 1.1).
- ii. Seacliff primarily contains residential lands and is located across two Local Government Areas (LGA), namely the City of Marion and the City of Holdfast Bay. The suburb is surrounded by the suburbs of Marino, Brighton and Seaview Downs.
- iii. Access to the suburb is excellent, given its strategic location along Ocean Boulevard/Brighton Road. Brighton Road connects Seacliff residents to the northern suburb of Glenelg and ultimately to the Adelaide CBD via the Anzac Highway. Ocean Boulevard connects residents to the southern suburbs of Hallett Cove and Seaford.
- iv. The site for the proposed Seacliff Village is located directly south of Scholefield Road, between Lipson Avenue and Newland Avenue. The close proximity to Ocean Boulevard makes the site easily accessible for residents of not only Seacliff but also those within the surrounding suburbs of Seacliff Park, Marino and Kingston Park.
- v. Cement Works Market is proposed to form part of the Seacliff Village residential estate, which is also planned to include approximately 125 terrace houses, 419 apartments, community facilities and a medical centre. The proposed Cement Works Market would be easily accessible for future residents of the estate, with ingress and egress to the estate also provided via Scholefield Street.
- vi. Map 1.2 illustrates the local context of the Seacliff site, with key points to note as follows:
 - A small retail facility containing The Wood Blinds Factory, Seacliff Day and Night Pharmacy and a small Friendly Grocers foodstore is situated along Ocean Boulevard, some 500 metres to the north of the site.
 - Seacliff Primary School is located 500 metres to the north of the site, along Barwell Avenue.

- The Marion Park Golf Course is located immediately south of the site.
- vii. Overall, the proposed Cement Works Market shopping centre enjoys a convenient location along a major road and would be well known and easily accessible to the local and wider region population.

MAP 1.1. CEMENT WORKS MARKET REGIONAL CONTEXT



MAP 1.2. – CEMENT WORKS MARKET LOCAL CONTEXT



PhotoMap by nearmap.com

- | | | |
|---|--|---|
| Site | Education | Mixed Use |
| Retail | Sports | |



1.2. Proposed Development

- i. Cement Works Market is the planned retail component of the Seacliff Village estate, comprising Neighbourhood Activity Centre facilities, anchored by a full-line supermarket. A development plan amendment is being prepared to assess the potential for rezoning of the land for a range of uses including such facilities. The key components of the Cement Works Market Development would be as follows:
 - A major full-line supermarket of 4,000 sq.m.
 - Approximately 2,000 sq.m of specialty floorspace (which may include mini-major floorspace).
- ii. This can be compared with the Urbis Shopping Centre Benchmarks (*Urbis Averages 2018*) for single supermarket-based shopping centres which indicate an average of 3,614 sq.m of supermarket floorspace and some 3,660 sq.m of combined mini-major, retail specialty floorspace and non-retail floorspace. Consequently, at 6,000 sq.m in total, the proposed Cement Works Market would be smaller than the single supermarket based average of 7,274 sq.m.
- iii. Additionally, a medical centre of some 2,000 sq.m is proposed to be accommodated along Scholefield Road, to the adjacent north-west of the subject site.
- iv. The remainder of this report assesses the demand for the facilities outlined above to be included as part of the Neighbourhood Activity Centre precinct at Cement Works Market, and the likely impacts the development may have on existing retail facilities in the surrounding area. This will help to inform the Development Plan Amendment (DPA).
- v. For the purposes of this assessment, Cement Works Market is expected to be trading by 2022/23 (first full year).

1.3. Planning Context

- i. This report represents an update of work originally undertaken in 2013 to accompany a request for a Development Plan Amendment (DPA) and examines the need and demand for additional retail floorspace and, in particular, supermarket floorspace within the community, including:
 - The potential for the proposed retail component of the development at Seacliff, as well as the likely trading and other impacts that can be anticipated following the construction of the proposal.
 - The range of community and economic benefits, including employment generation, which will be facilitated by the subject development.
- ii. Relevant strategic planning documents have also been considered such as the *City of Marion Strategic Plan 2019*, the *Marion Council Development Plan 2019 – 2029*, *Our Place 2030 Strategic Plan* for Holdfast Bay, *Holdfast Bay Development Plan 2016* and the *30-year Plan for Greater Adelaide 2017/18*.
- iii. The Marion Council and Holdfast Bay Council Neighbourhood Centre zoning seeks to accommodate a variety of uses, including supermarkets, shops, consulting rooms, offices, restaurants, cafes and hotels. Key objectives are described as follows:
 1. *A centre providing a range of facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.*
 2. *A centre that provides the main focus of business and community life outside a district centre and provides for the more frequent and regularly recurring needs of a community.*
 3. *A centre accommodating residential development above non-residential development.*
 4. *Development that contributes to the desired character of the zone.*

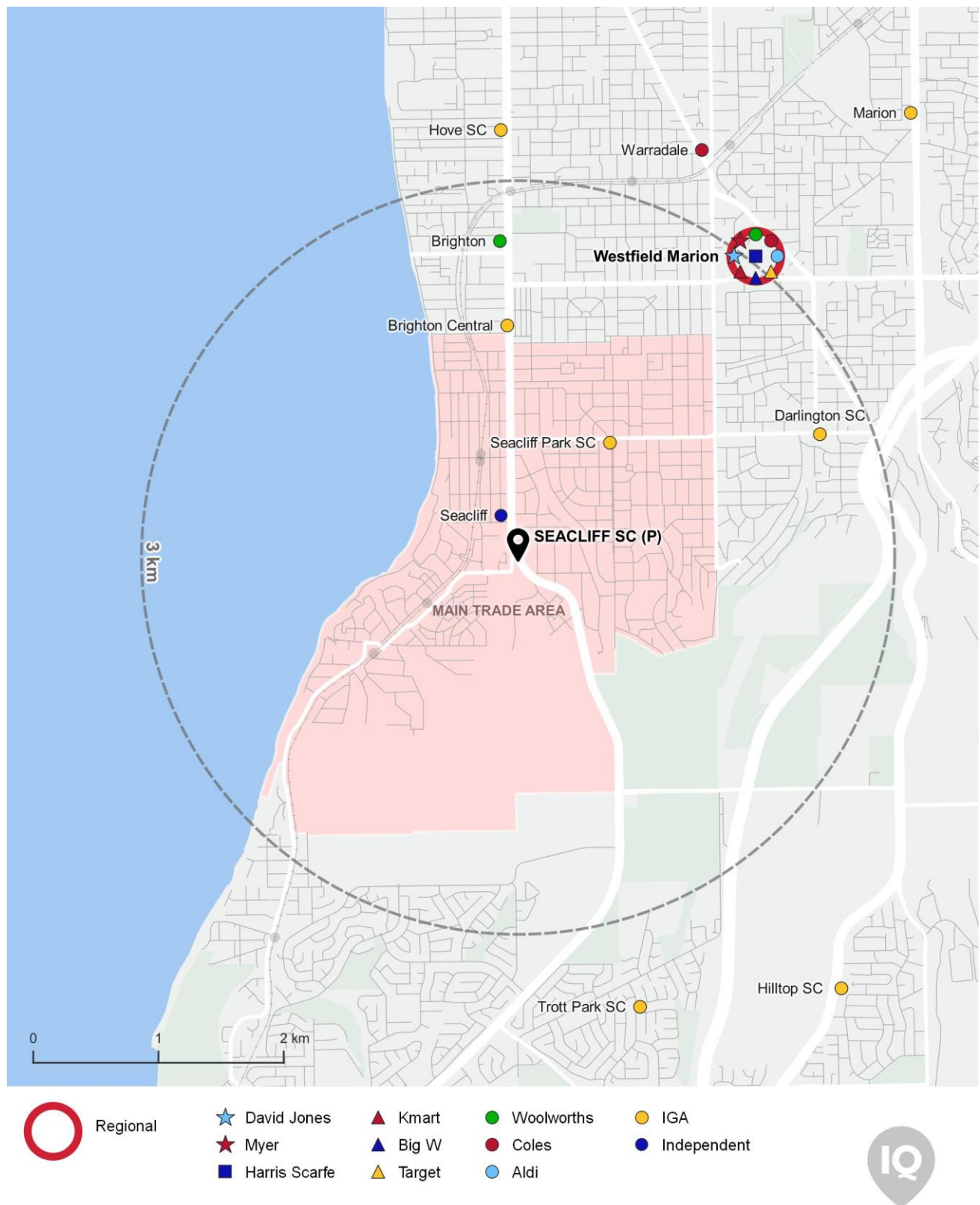
2 TRADE AREA ANALYSIS

This section of the report outlines the trade area likely to be served by the proposed Cement Works Market, including current and projected population and retail spending levels. The socio-economic profile of the trade area population is also reviewed.

2.1. Resident Trade Area Definition

- i. The trade area for the proposed Cement Works Market development has been defined considering the following.
 - The scale and composition of the development.
 - The provision of existing and proposed retail facilities throughout the region.
 - Regional and local accessibility
 - The pattern of urban development
 - Significant physical barriers such as rivers and major roads.
- ii. Map 2.1 illustrates the defined main trade area for Cement Works Market, which extends some 1.5 – 2.0 km around the site to include the suburbs of Seacliff, Seacliff Park, Seaview Downs, Marino, Kingston Park, South Brighton and Dover Gardens. The main trade area is limited by the provision of full-line supermarkets at Westfield Marion to the north and Hallett Cove Shopping Centre to the south.
- iii. The main trade area is the area from which the proposed development would attract the majority of its customers. The retail offer at the proposed Cement Works Market would serve local residents by providing a range of food and convenience shops focused around a full-line supermarket.
- iv. The extent of the trade area, at around 2 km, is appropriate for a Neighbourhood Activity Centre, with many trade areas for Neighbourhood Activity Centres in metropolitan areas anchored by a full-line supermarket extending 2 – 3 km
- v. The defined trade area is consistent with the previous report undertaken by this office in 2013 since which a full-line Woolworths supermarket has opened at Brighton (beyond the main trade area), further reinforcing the boundary definition.

MAP 2.1. MAIN TRADE AREA AND COMPETITION



* White dot indicates proposed store

2.2. Trade Area Population

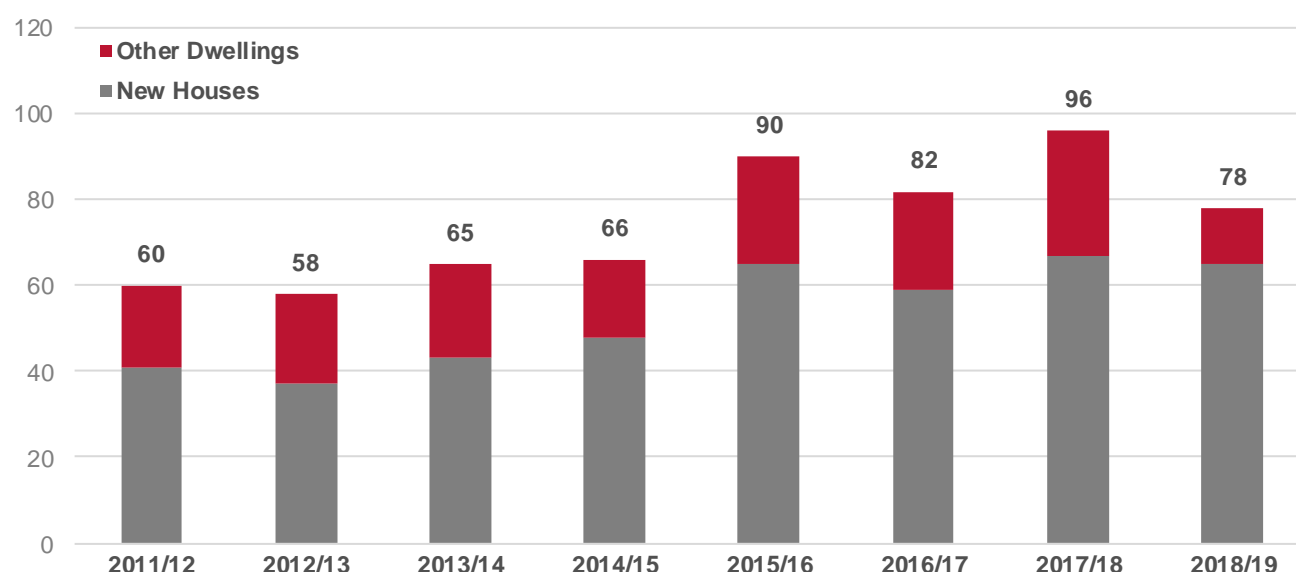
- i. Table 2.1 details the main trade area current and projected population by sector. This information is sourced from the following:
 - The 2011 and 2016 Census of Population and Housing undertaken by the Australian Bureau of Statistics (ABS).
 - New dwelling approval data sourced from the ABS over the period from 2011/12 – 2018/19 (refer Chart 2.1). Over this period, an average of 74 new dwelling approvals have occurred annually across the main trade area.
 - Population projections prepared at a SA2 level by the South Australian Department of Planning, Transport and Infrastructure.
 - Investigations by this office into new residential developments in the region.
- ii. The Cement Works Market main trade area population is currently estimated at 14,750 (2019) and is projected to increase at an average rate of 1.0% per annum to 16,700 by 2031.
- iii. As outlined previously, 120 terrace houses and 419 apartments are proposed as part of the overall Seacliff Village masterplan. This would indicatively result in an additional 1,200 persons provided at the subject site. Additional population growth is likely to be driven by infill development given the established residential nature of the area.

TABLE 2.1. CEMENT WORKS MARKET MAIN TRADE AREA POPULATION, 2011 – 2031

Population	Actual		2019	Forecast		
	2011	2016		2021	2026	2031
Main Trade Area	14,030	14,450	14,750	14,950	15,825	16,700
Average Annual Change (No.)	Actual		2016-19	Forecast		
	2011-16			2019-21	2021-26	2026-31
Main Trade Area		84	100	100	175	175
Average Annual Change (%)	Actual		2016-19	Forecast		
	2011-16			2019-21	2021-26	2026-31
Main Trade Area		0.6%	0.7%	0.7%	1.1%	1.1%
Adelaide Metro		1.1%	1.0%	1.0%	0.9%	0.8%
Australian Average		1.7%	1.4%	1.4%	1.4%	1.3%

*All figures as at June and based on 2016 SA1 boundary definition.
Sources : ABS; Planning SA*

CHART 2.1. MAIN TRADE AREA NEW DWELLING APPROVALS, 2011/12 – 2018/19



Source: ABS

2.3. Socio-economic Profile

- i. Table 2.2 summarises the socio-economic profile of the Cement Works Market main trade area population compared with the Adelaide metropolitan and Australian benchmarks. This information is based on the 2016 Census of Population and Housing, with key points to note including:
 - Residents of the main trade area are generally older than the benchmark, with an average age of 42.3 years (compared with the Adelaide average of 39.8 years).
 - Residents earn higher than average incomes on both a per capita and household basis.
 - The level of home ownership is higher than the Adelaide average, at 76.7% (as compared with the Adelaide benchmark of 69.9%).
 - The main trade area is generally Australian born, however, there is a higher than average number of European born persons.
 - The area contains a higher portion of couples without children, reflecting the popularity of the region with retirees.
- ii. In summary, the socio-economic profile of the main trade area population is consistent with that of a coastal area popular with retirees. This demographic would have a strong affinity with convenience-based retail facilities within close proximity to their place of residence.

TABLE 2.2. MAIN TRADE AREA SOCIO-ECONOMIC PROFILE, 2016 CENSUS

Characteristics	Main TA	Adelaide Metro Average	Aust Average
Income Levels			
Average Per Capita Income	\$40,163	\$35,710	\$38,500
Per Capita Income Variation	12.5%	n.a.	n.a.
Average Household Income	\$94,877	\$86,746	\$98,486
Household Income Variation	9.4%	n.a.	n.a.
Average Household Size	2.4	2.4	2.6
Age Distribution (% of Pop'n)			
Aged 0-14	16.2%	17.3%	18.5%
Aged 15-19	5.4%	6.2%	6.1%
Aged 20-29	11.0%	13.7%	13.9%
Aged 30-39	12.2%	13.4%	14.0%
Aged 40-49	13.5%	13.3%	13.6%
Aged 50-59	14.1%	13.1%	12.8%
Aged 60+	27.6%	22.9%	21.2%
Average Age	42.3	39.8	38.6
Housing Status (% of H'holds)			
Owner/Purchaser	76.7%	69.9%	67.9%
Renter	23.3%	30.1%	32.1%
Birthplace (% of Pop'n)			
Australian Born	75.7%	73.5%	72.9%
Overseas Born	24.3%	26.5%	27.1%
• Asia	3.7%	9.4%	10.7%
• Europe	14.4%	11.8%	8.0%
• Other	6.1%	5.4%	8.4%
Family Type (% of Pop'n)			
Couple with dep't children	41.3%	42.8%	45.2%
Couple with non-dep't child.	7.6%	7.6%	7.8%
Couple without children	27.1%	23.2%	23.0%
Single with dep't child.	7.4%	9.3%	8.9%
Single with non-dep't child.	4.1%	3.9%	3.7%
Other family	1.2%	1.2%	1.1%
Lone person	11.4%	12.1%	10.2%

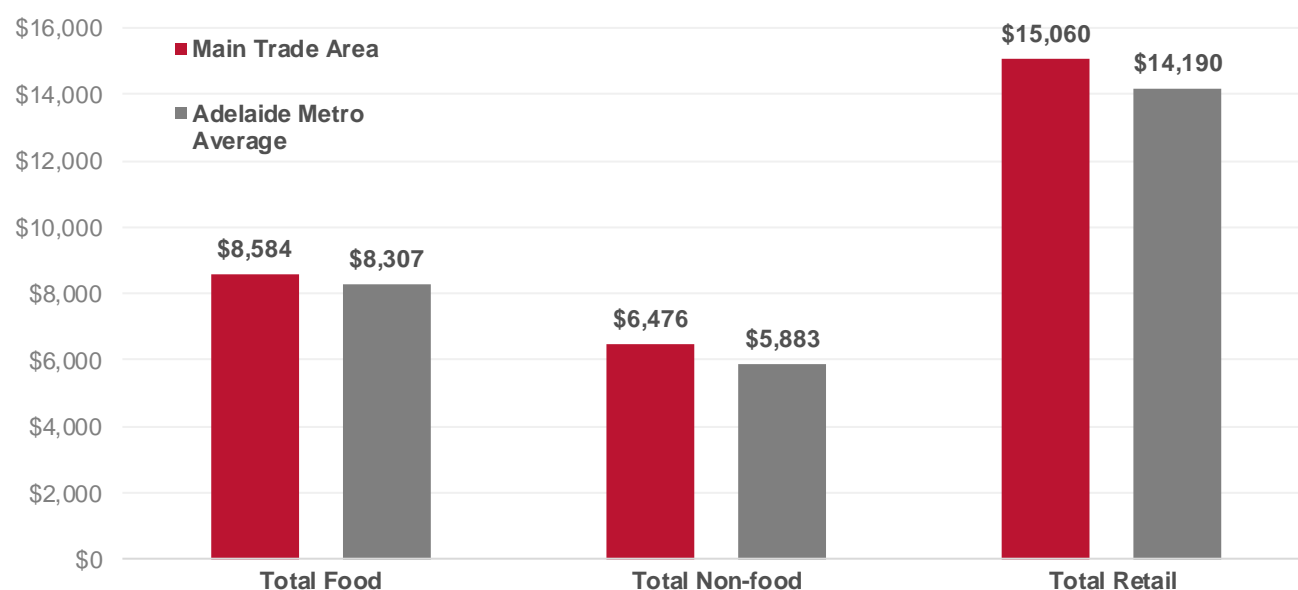
Sources: ABS Census of Population and Housing 2016



2.4. Main Trade Area Retail Expenditure Capacity

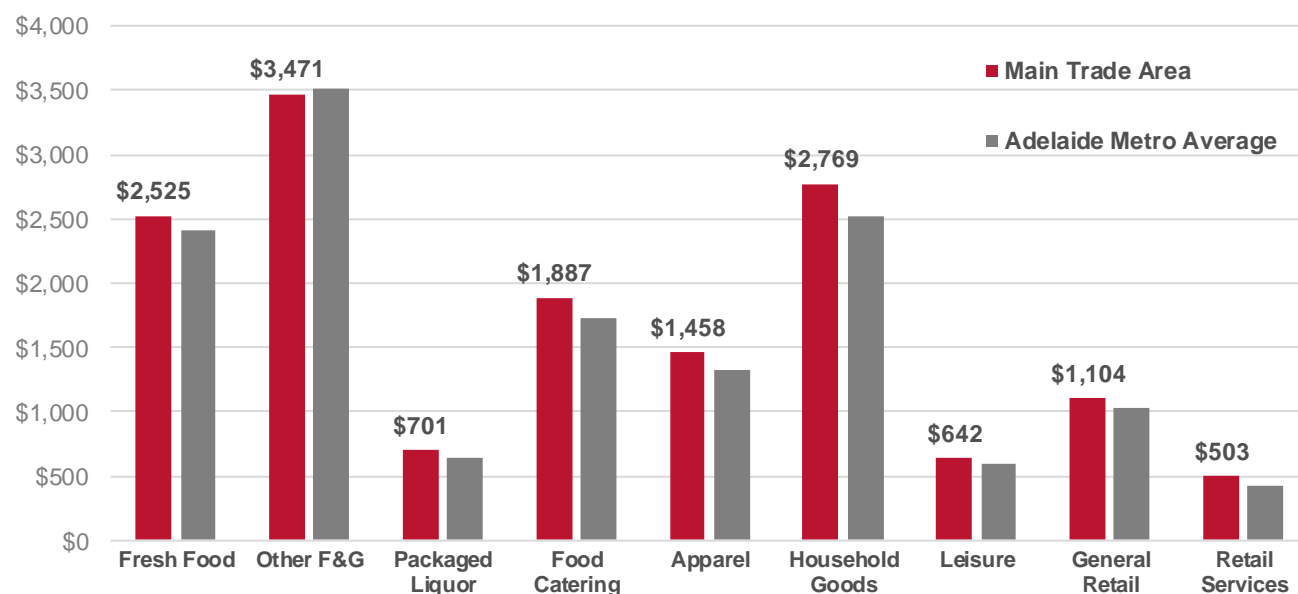
- i. The estimated retail expenditure capacity of the main trade area population is based on information sourced from MDS Market Data Systems. MDS utilises a detailed micro-simulation model of household expenditure behaviour for all residents of Australia.
- ii. The MDS model takes into account information from a wide variety of sources, including the regular ABS Household Expenditure Survey, National Accounts Data, Census Data and other information. MarketInfo estimates used in this analysis are based on the 2016 release, benchmarked against the latest National Accounts Data, released by the ABS. All figures presented in this report are in constant 2018 dollars and include GST.
- iii. Charts 2.2 and 2.3 illustrate the retail expenditure levels per person across the Seacliff main trade area, as compared with the Adelaide metropolitan average. As shown, total retail expenditure per capita for main trade area residents is higher than the Adelaide metropolitan benchmark across all categories, with the exception of other food and groceries, which is slightly higher.
- iv. Main trade area retail expenditure is currently estimated at \$221.4 million and is projected to increase to \$288.0 million by 2031, representing an average annual growth rate of 2.2% (refer Table 2.3). All figures presented in this report are in constant 2019 dollars and include GST.
- v. The average annual retail spending growth rate of 3.8% reflects the following:
 - Real growth in retail spending per capita of 0.5% annually for food retail and 1.0% for non-food retail over the period to 2030/31. This is in-line with the national averages. Real growth in retail spending refers to the increase in retail sales consumption of a household adjusted for changes in prices.
 - Main trade area population growth of around 1.0% per annum.
- vi. Table 2.4 presents a breakdown of retail spending by key commodity group, indicating the largest spending market is food and liquor at \$98.4 million, representing 44.5% of the total retail spending market. This is the most relevant market for supermarket spending.

CHART 2.2. AVERAGE PER CAPITA RETAIL SPENDING, 2018/19



Source: Marketinfo

CHART 2.3. AVERAGE PER CAPITA RETAIL SPENDING, 2017/18



Source: Marketinfo

TABLE 2.3. MAIN TRADE AREA RETAIL EXPENDITURE, 2019 – 2031

Y/E June	Main TA
2019	221.4
2020	225.1
2021	228.9
2022	233.5
2023	238.8
2024	244.5
2025	250.4
2026	256.4
2027	262.4
2028	268.6
2029	274.9
2030	281.4
2031	288.0
Expenditure Growth	
2019-2021	7.5
2021-2026	27.5
2026-2031	31.6
2019-2031	66.6
Average Annual Growth Rate	
2019-2021	1.7%
2021-2026	2.3%
2026-2031	2.4%
2019-2031	2.2%

**Constant 2017/18 dollars & Including GST*

Source : Marketinfo, Location IQ



TABLE 2.4. MAIN TRADE AREA RETAIL EXPENDITURE BY KEY COMMODITY GROUP, 2019 – 2031

Y/E June	Food & Liquor	Food Catering	Apparel	H'hold Goods	Leisure	General Retail	Retail Services
2019	98.4	27.7	21.4	40.7	9.4	16.2	7.4
2020	99.6	28.2	21.9	41.6	9.6	16.6	7.6
2021	100.8	28.7	22.4	42.5	9.8	16.9	7.7
2022	102.2	29.2	23.0	43.7	10.1	17.4	7.9
2023	103.9	29.9	23.7	44.9	10.4	17.9	8.2
2024	105.6	30.5	24.4	46.4	10.7	18.5	8.4
2025	107.4	31.2	25.2	47.8	11.1	19.1	8.7
2026	109.1	31.8	26.0	49.3	11.4	19.7	9.0
2027	110.9	32.5	26.8	50.9	11.8	20.3	9.2
2028	112.7	33.2	27.6	52.5	12.2	20.9	9.5
2029	114.4	33.9	28.5	54.1	12.5	21.6	9.8
2030	116.3	34.6	29.4	55.8	12.9	22.2	10.1
2031	118.1	35.3	30.3	57.5	13.3	22.9	10.5
Expenditure Growth							
2019-2021	2.3	0.9	1.0	1.8	0.4	0.7	0.3
2021-2026	8.3	3.2	3.6	6.8	1.6	2.7	1.2
2026-2031	9.0	3.5	4.3	8.2	1.9	3.3	1.5
2019-2031	19.7	7.6	8.9	16.8	3.9	6.7	3.1
Average Annual Growth Rate							
2019-2021	1.2%	1.7%	2.2%	2.2%	2.2%	2.2%	2.2%
2021-2026	1.6%	2.1%	3.0%	3.0%	3.0%	3.0%	3.0%
2026-2031	1.6%	2.1%	3.1%	3.1%	3.1%	3.1%	3.1%
2019-2031	1.5%	2.0%	2.9%	2.9%	2.9%	2.9%	2.9%

**Constant 2018/19 dollars & Including GST
Source : Marketinfo, Location IQ*



3 COMPETITIVE ENVIRONMENT

This section of the report reviews the competitive retail environment within which the proposed Cement Works Market would operate, to assist with the assessment of likely trading impacts.

The hierarchy of shopping centres presented in this assessment is consistent with centre zoning outlined in the City of Marion and Holdfast Bay Council's development plans.

Information on the size, composition and performance of centres outlined (refer Table 3.1) is based on the Location IQ proprietary database that includes information from the following sources:

- Actual size information provided by retail and property owners;
- The PCA Database;
- Annual reports;
- Cordell database;
- Press releases in relation to new store openings, closures and asset transactions;
- Site visits and floorspace surveys;
- Measurements undertaken by this office.

TABLE 3.1 – COMPETITIVE CENTRES

Centre	Shopfront GLA (sq.m)	Anchor Tenants	Dist. From Seacliff Site (km)
Regional Activity Centre			
Westfield Marion	131,100	David Jones (13,816), Myer (13,796), Harris Scarfe (3,387), Big W (7,948), Target (7,413), Kmart (6,623) Woolworths (4,577), Coles (3,637)	4.5
District Activity Centres			
<u>Brighton</u>	<u>10,100</u>		<u>2.1</u>
• Brighton Central	5,100	Foodland IGA (2,600)	
• Other	5,000	Woolworths (3,630)	
Hallett Cove SC	19,600	Big W (5,166), Woolworths (3,149), Drakes (3,116), Aldi (1,573)	5.5
Neighbourhood and Local Activity Centres			
Seacliff	400	Friendly Grocer (275)	0.5
Seacliff Park SC	1,700	Foodland IGA (700)	1.8
Hove SC	1,800	Foodland IGA (1,200)	3.6
Darlington SC	1,100	Foodland IGA (700)	3.6
Warradale	5,000	Coles (3,600)	5.0
Trott Park SC	1,000	IGA (440)	5.4
<u>Glenelg</u>	<u>14,000</u>		<u>6.9</u>
• Bayside Village	5,500	Woolworths (3,686)	
• Other	8,500	Coles (3,550)	
Hilltop SC	3,600	IGA (485)	7.0

Source: Australian Shopping Centre Council Database

3.1. Within Main Trade Area

- i. There is only one supermarket currently provided within the defined main trade area, namely Foodland IGA of 700 sq.m, provided 1.8 km to the north-east at Seacliff Park Shopping Centre. This supermarket is relatively small by modern supermarket standards, with full-line supermarkets that serve the weekly shopping needs of local residents typically 2,500 sq.m in size and larger. Signage indicates that the store is planned to undergo refurbishment by 2020.
- ii. In addition to Seacliff Park Shopping Centre, two other Neighbourhood Centres, and a small range of Local Centres are provided within the main trade area (refer Table 3.1). Key points to note are as follows:
 - **Greenfield Road/Fowler Street:** Neighbourhood Centre zoning is provided at the north-eastern portion of the Greenfield Road and Fowler Street intersection. Facilities provided include Seacombe Uniting Church and Bella Textiles.

- **Seacombe Road/Warunda Avenue:** a small Neighbourhood Centre is provided at the intersection of Seacombe Road and Warunda Avenue and is anchored by Seaview Downs Deli.
- There is a small range of Local Activity Centres provided throughout the main trade area, including a Friendly Grocer of some 275 sq.m along Brighton Road. These centres are intended to provide local shopping and community facilities within walking distance of nearby residents and as such generally contain limited retail floorspace.

TABLE 3.1. SHOPFRONT SURVEY

Location	GLA	Tenants
Neighbourhood Activity Centres		
<u>Seacombe Road/Davenport Terrace</u>	2,260	
• Seacliff Park SC	1,700	Foodland IGA, BWS, Terry White Chemmart, Australia Post, Bake Bakery, The Lott, Seaview Chicken and Fish, Classique Hair Design, Seaview Accounting
• Other	560	PsychMed, BP
Greenfield Road/Fowler Street	1,100	Vacant
Seacombe Road/Warunda Avenue	650	Seaview Downs Deli, Pizza & Yiros, Laundromat, Tigers Eye Hair, Reflections of Beauty, Thai Take Away, DMS, Vacancy
Local Activity Centres		
Brighton Road/Thomas Street	1,615	Friendly Grocer, Seacliff Day & Night Pharmacy, The Storage Shop, Diet For You, It's a Secret Hair Studio, Home Loans & More, TDR Electrical, Essence of Health, Vacancy
Brighton Road/Wheatland Street	1,000	Tattoo Asylum, Sovereign Antiques, The Craft Trap, Adelaide Building Inspections
Brighton Road/Yarmouth Street	500	Gorilla Pizza, Hair by Cat, Tandoori Delight, Brighton Laundromat
Seacombe Road/High Street	400	Pets on Wheels, Indian Flavours Express, Syles on C'Comb Hair Designs, Radio Specialists
Esplanade/Wheatland Street	1,000	Seacliff Beach Hotel, Café Olive
Marine Parade/George Court	230	Marino Rocks Café

Source: Location IQ Florospace Survey November 2019

3.2. Beyond Main Trade Area

- Beyond the defined main trade area, other supermarkets include:
 - Foodland IGA of 2,600 sq.m at Brighton Central shopping centre, 2.1 km to the north. A Woolworths supermarket of 3,630 sq.m is also provided further north within the District Activity Centre zone.
 - Foodland IGA (1,200 sq.m) at Hove Shopping Centre, located 3.6 km to the north of the subject site.



- Foodland IGA of 700 sq.m at Darlington Shopping Centre, 3.6 km to the north-east of the subject site.
- Woolworths (4,577 sq.m) and Coles (3,637 sq.m) supermarkets at Westfield Marion, which is the major regional shopping centre serving residents of south-west Adelaide. This facility is located 4.5 km to the north-east of the subject site.
- Coles (3,600 sq.m) at Warradale, provided 5.0 km to the north-east of the subject site.
- A small IGA of 440 sq.m at Trott Park Shopping Centre, 5.4 km to the south-east of the subject site.
- Woolworths (3,149 sq.m), Drakes (3,116 sq.m) and Aldi (1,573 sq.m) supermarkets provided at Hallett Cove Shopping Centre, 5.5 km to the south of the subject site.
- Woolworths (3,686 sq.m) and Coles (3,550 sq.m) supermarkets at Glenelg, provided 6.9 km to the north of the subject site.
- A small IGA of 485 sq.m at Hilltop Shopping Centre, 7.0 km to the south-east of the subject site.

3.3. Supermarket Floorspace Provision

- Table 3.3 provides a summary of the current provision of supermarket floorspace across the defined main trade area, as compared with the Adelaide metropolitan benchmark.
- Based on the current Location IQ database, metropolitan Adelaide currently comprises:

All Supermarkets (500+ sq.m)

- Supermarkets are typically defined in court and planning documents as:
“Grocery and dry goods stores of at least 500 sq.m, with smaller stores classified as foodstores.”
- 263 supermarkets (of 500 sq.m or greater), representing an average provision rate of one supermarket for every 5,156 persons. Across the defined main trade area, the provision level is currently one supermarket per 14,750 persons (significantly lower provision).
- Across metropolitan Adelaide, the provision of supermarket floorspace equates to 445 sq.m per 1,000 persons, almost ten times higher than the supermarket provision across the defined main trade area currently.

Full-line Supermarkets (2,500+ sq.m)

- Full-line supermarkets are the largest format of supermarket, generally totalling 2,500 sq.m or larger and catering to the weekly grocery shopping needs of customers. These large format stores are typically operated by major chains such as Woolworths and Coles.
- Across metropolitan Adelaide, some 111 supermarkets are full-line offers of 2,500 sq.m or larger. This equates to one full-line supermarket per 12,217 persons. The Seacliff main trade area does not currently include a full-line supermarket.
- Full-line supermarket floorspace across metropolitan Adelaide totals some 398,910 sq.m, equating to 294 sq.m per 1,000 persons.

TABLE 3.2. MAIN TRADE AREA SUPERMARKET FLOORSPACE PROVISION

	Seacliff MTA	Adelaide Metro
Population		
Est. 2019	14,750	1,356,066
Total Supermarkets (500+ sq.m)		
Total Stores	1	263
<i>Persons per store</i>	<i>14,750</i>	<i>5,156</i>
Total Floorspace	700	603,496
<i>GLA per 1,000 persons</i>	<i>47</i>	<i>445</i>
Full-line Supermarkets (2,500+ sq.m)		
Total Stores	0	111
<i>Persons per store</i>	<i>133</i>	<i>12,217</i>
Total Floorspace	0	398,910
<i>GLA per 1,000 persons</i>	<i>0</i>	<i>294</i>

Sources: ABS, LIQ SC Database

3.4. Summary

- i. There are currently limited retail facilities provided within the main trade area, with only one full-line supermarket provided within 3 km of the subject site (beyond the main trade area), namely Woolworths at Brighton. Reflecting this, supermarkets within the region (upon inspection) trade strongly.
- ii. Currently, main trade area residents would be travelling beyond the trade area to larger supermarket facilities, residents of the region should be provided with a wider range of food and grocery items within proximity to their homes, with the proposed development planned to include a supermarket of around 4,000 sq.m. The existing supermarket offer within the main trade area, namely Foodland IGA at Seacliff Park Shopping Centre, would be of a more convenience-nature than the proposed development.
- iii. A Neighbourhood Activity Centre comprising a full-line supermarket at the proposed Cement Works Market would provide the local population with additional choice for their food and grocery needs and promote price competition, as well as providing an increased range and choice within the local area. This is particularly important given the elderly nature of the trade area population.
- iv. Additionally, there are currently no proposed supermarket developments within the main trade area or nearby region.

4 POTENTIAL FOR RETAIL FACILITIES

This section of the report considers the potential for the proposed Cement Works Market development at Seacliff, as well as the likely trading and other impacts that can be anticipated following the construction of the proposal.

4.1. Retail Demand

- i. The estimated provision of retail floorspace in Australia has increased from around 1.5 sq.m in 1985/86 to around 2.3 sq.m currently, representing an average annual growth rate of around 1.5%.
- ii. The growth in retail floorspace per person has largely been driven by real growth in income levels throughout Australia and consequently increases in retail spending capacity. In addition, new retail formats have been introduced as the retail industry has evolved.
- iii. Consequently, during this period, Australia has witnessed the extensive development of super regional and regional shopping centres, many more neighbourhood centres (anchored by supermarkets), homemaker centres and outlet centres.
- iv. The major supermarket chains, namely Woolworths and Coles, continue to search for new store opportunities, particularly throughout metropolitan areas. The preferred store size for Woolworths and Coles has increased in recent years, with both chains now typically seeking stores of 3,400 sq.m and larger. The major supermarket chains target a population of 8,000 – 10,000 persons to support one major full-line supermarket.
- v. Table 4.1 outlines an analysis of retail and supermarket floorspace demand within the main trade area based on current and projected population growth over the period to 2031, with key assumptions as follows:
 - The provision of supermarket and full-line supermarket floorspace is based on metropolitan Adelaide benchmarks, as outlined previously in Section 3.3 of this report.
 - Retail floorspace demand does not consider the provision of retail facilities located just beyond the main trade area, in particular, at Westfield Marion.

- This assessment does not take into consideration other customer segments such as workers and visitors from beyond the trade area. These customer segments would further add to demand.

vi. As shown, this methodology would indicate that:

Retail Floorspace Demand

- Typically, 2.3 sq.m of retail floorspace is provided per person throughout Australia, indicating that around 38,410 sq.m of retail floorspace will be demanded by main trade area residents in 2031. Having determined the total retail floorspace need generated by residents within the main trade area, the proportion of retail floorspace which can reasonably be allocated to each type of Activity Centre across the retail hierarchy needs to be quantified.
- Retail floorspace demand is normally allocated across the various levels of the retail hierarchy, which in Adelaide is generally structured as follows:
 - The Capital City Activity Centre/CBD typically account for 5% – 10% of retail floorspace needs.
 - Regional Activity Centres, typically being regional or large sub-regional centres, generally account for 20% – 25% of retail floorspace needs.
 - District Activity Centres, typically being sub-regional in nature, generally account for around 15% – 20% of retail needs.
 - Centres at the Local and Neighbourhood levels in the hierarchy generally account for around 20% – 25% of total retail needs.
 - Dedicated large format retail (bulky goods centres) typically accommodate 25% – 30% of the total retail floorspace needs.

The above hierarchy is a reasonable representation (i.e. not relevant to all situations) of the general pattern of activity centres within Adelaide and reflects the typical situation for well-established parts of the metropolitan area.

- Taking the above into account, the proportion of retail floorspace which can reasonably be allocated to the proposed Neighbourhood Centre would be some 20% - 25%, or 7,682 sq.m – 9,603 sq.m in 2031. This figure would be around 7,000 sq.m – 9,000 sq.m by 2023. Workers and commuters would add to demand.
- Currently within the main trade area, there is an estimated 6,230 sq.m of retail floorspace, however much of this is fragmented throughout the area.

Supermarket Floorspace Demand

- Based on the current metropolitan Adelaide benchmark, the main trade area population alone could support up to 6,593 sq.m of supermarket floorspace currently, increasing to some 7,465 sq.m by 2031. This would represent an undersupply of 6,765 sq.m of supermarket floorspace across the main trade area by 2031.
 - Again, workers, commuters and visitors would add to demand.
 - Assuming a full-line supermarket of 4,000 sq.m at the subject site by 2023, there would still be an indicative undersupply of some 2,109 sq.m of supermarket floorspace across the main trade area in that year, increasing to an undersupply of some 2,765 sq.m by 2031.
 - Based on the metropolitan Adelaide benchmark of 294 sq.m of full-line supermarket floorspace for every 1,000 persons, up to 4,913 sq.m of full-line supermarket floorspace would be supportable within the main trade area by 2031.
- vii. Given the location of competitive facilities in the surrounding area, particularly large non-food-based shopping centres such as Westfield Marion, it is likely that a sizable proportion of the non-food spending of main trade area residents both now and in the future will be directed to these larger facilities.
- viii. As a priority, the main trade area should provide for the majority of the food and liquor, as well as day to day retail spending of local residents.
- ix. To complement the full-line supermarket, a range of specialty stores would also be appropriate, such as fresh food specialty stores (i.e. baker, butcher), pharmacy, newsagents and retail services stores such as hairdresser, optometrist and the like. The success of the major tenant, however, ultimately drives the demand for specialty stores at a centre, with the sales potential for the supermarket at Seacliff considered hereafter.

TABLE 4.1. MAIN TRADE AREA INDICATIVE RETAIL FLOORSPACE DEMAND

Metric	Benchmark	Existing MTA	Projected				Diff.
		2019	2019	2021	2026	2031	Existing - 2031
Population							
Main Trade Area	-	14,750	14,750	14,950	15,825	16,700	1,950
Retail Floorspace Demand							
	Australia						
Total Retail Floorspace	2.3 sq.m per person	6,230	33,925	34,385	36,398	38,410	32,180
• 20% retained	Local/Neighbourhood Centre	6,230	6,785	6,877	7,280	7,682	1,452
• 25% retained	Local/Neighbourhood Centre	6,230	8,481	8,596	9,099	9,603	3,373
Supportable Smkt* Floorspace							
	Metro Adelaide						
Total Supermarkets*	445 sq.m per 1,000 persons	700	6,593	6,683	7,074	7,465	6,765
Full-line supermarkets**	203 sq.m per 1,000 persons	0	4,339	4,398	4,655	4,913	4,913

*Supermarkets > 500 sq.m **Full-line supermarkets > 2,500 sq.m

undersupply | oversupply



4.2. Sales Overview

- i. To assess the potential economic benefits and impacts that may arise from the development of the Cement Works Market, the retail sales level which the development is projected to achieve is outlined.
- ii. The sales performance of any retail facility, be it an individual store or a collection of stores provided in a shopping centre or precinct, is determined by a combination of the following critical factors:
 - The composition and quality of the facility, including the major trader or traders; the specialty mix; centre layout and configuration; ease of accessibility and parking; and the overall feel of the centre.
 - The size of the available catchment which the facility serves.
 - The location and strength of competitive retail facilities.

4.3. Supermarket Sales Potential

- i. The proposed full-line supermarket at the subject site will be 4,000 sq.m in size. Supermarkets generate sales primarily from the food and groceries market, as discussed and measured in Section 2 of this report.
- ii. Table 4.1 details the current sales for the proposed supermarket at the Cement Works Market site. The calculations in this Table go through a series of steps, commencing with the available expenditure that is of relevance to supermarkets, namely food and grocery spending; assessing the share of expenditure which all supermarkets are likely to achieve; and then concluding with the likely sales which main trade area supermarkets can expect to generate.
- iii. Forecast sales are detailed for the proposed supermarket of 4,000 sq.m, noting that supermarkets are defined as grocery and dry goods stores of at least 500 sq.m. Smaller foodstores less than 500 sq.m are excluded from this analysis.
- iv. The assessment detailed in Table 4.1 is based on the experience of many comparable analyses in locations throughout Australia, as follows:
 - For the main trade area defined earlier in this report, the total food and grocery spending market is estimated at \$88.1 million for the year to June 2019. The food and grocery spending market for the main trade area population is projected to increase to \$93 million by 2022/23 and further to \$105.7 million by 2030/31 (constant 2019 dollars).

- Typically in Australia, approximately 70% - 75% of food and grocery expenditure is directed to supermarkets, not including small corner stores, convenience stores and milk bars. This ratio varies from location to location depending on the provision of such facilities and the socio-economic profile of the trade area population. In the defined main trade area, the proportion of food and grocery spending directed to supermarkets is currently estimated at 70% and is estimated to increase to 75% in 2022/23 upon opening of the proposed full-line supermarket at the subject site as additional supermarkets in an area typically generate a higher propensity for residents to shop at supermarkets.
 - The next step in the analysis is to estimate the likely proportion of food and grocery expenditure which can be retained by main trade area supermarkets; specifically in this case, the proportion of expenditure that can be retained by the proposed full-line supermarket and the Seacliff Foodland, as compared with spending directed to supermarkets beyond the main trade area.
 - Assuming the proposed supermarket, the level of retained spending is projected at 50% in 2022/23. Based on our experience, this is a conservative figure and reflects the geographic extent of the main trade area, as well as the current and future network of supermarkets. 50% of main trade area supermarket spending would go to supermarkets beyond the main trade area (i.e. \$34.9 million in 2022/23).
 - Additionally, supermarket sales are likely to be attracted from beyond the defined main trade area, reflecting the high-profile location of the site.
- v. The steps detailed above generate the annual estimates of food and grocery spending available to supermarkets within the main trade area. On this basis, after the opening of the subject development, this figure is projected at \$38.8 million in 2022/23. This figure does not include retail inflation. By 2030/31, available food and grocery spending directed to main trade area supermarkets is projected to increase to \$44.1 million, expressed in constant 2019-dollar terms.
- vi. Finally, to estimate the total likely sales volume available to main trade area supermarkets, additional components of sales (other than food and grocery) are taken into account, the major component of which is general merchandise and non-food items. Non-food items typically generate around 6% of total store sales for modern supermarket chains. On this basis, the total volume of sales available is estimated at \$41.2 million in 2022/23.
- vii. Forecast sales for the proposed full-line supermarket at Cement Works Market are \$34.4 million in 2022/23, at an average of \$8,608 per sq.m. This can be compared with the current Australian average of \$9,000 - \$10,000 per sq.m and shows strong demand for the proposed supermarket. Supermarkets in the surrounding area are also understood to trade at levels in-line or higher than the Australian average.

- viii. Projected supermarkets sales impacts would be spread across a number of supermarkets, which would mean the impact on any one supermarket would not detrimentally affect the performance of any stores, which are all trading at above-average volumes. All supermarkets serve significant and overlapping population catchments.

TABLE 4.2. SUPERMARKET SALES POTENTIAL, 2019 – 2031

	2019	Financial Year		
		2023	2026	2031
Total Food & Grocery (F&G) Spending				
Main Trade Area	88.1	93.0	97.7	105.7
F&G Spending to Supermarkets				
Main Trade Area (@ 70% incr. to 75% in 22/23)	61.7	69.8	73.3	79.3
F&G Spending Retained by TA Smkts				
Main Trade Area (@ 10% incr. to 50% in 22/23)	6.2	34.9	36.6	39.7
F&G Sales from Beyond TA (@ 10%)	<u>0.7</u>	<u>3.9</u>	<u>4.1</u>	<u>4.4</u>
Total F&G Sales for TA Smkts	6.9	38.8	40.7	44.1
General Merchandise Sales (@ 6%)	<u>0.4</u>	<u>2.5</u>	<u>2.6</u>	<u>2.8</u>
Total TA Smkt Sales	7.3	41.2	43.3	46.9
Smkt Floorspace in TA (sq.m)**	700	4,700	4,700	4,700
Average Trading Level (\$/sq.m)	10,419	8,773	9,215	9,973
Distribution of TA Smkt Sales				
Cement Works Market Supermarket	0.0	34.4	36.2	39.1
Other TA Supermarkets**	<u>7.3</u>	<u>6.8</u>	<u>7.1</u>	<u>7.7</u>
Total TA Smkt Sales	7.3	41.2	43.3	46.9

Source : Marketinfo, Location IQ

**Existing supermarkets in MTA as at 2019

4.4. Total Retail Sales Potential

- Table 4.3 shows total retail forecast sales for the proposed Cement Works Market, including supermarket forecast sales outlined previously and retail specialty forecast sales.
- Assuming a 'maximum' scenario, whereby all specialty floorspace is occupied by retail tenants, total retail specialty forecast sales are \$14 million, or \$7,000 per sq.m in 2022/23. This would reflect total centre retail forecast sales of \$48.4 million.
- Typically, most shopping centres include a mix of retail and non-retail specialty shops. Non-retail shops can include a real estate agent, a medical provider, a travel agent, a bank etc. By not assuming

any of the specialty shops are within non-retail categories, this assessment presents the highest forecast sales level that would be likely to occur. In this regard, resultant projected impacts on surrounding centres should also be considered as a 'worst-case' scenario. If a provision of non-retail tenants was allowed for, forecast sales, as well as impacts on surrounding centres, would be lower than presented.

TABLE 4.3. CEMENT WORKS MARKET FORECAST SALES, 2022/23

Component	GLA (sq.m)	Sales	
		('000)	(\$/sq.m)
Supermarket	4,000	34,431	8,608
Specialty Shops	<u>2,000</u>	<u>14,000</u>	<u>7,000</u>
Total Centre	6,000	48,431	8,072

**Constant 2018/19 dollars & including GST*

4.5. Sales Impacts

- i. This sub-section of the report outlines the likely sales impacts on competitive retail facilities because of the opening of the retail component of the proposed development.
- ii. It is important to note that impacts outlined in this report are indicative as it is difficult to precisely project the sales impact of the opening of a new store/centre on existing retail facilities. Several factors can influence the impact on individual centres/retailers, including but not limited to:
 - Refurbishment/improvements to existing centres.
 - Expansions to existing centres.
 - Loyalty programs of existing retailers.
 - The existing centre mix and how it competes with the proposed development.
- iii. For all these reasons and other similar factors, sales impacts outlined in this report should be used as a broad indication.
- iv. The following factors are typically considered when assessing the potential impacts of a new supermarket-based development on each existing facility or centre:
 - The distance of the (impacted) centre, by road, from the proposed development.
 - The size of the centre, in terms of total retail floorspace.
 - The amount of supermarket floorspace, and brands of these supermarkets.

- The role and function of the centre.
 - Relative accessibility and convenience compared with the proposed retail development.
 - The estimated performance of the centre (in current sales) and future performance (in the impact year), accounting for any future developments in the region that may also impact on the future sales of existing centres.
 - The share of available expenditure which the centre attracts from the identified main trade area of the proposed development. A centre may not be situated in the identified main trade area of the proposed development, but its main trade area may extend to include parts, or all, of the main trade area. For example, the main trade area for large regional shopping centres typically includes circa 250,000 persons. Such a trade area is likely to include (partially or completely) trade areas for surrounding smaller convenience-based centres, sub-regional centres, retail strips and stand-alone supermarkets.
- v. The following key principles are then relied on when assessing the dollar (and percentage) impacts that are likely to be absorbed by existing facilities/centres:
- The greatest impacts are typically absorbed by the closest comparable centres. For example, a new full-line supermarket is generally likely to impact the closest nearby full-line supermarket of the same brand to the greatest extent, followed by impacts on other comparable supermarkets of a different brand, and at the lower end of the spectrum, smaller scale supermarkets/foodstores, which serve much more limited roles.
 - Impacts on local foodstores tend to be smaller in scale, as these stores normally attract a lower market share of available main trade area expenditure and perform a different role and function within the hierarchy, often serving the local walkable catchments surrounding them, and/or serving more specialised/discerning needs (e.g. a smaller Foodland/IGA).
- vi. Table 4.3 outlines forecast sales impacts from the proposed Cement Works Market development on surrounding centres. The steps involved in assessing the sales and impacts on surrounding centres are presented as follows:
- **Step 1** - Estimate sales levels for existing centres in the 2018/19 financial year. Existing sales for all centres outlined are based on:
 - Expert opinions formed through qualitative consideration of factors including location, catchment, brand and infrastructure (our experience);
 - Multiple visits to Adelaide over the last 10 years;

- A site visit specifically for the preparation of this assessment;
- Actual data that includes publicly available information and Location IQ proprietary data (acquired from various retail clients and similar).

For centres where actual data was not available, the current sales levels are conservatively estimated. Retail specialty floorspace sales productivity levels of \$5,000 - \$6,000 per sq.m have been applied on average, which is well below reported benchmark levels as follows:

- Supermarket based shopping centres: \$8,420 per sq.m (Urbis Retail Averages).
- Sub-regional shopping centres: \$8,665 per sq.m (Urbis Retail Averages).
- Regional shopping centres: \$10,782 per sq.m (Urbis Retail Averages).
- Westfield Marion: \$11,375 (Shopping Centre News Big Guns 2019)
- Castle Plaza: \$8,964 per sq.m (Shopping Centre News Little Guns 2018).

vii. This means that sales could well be higher at these centres, and as a result, impacts would be lower in percentage terms.

- **Step 2** – Forecast sales are presented for existing and proposed developments in 2022/23, which is the first full year of trading for the proposed Cement Works Market. This also allows for the expansion of Westfield Marion. These projections include retail market growth and are presented in constant 2019 dollars (i.e. excluding inflation).
- **Step 3** - Outline the change in sales at each centre in 2022/23, as a result of the development of the proposed site, as well as future competitive developments (as outlined in sub-section 3.3 of this report). Again, all sales are expressed in constant 2019 dollars.
- **Step 4** - Show the impact on sales in 2022/23, both in dollar terms and as a percentage of sales for each centre.

viii. Generally, retail trading impacts of around 10% or less are considered to be within the normal competitive range, with impacts less than 5% generally considered minor/negligible. However, other factors such as the current trading performance; expansions of centres; potential loss of services to the community; expected growth in the region; and overall net community benefit should be considered. Impacts of between 10% - 15% are also generally considered an acceptable level.

TABLE 4.4. CEMENT WORKS MARKET PROJECTED IMPACTS, 2019 – 2023

	Unit	Estimated 2019	Projected 2023 Pre Dev. Post Dev.		Impact 2023 \$M %	
Cement Works Market Site	\$M	n.a.	n.a.	48.4	n.a.	n.a.
Regional Activity Centre						
Westfield Marion	\$M	662.8	861.8	846.7	-15.1	-1.8%
District Activity Centres						
Brighton	\$M	74.4	81.4	70.4	-11.0	-13.5%
Hallett Cove SC	\$M	103.2	113.0	105.1	-7.9	-7.0%
Neighbourhood and Local Activity Centres						
Seacliff	\$M	3.8	4.1	3.6	-0.5	-12.5%
Seacliff Park SC	\$M	11.8	12.9	11.7	-1.3	-10.0%
Hove SC	\$M	12.0	13.1	12.2	-1.0	-7.5%
Darlington SC	\$M	7.1	7.7	7.3	-0.4	-5.0%
Warradale	\$M	45.0	49.3	46.8	-2.5	-5.0%
Trott Park SC	\$M	7.8	8.5	8.3	-0.3	-3.0%
Glenelg	\$M	124.2	136.0	131.9	-4.1	-3.0%
Hilltop SC	\$M	19.5	21.4	21.2	-0.2	-1.0%

Source : Marketinfo, Location IQ

¹ Proposed centres and expansions assumed to be trading for a full year by FY2021

- ix. As outlined previously, the proposed Cement Works Market development is forecast to record sales of \$48.4 million in 2022/23, including supermarket sales of \$34.4 million.
- x. Of this total, some \$1.8 million is projected as a result of a redirection of spending from major retail facilities in the main trade area (i.e. convenience shops at Seacliff and the supermarket centre at Seacliff Park), with the remainder (\$46.6 million) being a reduction in expenditure from facilities beyond the main trade area or not represented. Of this remaining impact, some \$4.3 million is likely to result in small impacts on a range of retail facilities that are not currently represented in this analysis.
- xi. Key impacts as outlined in Table 4.3 are described as follows:
 - The small provision of existing shops at Seacliff (including a Friendly Grocer foodstore) is projected to be impacted by around \$0.5 million. These shops will continue to serve the top-up convenience needs of the immediate surrounding residents and will benefit from the population growth over time, in particular, the addition of new dwellings to the precinct as part of the Seacliff Village development.
 - An impact of \$1.3 million is projected on Seacliff Park Shopping Centre, which is anchored by the existing Foodland supermarket. However, the centre will continue to remain viable, given

its role as the major convenience orientated retail location within the north-east portion of the main trade area.

- The highest projected impact in dollar terms is likely to fall on the redeveloped Westfield Marion, at \$15.1 million or 1.8%. This impact would largely be on the major full-line Woolworths and Coles supermarkets at this centre. On inspection, both these stores appear to trade strongly. This impact would also be mitigated by the planned expansion of the centre.
 - The second highest impact will fall on Brighton, with impacts projected at \$11 million or 13.5% to primarily fall on the Woolworths and IGA supermarkets within the precinct, although both stores will continue to trade at viable levels.
 - Hallett Cove Shopping Centre is projected to be impacted by \$7.9 million or 7.0%. Again, the majority of this impact will be felt by the existing major full-line supermarkets at the centre (although impacts will be higher on the Woolworths than the Drakes). This impact will not threaten the viability of either store, with both stores continuing to trade at above-average levels. Big W would also be likely to gain sales from the additional population within the subject development.
 - Other smaller supermarket-based precincts within the surrounding region, namely Hove Shopping Centre, Darlington Shopping Centre, Coles at Oaklands Park, Trott Park Shopping Centre, Hilltop Shopping Centre and the major full-line supermarkets at Glenelg, are projected to be impacted by \$4.1 million or less. This level of impact would not threaten the viability of retailers/centres within either of these precincts. These facilities will continue to remain viable, serving their immediate surrounding population with key convenience orientated retail facilities.
- xii. Overall, the proposed Cement Works Market development would not impact on the viability or continued operation of any existing or proposed centres in the surrounding region, with all impacts at 13.5% or less, which is well within normal competitive bounds. Again, at these projected impact levels, the viability of any centres or precincts would not be threatened.
- xiii. In addition, the proposed development would represent a Neighbourhood Activity Centre, and thus residents will continue to frequent other centres/shops in the surrounding area for a variety of tenants that are not likely to be provided as part of the proposed development.
- xiv. In summary, all sales impacts across the identified centres are considered to be within an acceptable range less at 13.5% or less, and when considered in the context of the size, performance and role and function of surrounding centres, would be highly unlikely to result in a material reduction of retail service provision.

4.6. Employment and Consumer Impacts

- i. The proposed Cement Works Market would result in a range of important economic benefits which will be of direct benefit to the local community. These key positive employment and consumer impacts include:

- The provision of a wider range of retail facilities in close proximity to residents' homes.
- Increased convenience and price competition for residents.
- Improved customer amenity, design and aesthetic for the local residents by way of a new and modern development.

Ongoing Employment Generation

- Table 4.4 summarises the projected level of ongoing employment likely to be generated by the retail and complementary non-retail components of the Cement Works Market development. The employment benchmarks (jobs per 1,000 sq.m) used to calculate the indicative total jobs generated is based on typical floorspace and employment yield benchmarks.
- The retail component of the development is projected to employ around 320 persons. Taking a conservative view and allowing for an estimated 10% of the total increase to be because of reduced employment at existing facilities, net additional jobs are estimated at 288.
- Based on *Average Weekly Earnings* data released by the ABS in May 2019 (Cat. 6302.0), the additional permanent employees would earn combined total salary/wages of some \$11.5 million across retail workers (\$39,868 per worker per year) at the site, reflecting additional salary/wages for the local economy, as a direct result of the retail component alone.

Construction

- Construction of the entire Cement Works Market is estimated to incur total capital costs of some \$30 million, generating significant employment within the construction and associated industries during the development of the project.
- By using the appropriate ABS Input/Output Multipliers that were last produced in 1996/97 and a deflated estimated total capital cost of construction of \$17.6 million (i.e. in 1996/97 dollars), it is estimated that the construction period of the proposed retail and commercial component (in isolation) would directly create some 123 full-time, part time and temporary jobs over the development timeline (refer Table 4.5).

Multiplier Effect

- Overall, the retail and commercial component of the subject development is estimated to directly generate 411 jobs, including (refer Table 4.6):
 - **Ongoing Employment from Planned Floorspace:** 288 jobs
 - **Construction Phase:** 123 jobs
 - In addition to this direct employment, multiplier effects will flow through the local economy and indirectly generate additional employment opportunities through ancillary businesses/suppliers that support the development and services, as well as additional consumption expenditure by workers employed within the precinct (spending wages).
 - Again, by using the appropriate ABS Input/Output Multipliers that were last produced in 1996/97 and adjusting for inflationary and other changes to present, it is estimated that an additional 470 jobs will be created indirectly.
- ii. Overall, some 881 jobs are likely to be created both directly and indirectly as a result of the subject development.

TABLE 4.5. ONGOING EMPLOYMENT GENERATING FLOORSPACE

Component	Total Floorspace (sq.m)	Employment Potential		
		Employment. per 1,000 sq.m	Indic. Total Jobs	Net Increase ¹
Retail				
Supermarket	4,000	50.0	200	180
Retail Specialty Shops	<u>2,000</u>	<u>60.0</u>	<u>120</u>	<u>108</u>
Total Retail	6,000		320	288

1. Indicates the estimated number of net additional ongoing jobs as a result of the proposed development

Source : Australian National Accounts: Input-Output Tables 1996-97

TABLE 4.6. CONSTRUCTION GENERATED EMPLOYMENT

Metric	Retail Floorspace
Estimated Capital Costs of Construction	
Estimated Capital Costs 2018/19 (\$M)*	\$30.00
Estimated Capital Costs 1996/97 (\$M)	\$17.56
Direct Employment Generation	
Construction Jobs per \$1 million (2018/19)	4.10
Total Construction Jobs¹	123

Source : Australian National Accounts: Input-Output Tables 1996-97

Employment totals include both full-time and part-time work. Indicates the estimated number of jobs over the life of the construction project plus ongoing multiplier effects, for the equivalent of one year

TABLE 4.7. ESTIMATED TOTAL EMPLOYMENT GENERATED

Metric / Category	Est. Net Employment Increase ¹	Employment Multiplier Effects	Total Employment
Ongoing Employment from Planned Floorspace			
Retail	288	273	561
Construction Phase			
Direct Employment Generation	123	197	320
Net Additional Employment	411	470	881

Source: Design IQ

1. Net increase includes an allowance for reduced employment levels at impacted centres estimated at 10% of the total increase

5 NEEDS ANALYSIS

5.1. Population and Supermarket Demand

- i. The proposed Cement Works Market main trade area population is currently 14,750 and is projected to increase to 16,700 persons by 2031, representing a solid average annual growth rate of 1.0%.
- ii. Based on the current metropolitan Adelaide benchmark, the main trade area population alone could support up to 6,593 sq.m of supermarket floorspace currently, increasing to some 7,465 sq.m by 2031.
- iii. Assuming a full-line supermarket of 4,000 sq.m at the subject site by 2023, there would still be an indicative undersupply of some 2,059 sq.m of supermarket floorspace across the main trade area in that year, increasing to an undersupply of some 2,715 sq.m by 2031.
- iv. Reflecting the low provision of supermarket floorspace across the established main trade area population, existing supermarkets within the surrounding region are understood to trade at levels in-line or above the Australian average.

5.2. Consumer Trends

- i. Retail facilities in Australia, such as the proposed development, play fundamental roles in the economies of Australia's metropolitan areas, having developed around the need to meet consumer demand. The nature of consumer demand continues to develop and evolve, reflecting social changes within society, such as:
 - Increasing time pressures on working families.
 - Population and income growth.
 - The evolution of new retail formats and traders.
 - Competitive retail developments and precincts.
- ii. The demands of retailers, as well as consumers, combine to add pressure for additional retail floorspace in existing retail precincts.

- iii. There is a strong need for supermarket facilities within close proximity to the homes of main trade area residents, with consumers visiting supermarkets two to three times a week on average.
- iv. Over the past decade, there has been an increasing trend towards convenience shopping. This trend has been largely driven by broader social trends that have resulted in consumers becoming more time poor, such as longer working hours and an increase in the number of women in the labour force.
- v. Time pressures are ranked at the top of the list of issues that consumers face when undertaking their regular food and grocery shopping. As a result, there is growing demand for convenience shopping facilities to meet the needs of local residents.
- vi. The subject development will provide a convenient supermarket facility within close proximity to local residents.

5.3. Location & Supply of Retail Facilities

- i. The proposed Cement Works Market would enjoy a high-profile location directly south of Scholefield Road, between Lipson Avenue and Newland Avenue. This would be very convenient and easily accessible for the local population and passing traffic, not only within Seacliff, but also within the surrounding suburbs of Seacliff Park, Marino and Kingston Park.
- ii. There are currently no existing full-line supermarkets provided within the defined main trade area. The development of the proposed Neighbourhood Activity Centre at Seacliff Village would provide a major full-line supermarket in addition to a provision of mini-major/retail specialty shops.
- iii. The proposed supermarket offer would cater to the needs of the local population and allow them to undertake a weekly food and grocery shop in close proximity to their homes.
- iv. The nearest major full-line supermarket to the Seacliff Village site is located a round trip of approximately 5 - 6 km away, indicating a clear need for additional supermarket and specialty floorspace due to the current underprovision of facilities. The planned Seacliff Village would provide increased choice for the surrounding population and an alternative to the larger regional and sub-regional shopping centres for the immediate population to undertake their weekly food and grocery shop.

5.4. Impact on Existing and Proposed Retailers

- i. The analysis of impacts provided in the previous section of this report shows the projected impacts on other retailers throughout the area from the proposed development would not threaten the viability or continued operation of any centre/precinct.

- ii. The proposed Cement Works Market development is forecast to have an impact of \$1.8 million within the main trade area as a result of a redirection of spending (i.e. convenience shops at Seacliff and the supermarket centre at Seacliff Park), with the remainder (\$46.6 million) being a reduction in expenditure from facilities beyond the main trade area.
- iii. Overall, the proposed Cement Works Market development would not impact on the viability or continued operation of any existing or proposed centres in the surrounding region, with all impacts within the normal competitive range, at 13.5% or less. Again, at these projected impact levels, the viability of any centres or precincts would not be threatened.
- iv. In addition, the proposed development would represent a Neighbourhood Activity Centre, and thus residents will continue to frequent other centres/shops in the surrounding area for a variety of tenants that are not likely to be provided as part of the proposed development.

5.5. Impacts on Retail Hierarchy

- i. The proposed supermarket and shops at Cement Works Village will provide additional choice and competition for convenience-based retail, within the region.
- ii. Residents will however continue to frequent other centres/shops in the surrounding area. Projected impacts on these businesses are likely to be limited, given the supermarket and associated specialty shops would primarily serve a convenience-based role in the retail hierarchy.
- iii. The proposed supermarket at the subject development would provide a key anchor tenant that would benefit most shopfronts in the immediate area by increasing the ability of the population to shop locally, while not impacting the future viability of current and proposed neighbourhood and district centres in the surrounding area. In addition, increased competition between supermarkets is beneficial to consumers and will not adversely affect the balance of the centre hierarchy.
- iv. Residents within the trade area will utilise facilities at both the Seacliff Village and Westfield Marion/Hallett Cove Shopping Centre, with the latter being the focus for higher order retail needs including non-food shopping. Existing facilities at Seacliff and Seacliff Park would continue to serve the convenience needs of their respective population catchments.

5.6. Net Community Benefits

- i. It is the conclusion of this report that a substantial net community benefit would result from the development of the proposed Cement Works Market. Offsetting the trading impacts on some existing retailers, there are very substantial positive impacts including the following:

- Significant improvement in the range of retail facilities that would be available to residents, particularly in terms of convenient supermarket retailing.
 - The proposed development would improve choice of location and allow for price competition. The inclusion of a full-line supermarket would satiate some of the significant undersupply of supermarket floorspace within the main trade area.
 - The addition of the subject development would also result in the retention of spending currently being directed to other large supermarket facilities at major shopping centres situated beyond the trade area, thereby reducing the need for local residents to travel further afield for their supermarket and convenience based shopping needs. The additional customer flows created through retained spending within the main trade area would positively impact on the existing retail facilities within the local retail precinct.
 - The proposed development would represent a Neighbourhood Activity Centre and thus residents will continue to frequent other centres/shops in the surrounding area, for a broader retail selection and non-food offer. In addition, the proposed retail specialty floorspace will provide greater choice for residents of Seacliff and surrounds.
 - The creation of additional employment which would result from the project, both during the construction period, and more importantly, on an ongoing basis once the development is complete and operational. In total, some 881 jobs are likely to be created both directly and indirectly because of the proposed development. This includes a number of youth employment opportunities with retail developments generally employing a large number of younger staff.
- ii. It is concluded that the combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing and proposed retail stores, particularly supermarkets, in the region. Further, the impacts would not threaten the viability of any retail facilities.



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Attachment 5



Summary of provisions of the draft Seacliff Park DPA Stormwater Deed

The parties to the Deed are Marion Council, Holdfast Bay Council and the Developer.

BACKGROUND

- The Developer is, or is entitled to be, the registered proprietor of the Development Site.
- The Development Site is situated partly within the area of Marion Council and partly within the area of CHB Council.
- The Developer is proposing to develop the Development Site for residential, retail and commercial uses generally in accordance with an agreed Concept Plan which forms part of the Deed.
- The Councils initiated a Development Plan Amendment funded by the Developer to re-zone the Development Site for purposes including to facilitate development of the Development Site for the Proposed Development.
- The Councils and the Developer each acknowledge that:
 - if the Minister authorises the DPA under the Development Act; and
 - the Proposed Development proceeds,
 - then there will be implications for infrastructure within the Councils' areas.
- The Councils acknowledge the SW Reports and will endeavour to continue to investigate the SW Upgrades to the Downstream SW System and Upstream SW System by the Councils.

Objectives

The Parties are to work collaboratively and closely to achieve an improved stormwater management scheme:

- a) on the Development Site;
- b) in the Upstream Stormwater (SW) System; and
- c) in the Downstream SW System;

to increase the existing stormwater infrastructure service standard and to reduce the potential for flooding in the locality, and to substantially reduce the surface stormwater flowing onto Scholefield Road from the Development Site.

The Proposed Development should:

- be supported by adequate SW infrastructure to serve the needs of the Proposed Development; and
- be accompanied by stormwater and flood management measures to assist in appropriately protecting the Proposed Development from flood impacts and which also contributes to the flood-proofing of the Upstream Stormwater System and Downstream Stormwater System.

The Upstream SW system is the existing stormwater system in Marion council upstream of the Development site.

The Downstream SW system is the system in Holdfast council that takes stormwater from Scholefield Road at the northern boundary of the development site to the sea.

The SW Infrastructure for the purposes of this Deed includes SW for the development site and includes:

- 2,200m³ detention basin at southern boundary
- 1600m³ detention basin on development site
- 300m³ basin most likely near the western boundary of the development site in open space setting
- collection and management of SW generated on site in its current and fully developed state
- A pipe to convey 100 year ARI SW from the upstream SW system at south through the development to connect with the Downstream SW system

- Future flood mitigation downstream in CHB.

Future Flood Mitigation Downstream in CHB

Two scenarios are envisaged for future flood mitigation downstream of the site in CHB

1. significant detention basins upstream in Marion council and upgrading works downstream in Holdfast council – works as defined on the development site with a 525mm diameter pipe to convey SW through the site from upstream
2. no new detention basins upstream in Marion and significant upgrading works downstream in Holdfast – works as defined on the development site with a much larger 1050mm diameter pipe to convey SW through the site from upstream to the increased capacity system in Holdfast.

Costings and land availability for these works will be used to determine which scenario the councils will adopt and how the costs will be shared.

INTERPRETATION AND DEFINITIONS

The general clauses are to ensure the intent of the deed remains during changes of Acts and Regulations, changes and successors of corporate bodies and representatives, and ensuring uses of grammar not limiting the intent and provisions of the agreement, land is clearly identified, words and phrases used in agreement with specific meaning are clearly defined (eg upstream stormwater system, and more).

Scope of the Deed

Confined to major stormwater infra provision only.

Still requires Developer to meet requirements of Development Act (including provision of infrastructure to support the development).

Does not limit or fetter any power or discretion of Council.

Parties are not joint venturers or tied to any other parties beyond the duties and obligations of the deed.

DPA conditions precedent

The obligations are conditional on the DPA being approved, not challenged and overturned, and not being disallowed in Parliament.

The Parties will be bound by this deed notwithstanding any variations between the terms of the DPA and the Draft DPA.

Developer role

To undertake the development in accordance with the concept plan and cooperate with councils in design and constructing infrastructure to meet the reasonable requirements of Councils.

Councils' roles

Cooperate with the developer in the design and construction of stormwater infrastructure and allow the developer to connect the stormwater infrastructure they construct to the system external to the development site.

Implementation of the development

There will be clauses in the Deed to broadly show the intentions for undertaking the development.

The developer can lodge an application to divide land in to Superlots (large parcels of land intended for future development but not for residential).

The developer can continue or expand lawful development that exists now on the site (under the current zoning and any lawful authorisations).

A process for varying the implementation of the schedule of works will include impact in infrastructure and defined time periods to ensure that agreement on any variations is not unreasonably delayed by any party. An Independent Expert may be used to resolve disputes.

The Deed can be amended by agreement of all parties.

The Deed cannot be reassigned to another party without all parties agreeing.

Stormwater (SW) Infrastructure

Developer should not seek new titles for land or approval to construct buildings on the site unless the SW infrastructure is completed to the satisfaction of the Councils and a Certificate of Practical Completion is issued. A set of Protocols guide the process of undertaking to the councils' satisfaction, issue of Practical Completion, security, insurance, indemnity, Defects Liability, etc.

The Developer is responsible for design, approvals, construction or procurement and paying for the works assigned to it.

The SW Infrastructure must be fit for purpose, cost effective from a maintenance and operational aspect, and contained on public land or easements or reserves. (Considerable detail will be contained in an Annexure to the Deed as is standard practice to ensure clarity and certainty of expectations and in line with industry standards. This includes requirements for adequate security for upstream works should the developer wish to stage construction. Acceptance of any staging and security is at the discretion of the Councils).

Land Management Agreements

LMAs are to be used on land titles to bind current and future owners to meeting development, management, preservation or conservation requirements related to the land – in this case to ensure that stormwater infrastructure requirements for the defined development area are put in place as and when envisaged by this Deed.

LMAs are to be put on all titles in the ownership of the Developer. Councils must place LMA on their land parcels in the development area.

Default of any Party

There is a process in place to resolve any disputes or deal with any defaults.

Dispute Resolution process includes use of an Independent Expert if needed.

Other matters

Giving notice, GST, etc as standard matters.

Item No: **9.2**

Subject: **PLANNING REFORMS – PLANNING AND DESIGN CODE**

Date: 25 February 2020

Written By: Business Partner – Transition & Policy Planning (Development Services)

General Manager: City Assets and Services, Mr H Lacy

SUMMARY

The State Government commenced a review of the whole planning system in 2012, which took approximately 18 months and recommended wide reform of the existing system.

As a result of the review, a new Act, the *Planning Development and Infrastructure (PDI) Act 2016* was legislated in 2016. As part of the PDI Act 2016, every Councils' Development Plan will be rescinded, and replaced by the Planning and Design Code.

The Planning and Design Code was released for public consultation on 1 October 2019, with consultation closing on 28 February 2020. This report summarises the main issues of the Planning and Design Code and seeks Council's endorsement of a number of recommendations and an attachment which would form Council's response to the consultation.

The Planning and Design Code was initially scheduled to commence operation on 1 July 2020 for Metropolitan Adelaide. However, the Minister for Planning announced on 7 February 2020 that this implementation will be delayed, with regional Councils transitioning to the Code in July 2020, and Metropolitan Adelaide transitioning in September 2020.

RECOMMENDATION

That Council:

- 1. Endorse the following recommendations contained in the draft letter to be sent to the Department of Planning, Transport & Infrastructure (DPTI) (refer attachment 1) as part of Council's response to consultation on the Planning and Design Code – that:**

"DPTI should:

- a. Introduce the Planning Design Code for all of South Australia's 68 Councils on the same date and not proceed with the phased approach to implementation of the Planning and Design Code;**

- b. Not introduce the draft Planning and Design Code until the State Planning Commission has engaged with Councils to address the errors, omissions and inconsistencies identified during the current consultation process;
 - c. Undertake a comprehensive review of the cumulative impacts of infill development in South Australia to inform evidence-based decision making about the capacity of identified infill areas to sustain further growth and development; and
 - d. Ensure that all existing Conservation Zones and Heritage Contributory Items transition into the first generation of the Planning and Design Code.”
2. Approve submission of the attached draft letter (refer Attachment 1) to the Department of Planning, Transport & Infrastructure as Council’s response to consultation on the Planning and Design Code.

COMMUNITY PLAN

Placemaking: Creating lively and safe places

Placemaking: Developing walkable connected neighbourhoods

Placemaking: Building character and celebrating history

COUNCIL POLICY

N/A

STATUTORY PROVISIONS

Planning Development Infrastructure Act 2016

Development Act 1993

Development Regulations 2008

Heritage Places Act 1993

BACKGROUND

In 2012, South Australia's Expert Panel on Planning Reform was established to explore the best path for planning in South Australia. The panel identified a range of critical issues in the planning system under the *Development Act 1993* that should be implemented as part of a new planning system. In particular, in the report to the Minister titled 'The Planning System We Want', the panel recognised there were fundamental problems in the way land use policies were written, spatially applied and interpreted, including:

- Excessive numbers and varieties of complex zones and policies;

- Lack of sophistication in complex zoning policies, resulting in poor outcomes;
- Limited use of performance based planning rules and complying standards;
- Out-of-date planning policies;
- Confusion, delays and frustration in the interpretation of complicated policies; and
- Design and its benefits poorly addressed.

In its response to the panel's findings, the then State Government agreed the existing planning system was 'straining under the burden of voluminous, complex and highly variable planning rules across the state', and that design had been poorly articulated in planning policy. It endorsed the establishment of a single state-wide code that would reduce unnecessary variation, inconsistency and complexity in land use policy, and place emphasis on built form and high-quality design.

Based on this, the Code was established as the cornerstone of the new planning system under the *Planning, Development and Infrastructure Act 2016*, the first generation of which will be implemented across regional Councils in July 2020.

REPORT

In accordance with the recommendations from the expert panel, the State Planning Commission (SPC) has based the planning reforms around providing a simplified planning system that is easier for everyone to use. The SPC also stated that the Planning and Design Code will reduce the current 23,000 pages of policy down to 3,000 pages. However, that figure is somewhat misleading as the 23,000 pages is every council Development Plan across the state and it is extremely unlikely that someone would require all 68 Development Plans. That figure also includes maps for all Council areas. For reference, the Holdfast Bay Development Plan consists of 394 pages with maps, while the corresponding version of the Planning and Design Code without maps is 883 pages. Given the significant amount of overlays and Technical and Numerical Variations (TNV), the number of maps would be a significant.

The intent of the Planning and Design Code is to reduce the number of Zones across Councils by merging Zones and removing Policy Areas within the Residential Zones. Under the Development Plan there are currently 16 Zones across Holdfast Bay, and there is proposed to be 16 Zones under the Planning and Design Code, so there has been no reduction in the number of Zones. TNV provide further variation to the Zone policy allow for local content without the need for additional zones or policy areas. There are also Concept Plans with the Planning and Design Code that allow for significant variations. There is one concept for the Holdfast Bay area for the Minda site to allow for future high rise development up to 9 storeys in height.

One significant shortfall of the Planning and Design Code is how rushed it appears to have been compiled that has resulted in a significant number of errors in the Code and a large amount of data missing from the mapping system that means significant and important information is missing. There are numerous development principles that stop middle sentences and others that are so poorly written that they make no sense. There has also been no consistency in the use of words and terminology, which results in inconsistency between zones and confusion about the interpretation of development principles. This includes height data, minimum allotment sizes and reduction in height for Esplanade development, south of The Broadway Glenelg South.

In response to concerns raised about the large number of errors in the Planning and Design Code the State Planning Commission released two documents on the 20th December. The two documents are titled 'Planning and Design Code Phase Three (Urban Areas) Code Amendment – Update Report' and 'Updated Classification Tables'. The second document is a rewrite of the accepted development, deemed to satisfy development and performance assessed tables for each zone. The document is 2,200 pages and is to be read in conjunction with the Planning and Design Code, which itself is over 3,300 pages long. The document was released without track changes making it difficult to determine what had been changed and what hadn't. Given the amount of documentation given late in the consultation process without clear explanation of the changes, the second document has not been considered in this report, or the attached submission. Unfortunately the 'Updated Classification Tables' document did not address all the errors identified and still contained many of the errors and omissions highlighted at the beginning of the consultation process.

It is also important to note that the actual Planning and Design Code has not been amended and still contains a large number of errors and omissions. As the amended table is a separate document from the Code, it is considered to be a proposal of what might be changed within the Code, rather than what will be changed in the Code as result of the consultation.

As the majority of Holdfast Bay consists of residential areas, there is a focus on the residential components of the Code. The main changes to the residential areas are the introduction of a standard allotment sizes for land division in the existing Residential Zone, where currently there is variation across different Policy Areas, and in the increase of envisage non-residential development in Residential Zones. There is also the introduction of a standard front setback requirement for the Residential Zone (5 metres), and Medium Density Zone (3 metres), which does not take the existing streetscape character into consideration.

In the existing Residential Character Zone, the different land division requirements across different Policy Areas have been maintained through the use of TNV. Front setbacks in these areas will need to match the adjacent dwellings, consistent with the existing Development Plan requirements.

The two main policy areas of concern are the existing Glenelg Foreshore and Patawalonga Zone and the Light Industry. With the overall decrease in the number of zones, generic zones are replacing Zones which contained significant local content. As the name suggests, the Glenelg Foreshore and Patawalonga Zone is unique to Holdfast Council and covers an area that has a high tourist and residential character. Under the Planning and Design Code it is proposed to be an activity centres zone, with a focus on commercial development with minimal residential.

The existing Light Industry Zone is proposed to be more commercialised in an area which is used for light manufacturing and already has significant on street parking issues. These points have been highlighted in the consultation response, and with the DPTI's Council Liaison Officer. Another area of note is the Esplanade area south of the Broadway that is currently zoned for 3 storey development, but proposed to be a 2 storey zone in the Planning and Design Code. The

recommendation is that the three storey height allowance be retained, to match existing development in the area.

Zone Names

The names of zones have been changed to highlight a different strategic direction for these areas. Residential zones have been changed to 'neighbourhood zones' with the intention to provide for a more mix use areas to create more vibrancy. Justification for this is provided in the 'People and Neighbourhoods Policy Discussion Paper' where it states *"Increasing urban infill and transforming residential neighbourhoods into vibrant, mixed-use precincts are policy and design intentions that will continue. They are shown to stimulate greater resident interaction, increase active forms of transport (benefitting public health) and increase use of public transport"*.

In the Neighbourhood Zones (currently known as Residential Zones) there is proposed to be a greater allowance for small scale shops and commercial businesses than currently allowed for under the *Development Act 1993* and City of Holdfast Bay Development Plan. This will allow for small scale shops and cafes in residential areas similar to Jetty Road Brighton and Queen Street Croydon. By allowing for these types of businesses that provide to the local community it is envisaged that it will reduce the amount of car dependent travel and create more walking and cycling destinations for local residents. Whilst there is in principle support for these types of developments, the Planning and Design Code lists commercial development under 100sqm as deemed-to-satisfy, meaning no assessment and businesses can operate until 9:00pm. It is recommended that these types of development become *'performance assessed'* to ensure that only the right types of developments are approved and the amenity of the area maintained.

Below is a list of the current Development Plan Zones and Policy Areas on the left and middle, and on the right is what the zones will be known as in the new Planning and Design Code.

Current Development Plan Zone	Current Development Plan Policy Area	Planning & Design Code Zone
Caravan and Tourist Park		Caravan and Tourist Park
Coastal Conservation		Conservation
Coastal Open Space		Open Space
Commercial		Suburban Employment
Community	Recreation	Recreation
Community		Community Facilities
District Centre	Brighton and Hove	Suburban Activity Centre
District Centre	Glenelg	Urban Corridor (Main Street)
Glenelg Foreshore and Patawalonga		Suburban Activity Centre
Light Industry		Suburban Employment
Local Centre		Suburban Activity Centre
Mixed Use		Suburban Business and Innovation
Neighbourhood Centre		Suburban Activity Centre
Open Space		Open Space
Residential	Central West	General Neighbourhood
Residential	Institution	General Neighbourhood
Residential	Medium Density	Housing Diversity Neighbourhood
Residential	North West	Suburban Neighbourhood
Residential	South West	Housing Diversity Neighbourhood
Residential		General Neighbourhood
Residential Character	Central Glenelg Village	General Neighbourhood
Residential Character	Da Costa Park	Suburban Neighbourhood
Residential Character	Maturin Road	Suburban Neighbourhood
Residential Character	New Glenelg	Suburban Neighbourhood
Residential Character	Seacliff	Suburban Neighbourhood
Residential Character	Streetscape Character (Brighton and Glenelg East)	Suburban Neighbourhood
Residential Character	Streetscape Character (Glenelg and Glenelg North)	Suburban Neighbourhood
Residential High Density (Five Storey)	Urban Glenelg	Urban Neighbourhood
Residential High Density (Three Storey)	Urban Glenelg	Urban Renewal Neighbourhood
Residential High Density (Twelve Storey)	Urban Glenelg	Urban Neighbourhood

As shown in the above table the names of Zones have changed, but the number of Zones remains the same, with 16 different Zones across the Council area. Although it is noted that one of the new zones, Infrastructure (Ferry and Marina Facilities) only exists on the water outside the Glenelg Marina (with an area of 970sqm) and as such unlikely that we'll see an application lodged for this area. While some zones have been merged such as the Local Centre, District Centre and Neighbourhood Centre, others have been split such as the District Centre and Residential High Density.

Heritage and Character Areas

In November 2019, a report was presented to Council with recommendations for Historic and Character Area Statements (which attempted to replace Desired Character Statements in the Development Plan) to be included in the Planning and Design Code. Council administration drafted statements for all of the existing historic and character areas. These statements have now been included in the consultation with only minor editorial changes made by DPTI. As only minor changes have been made from the statements written by Council they maintain Council's preferred direction for these areas and will assist to maintain the existing character and built form. Therefore there are no comments in relation to these statements.

The inclusion of the Historic and Character Area Statements into the draft version of the Planning and Design Code is considered to be an important step in maintaining Council's historic and character areas. The existing land division principles currently in the Development Plan for these areas has mostly transitioned into the Planning and Design Code. Therefore it is considered that there will be minimal impact to the historic and character areas within the City of Holdfast Bay.

What are the positives?

The large number of errors and omissions in the Planning and Design Code have been well documented, but it must also be acknowledged that there are some positives in the reform. The development of an online mapping system showing all of the relevant overlays and zones is a big project, and whilst it still has multiple glitches, once finished it should be a great tool for both the public and staff to use.

The current Residential Code system that allows for complying dwellings in certain areas currently allows for fast tracked development, but does not include any design principles and as such has resulted in some poor developments.

The new criteria for Deemed to Satisfy dwellings now includes design elements and landscaping requirements, some of these include:

- Requirement for façade treatment such as porticos or verandahs;
- Requirement for 25% of front yard to comprise soft landscaping;
- Minimum driveway clearance to street trees of at least two metres;
- Minimum requirements of soft landscaping in the rear yards;
- Requirement for a tree to be planted;
- Requirement for at least one large window from a habitable room facing the street; and

- Restrictions on driveway and garage width (depending on width of allotment).

How these criteria will be interpreted and assessed is yet to be seen, however, having these additional assessment criteria included is considered a positive.

What don't we know?

Given the large number of errors and omissions in the Planning and Design Code there is still a lot of important information that remains unknown. Some of the missing information includes:

- A clear direction of what types of developments will require public notification;
- What building heights are allowed in some zones due to missing Technical and Numerical Variations (TNVs);
- What are the side and rear setbacks in the residential areas; and
- Some principles consist of half-finished sentences, or just do not make sense which results in not being able to fully comprehend the intent.

Without this information it has not been possible to fully comprehend the full impact of the change to the planning system and poorly reflects on the reputation of DPTI and their management of this process.

Where to from here

Council staff have undertaken a thorough analysis of the Planning and Design and written a detailed submission in response to the Consultation process (refer attachment 1).

Refer Attachment 1

The submission contains a summary of comments and concerns which relate to the City of Holdfast Bay. Within the submission, Council is recommending several zone changes to maintain the character of existing areas. Once the consultation process has closed, DPTI will publish a document summarising all the submissions, and negotiations will commence with Councils in relation to further changes to the Planning and Design and potential Zone changes.

As this report was being finalised the State Government announced that the go-live date of the Planning Reform would be delayed by three months. Phase 2 Councils (regional) are now scheduled to go live in July 2020, with Phase 3 Councils (metropolitan) transitioning to the Planning and Design Code in September 2020.

Previously the changeover date was mandated by legislation. However, as part of the delay the implementation date will no longer be legislated, therefore potentially allowing for additional changes to the dates if the Planning and Design Code is not ready for Phase 2 Councils by July.

BUDGET

The implications of implementation of the new Planning, Development and Infrastructure Act reforms including introduction of the Planning and Design Code for Council's operating budget

are not yet clear. However with the introduction of new administrative arrangements including the state-wide Planning Portal, Council will lose significant revenues with Lodgement Fees becoming payable to the State Government rather than Council, together with lower Assessment Fees due to more developments being *deemed to satisfy*.

Implementation of the new administrative arrangements could also see Council incur additional unfunded costs for assisting residents and developers to lodge applications via the Planning Portal and for additional inspections. Negotiations continue on behalf of all SA councils to seek clarification about the cost impacts of the proposed changes and to lobby for cost recovery from DPTI and/or the applicants to cover any unfunded increases.

At this point, a reduction in lodgement fees of \$100,000 has impacted Council's revenue for 2020/21. As details of new service implications are not yet clear, no additional costs have been included in the draft 2020/21 budget as yet.

LIFE CYCLE COSTS

It is not possible at this time to determine future ongoing costs associated with the Planning and Design Code, apart from likely loss of Lodgement Fee revenue. This position will be updated and reported to Council as the situation becomes clearer.

Attachment 1





holdfast.sa.gov.au

Brighton Civic Centre 24 Jetty Road, Brighton SA 5048
PO Box 19 Brighton SA 5048

P 08 8229 9999 F 08 8298 4561

Glenelg Customer Service Centre and Library
2 Colley Terrace, Glenelg SA 5045

Mr Michael Lennon
Chairperson, State Planning Commission
GPO Box 1815
ADELAIDE SA 5001

25 February 2020

Dear Mr Lennon

Consultation Submission – SA Planning and Design Code

Thank you with providing Council the opportunity to provide our feedback regarding the draft Planning and Design Code that was released for public consultation on 1 October 2019. Council acknowledges the enormity of the project to combine all Development Plans into one state wide document. Council is appreciative of the announcement on 7 February 2020 that the introduction of the Planning and Design Code will be delayed until later in the year so that the omissions and errors in both the Planning and Design Code and e-planning system can be corrected prior its introduction.

In regards to the consultation period Council raises concerns with both the amount time provided and the manner in which the draft Planning and Design Code was released. Phase 2 councils were given inadequate time in which to provide meaningful feedback on the Code. This was further compounded by the large amount of errors and omissions in the draft Code that was far from being a clear and complete document. Those errors and omissions were not rectified during the consultation process for Phase 2 councils and therefore did not provide a consultation process that was fit for purpose.

The errors and omissions have been left unresolved for the 5 month consultation process, which has restricted the amount of meaningful consultation with Phase 2 and 3 councils. Council appreciates the enormity of the task of combining all Council's Development Plan into one document, however the draft version of the code that was released for consultation fell well short of the standard that this document should have been presented in. The document has clearly not been edited and there was no consistency in either formatting or use of terminology between different zones that further prevented a clearly understanding of the policies. In general, to describe the overall presentation of the Planning and Design Code as poor, is an understatement and not reflective of the time and resources that should have been dedicated to this document that is the centre piece of the whole planning reforms.

In general, the Code does not streamline development, has clearly not been tested prior to release to understand the full implications of the proposed policies, and in many instances references incorrect policies.

The issue of heritage has been well documented over the past six months with heritage contributory items not transferring into the Planning and Design Code. Council is disappointed that Heritage Contributory Items will not transition when they currently sit in Council's Development Plan. The City of Holdfast is undertaking a local heritage transition Development Plan Amendment in response to this, but Council's preference would be that they retain their heritage contributory status afforded to them in the current Development Plan.

Councils across the State have in the past spent significant time and resources in consultation with their communities developing policy to suit their local needs. Whilst we support a common approach and the opportunity to streamline assessment, the Code presents a one size fits all approach that results in significant policy gaps, loss of local content and zones that do not reflect the current or future direction of certain areas. Many of the Zones have been significantly altered without documentation to provide reasoning supporting these changes that would normally be required under a Development Plan Amendment process.

Recommendations

Given the above comments, the City of Holdfast Bay has the following recommendations to make to the consultation process. DPTI should:

- 1) Introduce the Planning Design Code for all of South Australia's 68 Councils on the same date and not proceed with the phased approach to implementation of the Planning and Design Code;**
- 2) Not introduce the draft Planning and Design Code until the State Planning Commission has engaged with councils to address the errors, omissions and inconsistencies identified during the current consultation process;**
- 3) Undertake a comprehensive review of the cumulative impacts of infill development in South Australia to inform evidence-based decision making about the capacity of identified infill areas to sustain further growth and development; and**
- 4) Ensure that all existing Conservation Zones and Heritage Contributory Items transition into the first generation of the Planning and Design Code.**

The City of Holdfast Bay has the following comments and concerns in relation to the Planning and Design Code, as well as the associated online mapping system. Some of the comments are repeated throughout the document as the same comments relate to multiple Zones, and so for clarity those comments are repeated where relevant. The comments have been listed under their relevant sections relating to the zones or overlays in the Planning and Design. Comments have been written in bold and italics to highlight their importance. Council has chosen to submit our response this way as the template provided by the Department was not easy to use given the small boxes provided for each section.

Justification for Zone Amendments

The planning reforms was previously touted as being a chance for generational change to the planning system to update and modernism the planning system in accordance with future requirements. Normally with a Development Plan Amendment significant research is required in order to change development plans, as to be able to understand the impacts the changes will have on the locality. The Planning and Design Code presents significant change to many zones with no demonstrated research on what impact the changes will introduce. The extensive changes to the residential areas will significantly increase densities, but no justification has been provided as to the potential impact on infrastructure and residential amenity. Similarly, significant changes are proposed to centre zones and the Light Industry Zone with no justification these will have on the local areas within the City of Holdfast Bay.

Council requests that DPTI provide an analysis of how the proposed zone changes will impact on the City of Holdfast Bay.

Missing Assessment Criteria

Council is concerned about the significant amount of assessment criteria that is missing from the performance assessment tables for the Neighbourhood Zones. Council has not completed a full assessment of other zones in the Planning and Design Code that are not relevant to the City of Holdfast Bay. Small residential type development such as swimming pools, sheds and verandahs are listed in the accepted development and deemed to satisfy table, but do not appear in the performance assessed table. This will result in relatively simple applications such as sheds and verandahs being classified as ‘*all other development*’ and therefore requiring notification. The Code was intended to provide certainty to applicants by having a clear designated assessment pathway. Whilst common sense would dictate what policies a development would be assessed against, it fails to deliver what was hoped for in the Planning and Design Code.

Council recommends that the DPTI review all procedural tables to ensure that all common forms of development, especially those listed in the Accepted Development, and Deemed to Satisfy tables have a listed performance assessment pathway.

Naming Convention

Council is concerned about the naming conventions for Zones under the Planning and Design Code. The current Development Plans clearly label Zones for residential purpose with variations to allow for character and higher density zones. This also extends to Centre Zones, Light Industry Zones and Mixed Used Zones where a clear understanding of those terms has been developed. Developers are also keen for descriptive terms which clearly define the intended character of an area. The new

Zones move away from the current process and does not allow for a clear understanding of what the preferred uses are.

The broad use of the terms 'suburban' and 'neighbourhood' diminishes the meaning of these terms resulting in a very broad and confusing meaning, of what was previously understood system.

Council recommends reverting to the existing naming convention to provide a smoother transition to the Code.

Centres Zone

The current Development Plan provides a hierarchy of Centres Zones and delineates where commercial development should occur and at what scale. Council has significant concerns about the loss of this hierarchy. Many of the proposed Zones have a significantly higher allowance for shop floor area compared to the Development Plan that will potentially result in a significant change in shopping and traffic movements. No justification is provided for this allowance, or any explanation of the potential impacts from this change in policy.

It is also noted that the Planning and Design Code allows for significantly more non-residential development in what are currently Residential Zones. Some of the concerns include that the assessment of car parking requirements is allowed for in the assessment, no provision is given for landscaping, with front yards potentially being sealed to provide off-street parking, but at the cost the streetscape amenity.

Whilst Council supports in principle the inclusion of shops and non-residential uses into residential zones, we request that changes of use applications to non-residential development in a Neighbourhood Zone be performance assessed and notified to neighbours to ensure businesses are introduced into residential areas at an appropriate scale.

Council also requests that proposed maximum shop floor areas for the new zones match the existing requirements in the Development Plan

Residential Front Setbacks

Council acknowledges the difficulty in providing a clear guidance in regards to front setbacks, but by providing a size fits all appropriate, it has the potential to significantly impact on existing streetscapes that Council have been seeking to retain. Front setbacks significantly impact on streetscape character and without reasonable assessment, could detrimentally impact on that character. Within the Neighbourhood Zones minimum front setbacks have been provided in the Planning and Design Code, whereas the City of Holdfast Bay's Development Plan currently seeks that new development should match the existing setbacks of the adjacent dwellings. It is noted that the front setback provision allow for a further protrusion of 1.5 metres for verandahs, porticos and similar. Within the Housing Diversity Zone a minimum front setback of 3 metres is required, this is

potentially reduced in half by the verandah/portico allowance, which will lead to a significant reduction in landscaping and detract from the streetscape character. By applying such a small front setback, it provides no consideration for the existing streetscape character where a much larger setback may exist. PO 4.1 and 4.2 for the Housing Diversity Zone both state *“Buildings are setback from primary street boundaries to establish a consistent streetscape character”*. This PO has no regard for existing character and has the potential to significant on existing streetscape character.

The same goes for the General Neighbourhood Zone, albeit with a larger setback provision, but with no regard to the existing streetscape character. A front setback of 5 metres with verandahs and porticos able to protrude 1.5 metres closer to the street. Where an existing street may have a setback pattern of 8 metres (as many street do), a front setback of 3.5 metres will significantly detract streetscape character. This will not provide sufficient room for landscaping or retention of trees, and will result in development in which the Planning and Design Code was meant to prevent.

Council recommends that the setback provision for all existing residential zones should be the average of the adjacent dwellings to establish a consistent streetscape character.

The Deemed-to-Satisfy or performance criteria for dwellings within the General, Suburban, or Housing Diversity Zone make no reference to garage setbacks. When garages are incorporated into the building they are assessed as part of the dwelling, not a separate structure. This will have the biggest impact in the Housing Diversity Zone that allows for garages under the main roof to be setback 3 metres from the street, which would be a totally unacceptable outcome.

A principle that requires “garages to be setback at least 5.5 metres from the street, or 0.5 metres from the main face of the dwelling, whichever is the greater” should be included in all residential type zones.

General Neighbourhood Zone

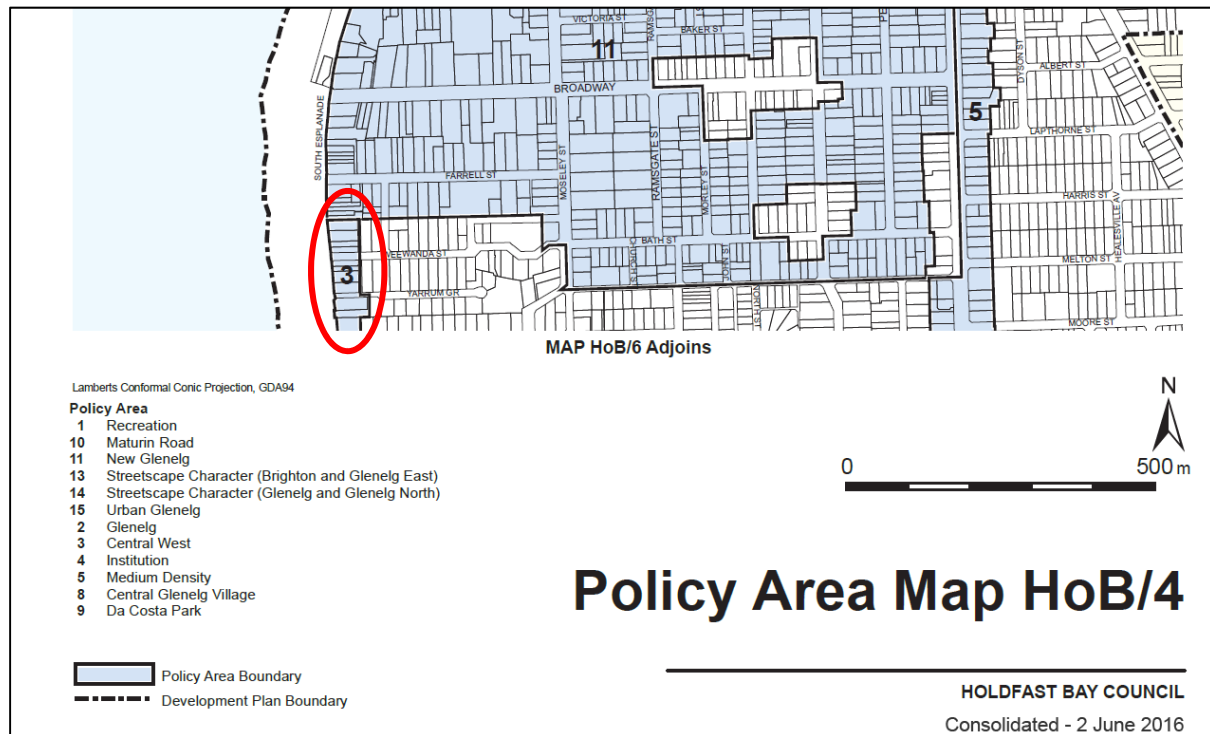
The General Neighbourhood will replace nearly all of the existing Residential Zone with the exception of a small portion around North Esplanade. Council has no objection to the proposed spatial layout of the General Neighbourhood Zone.

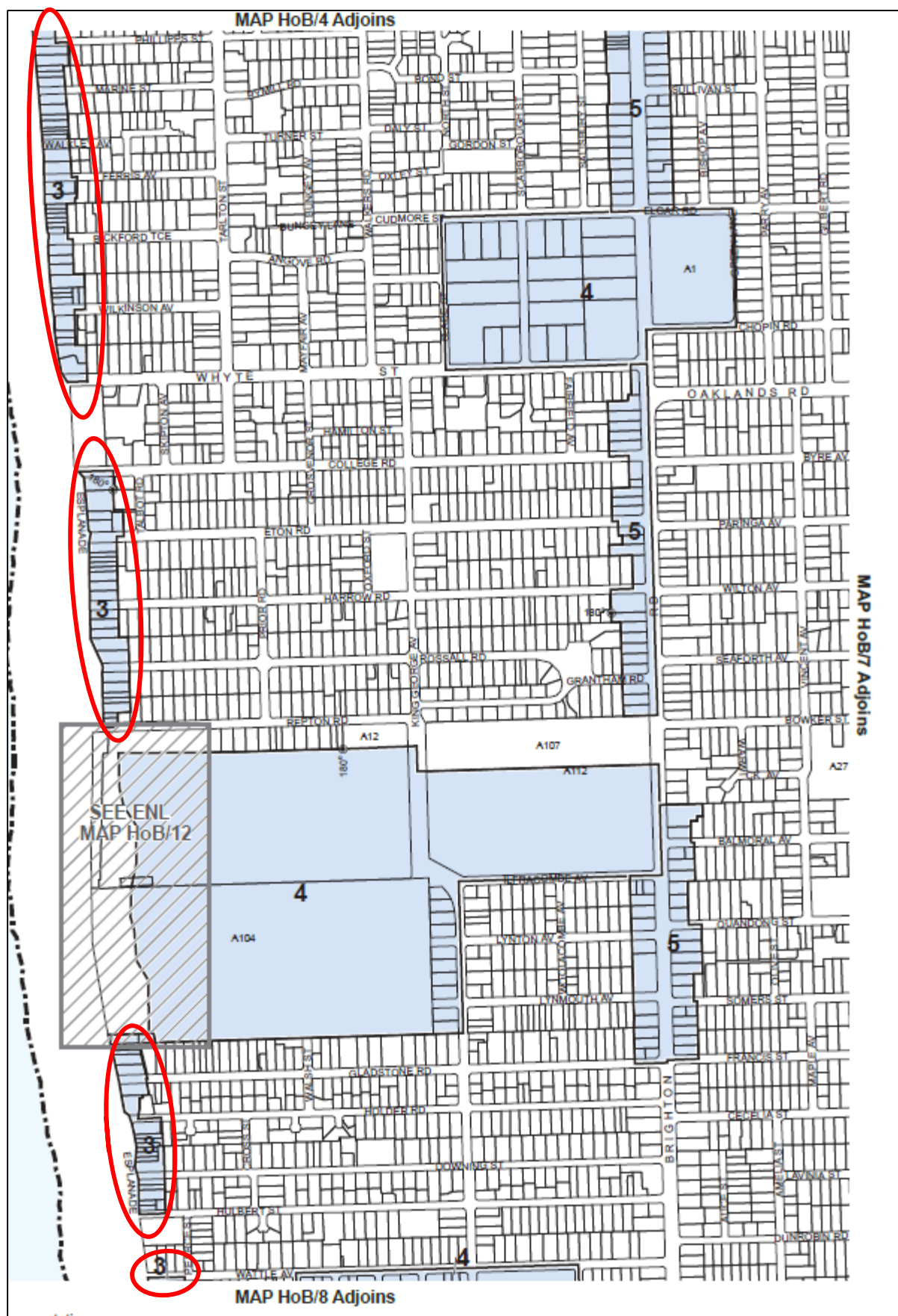
The land division requirements for the General Neighbourhood Zone are a significant departure from the Residential Zones within the City of Holdfast Bay. No detailed analysis has been provided for this substantial reduction in allotment sizes or the impacts it will have. The requirements have been reduced by 25% for both the frontage and allotment sizes, which will significantly impact on densities, but with no analysis of the impact on infrastructure such as stormwater, on-street parking or capacity at zoned schools. If Council were to propose such a significant policy change in a Development Plan Amendment, substantial research would be required to justify the new Policy.

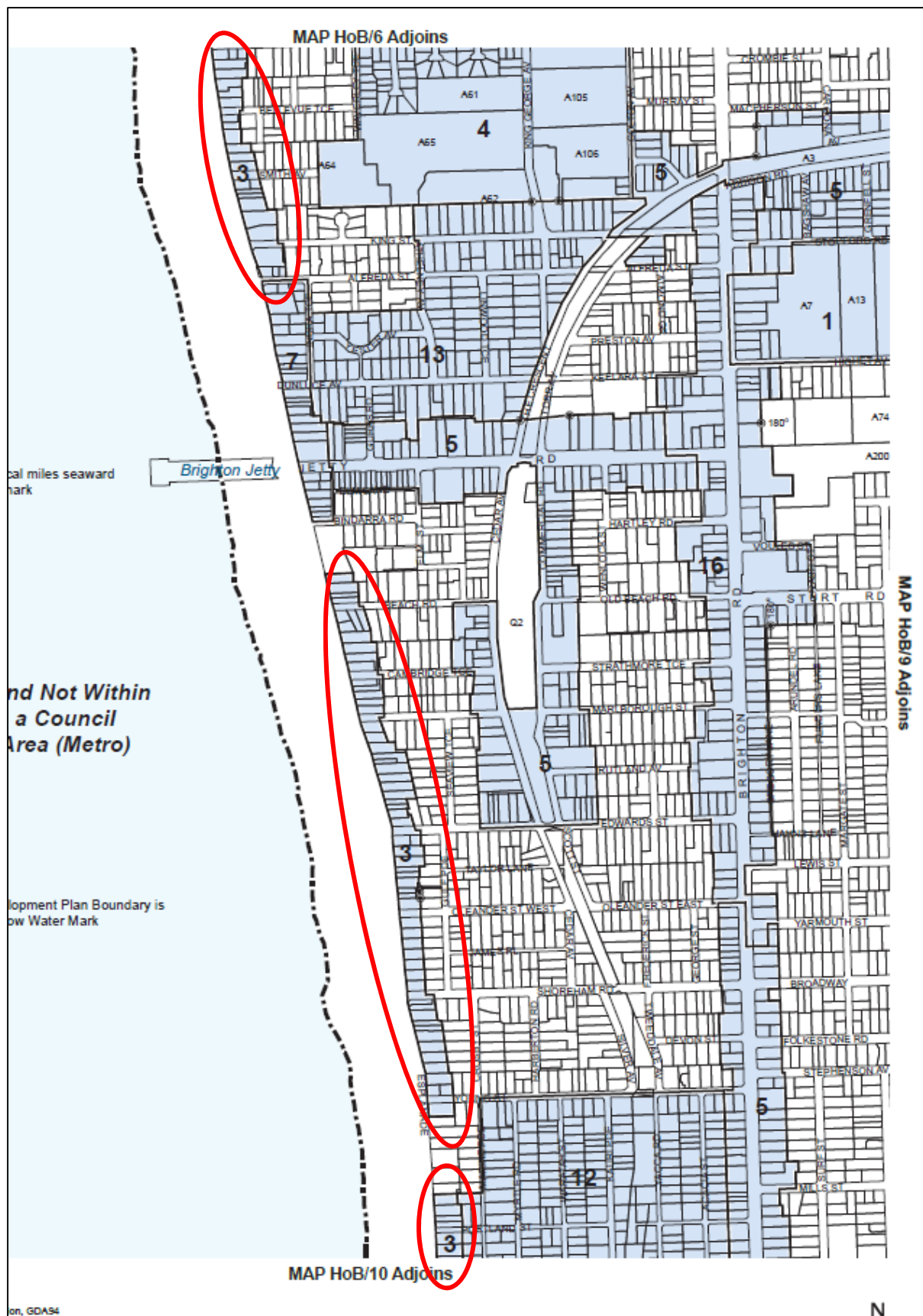
Council requests a detailed analysis of the impact this increase in density with have on the local infrastructure.

The Esplanade south of the Broadway Glenelg South is currently Zoned Residential, Policy Area 3, which allows for dwellings up to 3 storey in height, minimum frontages of 5 metres, and allotment sizes ranging from 200sqm to 300sqm. The area is proposed to be zoned General Neighbourhood and only allows for two storey dwellings on allotment frontages ranging from 9 metres to 12 metres. This does not keep the same policy requirements and will place new development at odds with previous development.

It is recommended that the Esplanade be rezoned to allow for TNVs to maintain the current policy requirements.







- The above images shows R/3 (Residential Policy Area 3), which is recommended to be rezoned to match existing allotment and dwelling height allowances.

The Code has allowances for shops in all three residential Zones that are in the City of Holdfast Bay (General, Suburban and Housing Diversity), 100sqm in normal area and 200sqm where near an arterial road. This is effectively a deregulation of the centres area and will have a big impact on the commercial viability of shopping centres and precincts. This will also have a big impact on on-street car parking availability, which is a big concern of the wider community. In relation to these uses, Council is of the opinion that non-residential development applications in a Neighbourhood zone should be performance assessed and be a type of development that requires notification. Council is also concerned in regards to the potential hours of operation, with allowances to operate until 9pm.

Council's requests that change of use applications to non-residential is performance assessed, and that the DPF for opening hours should be reduced to 6pm, not 9pm.

The public notification triggers between three main residential areas are significantly different, with significantly more elements triggering notification in the General Neighbourhood zone. Non-residential development triggers notification in the Housing Diversity Zone, but no other residential zone. This should be consistent with all Neighbourhood type Zones, with notification for change of use to non-residential type developments.

Council would like to see consistency between residential zones for notification, and that change of use application to non-residential uses require notification.

The procedural table for the General Neighbourhood Zone has clause (d) which makes reference to dwellings.

This should be changed to ensure that singular dwellings are captures, not just multiple dwellings that don't meet that criteria.

There are insufficient policies included for Ancillary accommodation in the Deemed-to-Satisfy table. The policies do not take site coverage into consideration and there is no setback requirements other than length on a boundary, so setback requirement if a wall exceeds 3 metres in height. This needs to be included in the performance assessed table. There are no provisions for design or use of materials to be consistent with the existing dwelling on the site. There isn't even a requirement for it to be ancillary to a dwelling on the site.

There is no restriction for ancillary accommodation to be limited to single storey. Once the building does go more than 1 level, no assessment principles about overlooking and the need for obscure glazing. This will apply for all 3 of the residential zones. Ancillary accommodation buildings should be subject to privacy principles to ensure that any 2 storey development appropriately maintain the privacy of neighbours.

It is recommended that the ancillary development sectioned be reviewed to address the above concerns in relation to site coverage, setbacks and privacy.

With new dwelling builds there is a requirement to provide areas of private open space, soft landscaping in the front and rear yard and a tree. There is no detail as to how does later development such as outbuildings and ancillary accommodation take into consideration the matter of soft landscape areas and mandatory trees.

It is recommended that the assessed tables be amended to ensure that this detailed in reviewed in future applications.

There is an error in the proposed demolition controls for the General Neighbourhood Zone where Historic Area overlays exist. In the assessment tables for demolition in a historic area, the only overlays listed for assessment are for State heritage places and local heritage places, and as such there is no protection for dwellings in a historic area overlay unless they are local or state heritage. This contradicts previous advice and should be amended to match over zone demolition policies.

It is recommended that the assessment table be amended to require demolition applications in an area with a historic overlay to be performance assessed.

No rear setback provisions for the General Neighbourhood listed in the Code, but should be a minimum of 4 and 6 metres. Also no side setback provisions.

This is essential to good development and such reflect current requirements in Schedule 4 of the Development Regulations 2008. Council strongly recommends these are included in the Planning and Design Code.

Dwelling additions should be excluded from Deemed-to-Satisfy where Character and Historic Area overlays apply in the General Neighbourhood Zone. The 'Amended Tables Document' released December 2019 has removed those overlays. This is inconsistent with the practice direction and is a significant step away from existing policies and procedures.

Council recommends that dwelling additions should be performance assessed where a Character Area or Historic Area Overlay apply.

The only type of development to trigger a Concept Plan in this Zone is land division. The one and only concept plan in the City of Holdfast Bay is over the Minda site at Brighton and doesn't involve land division, but building heights. The most relevant type of development that will occur on this site is either residential flat building, or a retirement village, neither of which will trigger the relevant concept plan.

It is recommended that the policy be reword so the above types of development (not just land division) triggers the use of the concept plan.

Suburban Neighbourhood Zone

The Suburban Neighbourhood Zone will replace all of the existing Residential Character Zone, and includes a small portion of the existing Residential Zone along the North Esplanade in Glenelg North. Council has no objection to the proposed spatial layout of the Suburban Neighbourhood Zone.

In the City of Holdfast Bay, Character Area Overlays will only apply over areas in the Suburban Residential Zone. The Character area overlay exempts swimming pools, and with no DTS criteria, swimming pools in a character will go from currently being BCO, to being performance assessed.

It is recommended that swimming pools be exempt from requiring planning consent in this zone, subject to the requirement in the Regulations.

The proposed Zone principles in the Suburban Neighbourhood Zone allows for shops in the Suburban Neighbourhood Zone, 100sqm in normal area and 200sqm on arterial roads, will have a deregulation of centres area.

Council does not object to the proposed floor areas of 100sqm, in residential areas, but conditions allowing 7am to 9pm is considered excessive, and should be exempt from deemed-to-satisfy and performance assessed.

The allowances of commercial uses on arterial road will effectively deregulate centres areas. This will likely have big impact to properties along Brighton Road and Anzac Highway, which is currently zoned residential, but will allow for commercial use. This policy may assist to retain existing buildings and character for uses such as offices and consulting rooms, but assessment is required on the amount of parking and potential loss of front landscaping to allow for additional off street parking provision.

Conditions allowing use up till 9pm is potentially acceptable for arterial roads, but again should be performance assessed.

The four historic conservation areas will be maintained as existing in regards to both boundary and policy intent. These areas will also be covered by Historic area overlay, similar to Character Area Statements, but these will be used for the assessment of demolition in these areas. The assessment of demolition in the Historic Areas is similar with the existing policy and will allow for Council to maintain the existing character.

Council supports the proposed TNVs in this Zone.

The public notification triggers between three main residential areas are significantly different, with much element trigger notification in the general neighbourhood area.

Council recommends that the procedural table be amended to ensure public notification is consistent across the residential areas.

Non-residential development triggers notification in housing diversity Zone, but not other residential zone.

This should be consistent with all residential type Zones, with the procedural table amended so that notification occurs for non-residential type development.

Council is concerned about some of the preferred uses listed for the residential zones. In the suburban neighbourhood zone, a cinema, hotel & restaurant are listed, which aren't compatible with our areas of this Zone. This Zone replaces existing Residential Character Zones that have minimal commercial development and Council's preference is that the residential character of the area be retained.

Council requests that larger scale non-residential types are removed from this list, with only small scale uses being listed.

Suburban Neighbourhood is meant to be a low density zone with a lower site coverage requirement than the General neighbourhood Zone, but the rear setbacks do not match this, a 3m rear setback for single storey and 5 for upper storey is considered too small, should be at least 5m and 8m.

The assessment principles should be amended so that the setback requirements are greater than specified in the General Neighbourhood Zone.

The front setback requirement under DTS 4.1 (a), the word building should be replaced with main face of the adjacent dwelling. By definition a masonry wall or retaining is classified as a building. Also there are irregular carport forward of dwellings which should be ignored.

The use of the word buildings in clause (b) should be replaced with dwelling to ensure a more consistent approach to setbacks.

DTS 6.1 should remove the portion of the clause that relates to buildings on other sites. All development should be 900mm off a secondary street boundary.

The "amended tables" document has character and historic area overlays removed from exempting dwelling additions as being deemed-to-satisfy. This is inconsistent with the practice direction and is a significant step away from existing policies and procedures.

Dwelling additions should be excluded from Deemed-to-Satisfy where character and historic area applies in the Suburban Neighbourhood Zone.

Housing Diversity Zone

The Housing Diversity Zone will replace the existing Residential Zone, Medium Density Policy Area. There is no mapping variation from the existing Policy and therefore Council has no objection to the spatial layout of Zone.

Council has concerns in relation to the proposed density allowed for in this Zone. Currently the Medium Density Policy Area allows for allotments of 250sqm, and 150sqm on arterial roads where certain criteria is met. The lowering of allotment sizes is a significant departure from the existing policy where not located on an arterial road, especially taking into consideration the front setback requirement of 3 metres.

Council requests that the minimum size allotment be increased to be more consistent with current policy.

Non-residential development such as shops are significantly catered for in this Zone with 100sqm in normal area and 200sqm on arterial roads. 100sqm of floor area for commercial development is considered acceptable for activation of residential areas, but conditions allowing 7am to 9pm is excessive for a predominately residential area. Jetty Road Brighton will be located in this Zone and is an example of where these types of shops could be successfully located. The increase in allowances for non-residential development is supported, but should be done in a performance assessed application, with DTS criteria limited to 50sqm and lower hours. Careful assessment is needed to ensure right mix of residential and non-residential, rather than a tick box system.

Council recommends that change of use applications to a non-residential Development in the Housing Diversity Zone should be performance assessed.

The performance assessment table for shops in the Housing Diversity Zone doesn't pick up size and intensity of shops outlined in the earlier POs in the Zone. A shop is only assessed on height and setbacks.

Council recommends amending the assessment table to include Zone DTS 1.1, DTS 1.5 & DTS 1.6

Shop	<div style="border: 2px solid red; padding: 5px;"> [Building Height]: PO 3.1 [Primary Street Setback]: PO 4.2 [Secondary Street Setback]: PO 5.1 [Boundary Walls]: DTS 6.1, 6.2 [Side Boundary Setbacks]: PO 7.1 [Rear Boundary Setback]: PO 8.1 </div>	Clearance from Overhead Powerlines: PO 1.1 Design in Urban Areas [External Appearance]: PO 1.4 Design in Urban Areas [Car Parking Appearance]: PO 6.1, 6.4, 6.5 Design in Urban Areas [Water Sensitive Design]: PO 42.1, 42.3 Interface Between Land Uses [Hours of Operation]: PO 2.1 Interface Between Land Uses [Overshadowing]: PO 3.1, 3.2 Transport, Access and Parking [Movement Systems]: PO 1.4 Infrastructure and Renewable Energy Facilities [Wastewater Services]: PO 12.1, 12.2
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PO 1.3 for the Housing Diversity Zone does not make mention of a café or restaurant as a suitable development in this Zone. Whilst a 'shop', is included, it could be more beneficial to specify restaurant and/or café.

Café and restaurant should be included in PO 1.3 as this would be one of the most preferred types of development.

Garage setbacks are not specified in relation to new dwellings, or dwelling additions. Garage setbacks needs to be specified in the Zone provisions, otherwise dwellings which incorporate a garage can have the garage at 3 metres from the Street. The setback also needs to relate to the main face of the dwelling.

A Principle that states that the garage or carport should be setback at least 0.5 metres from the main face of the dwelling, or 5.5 metres from street, whichever is greater should be included into the assessment of dwellings.

Under clause (e) of the notification table, what is non-residential development? Is a shop that is associated with a residential component residential development? Is removal of a significant tree residential development if it is on a residential allotment? Is a retaining wall residential development?

Council recommends that this clause be changed to read "a change of use to a shop, office or consulting room". It is considered that the change of use that will be the biggest concern for neighbours. Later works should generally not require notification. The notification table should be amended so that in clause (d) dwellings is replaced by building or buildings, so that it captures both singular and more than one building are capture.

It isn't clear what the differences are DTS 6.2 and 7.1. Both specify side boundary setbacks, but have different requirements. DTS 6.2 just states 900mm as the requirement for semi-detached development, whilst 7.1 relates to buildings and varies the setback according to the height of the wall. Council presumes that DTS 6.2 should retail to boundary setback on the shared boundary, other than where a wall is located on a boundary.

Council suggests rewording of these principles to specify whether this relates to the boundary where a party wall, or abutting wall is located on the boundary with the remainder of the dwelling set at least 900mm off the boundary.

The House Diversity Zone will replace the current Residential Zone Policy Area 7 at Seacliff. The area has a significant gradient that drops down to the ocean. To accommodate the gradient dwellings are allowed to development on the hill face with a maximum of seven storeys, but not to have a vertical height greater than three storeys at any one point.

Council recommends the TNV for the areas highlighted on the image below are amended to allow for a maximum of 7 storeys, but no vertical height greater than three storey at any one point as shown in the image below.

Urban Corridor Zone (Main Street)

The Urban Corridor Zone (Main Street) will replace the District Centre Zone that relates to Jetty Glenelg. As the Zone will identically replace the District Centre Zone, Council has no objection to the spatial layout of the Urban Corridor Zone.

The Deemed-To-Satisfy table for this Zone allows for a change of use from residential to shop office with no assessment criteria. Council questions why is this not accepted development or why there is any assessment criteria?

Council accepts that this could be Deemed-to-Satisfy, but there should be some assessment criteria, which would also give guidance to applicants above the level of information that should be provided as part of an application.

PO 3.1 is an incomplete sentence so not sure on the full meaning of the PO *“Buildings mitigate visual impacts of building massing on residential development within a neighbourhood zone, except where this.....?”*

Council requests that this principle be completed and further consultation be allowed and it was not clear what this meant during the consultation process.

What is a Neighbourhood zone in relation to DTS 3.1 & 3.2. PO is not well worded and hard to understand. This whole Zone needs to be reworded as to be clear and concise on what the intent of the Policy is.

Council suggests writing adjacent to a zone with the word ‘neighbourhood’ in its title.

Urban Renewal Neighbourhood Zone

The Urban Renewal Zone is currently zoned as High Density 3 storey, the new zoning does allow for 3 storey, and 4 storey where certain provisions are met, however none of the allotments are big enough within the Zone to meet that requirement. Therefore height within this zone will match the existing policy.

Council has no objection to the proposed mapping of the two areas of this Zone, but notes that this Zone maybe a suitable replacement for the Suburban Activity Centre proposed over the Glenelg Foreshore Area.

Urban Renewal neighbourhood Zone public notification table does not make any sense, includes numbers that don't exist in Point (C) as shown below.

Council suggest rewording to ensure table is appropriate.

Procedural Matters (PM)

Notification

All classes of performance assessed development are excluded from notification except where they involve any of the following:

- (a) where the site of the development is adjacent land to land in a different zone
- (b) development identified as "all other code assessed development" in Suburban Renewal Zone Table 3
- (c) Dwellings that do not satisfy DTS/DPF 201, 301, 4.1, 5.1, 5.2, 6.1, 7.1 and 9.1
- (d) buildings with a wall height greater than 7m and total height greater than 9m.

Procedural Table showing incorrect DTS numbering

Also, point D is inconsistent with existing policy and seems limiting for a Zone that seeks 3 or 4 storey development.

Council recommends increasing the height threshold before notification is required.

Urban Neighbourhood

The Urban Neighbourhood Zone replaces the Residential High Density Zone along the Glenelg foreshore area, and also along Adelphi Terrace. The Zone has varying heights across the Zone that are controlled by several TNV.

Council is supportive of the proposed mapping of this Zone and the proposed height, which are similar to existing policy.

The Zone is predominately residential, or tourist accommodation, with some small scale commercial use. The Land Use and Intensity statement does not correlate to the performance outcomes specified in the Zone.

PO 1.1 states;

Development of low, medium and high density accommodation types for living, including dwellings, supported accommodation, student accommodation, short term accommodation, either as part of a mixed use development or wholly residential development

However, then DTS 1.6 allows for individual shops up to 500sqm 5,500sqm in a single building is a significant increase from the current allowance of 1,500sqm in total. This is primarily a residential zone and the allowances provided for non-residential are totally inappropriate.

Council recommends reducing the allowance for commercial development in this Zone down to 1,500 to match existing policy.

Suburban Business and Innovation Zone

The Suburban Business and Innovation Zone replaces the existing Mixed Use Zone, in the same location and as such ***Council has no objection to the spatial mapping of the Zone***. The naming of the Zone seems to be inappropriate and not reflective of the policy or the area that it is located in. The use of the word ‘Suburban’ is confusing, especially in relation to how it is used elsewhere in the Code, which is mainly in relation to existing residential areas.

Council recommends removing ‘Suburban’ from the title, so that the name is called “Business and Innovation Zone”, or preferably retain the existing title of Mixed Use Zone.

In the assessment tables for this Zone, the Deemed-to-Satisfy change of use provision does not take any external impact into consideration. Hours of operation and impact to sensitive receivers should be added to the list of principles for assessment. A change of use from a consulting room to a shop can have many impact that should require assessment, no just be ignored, especially where the development is to occur in a multi tenancy building (potentially with residential). To limit the assessment to parking requirement is a complete under assessment and will potentially lead to many issues (that could have been addressed in a detailed assessment). Given the list of assessment requirements for a shop in the performance assessed table, the Deemed to satisfy appears to be very inconsistent.

Council recommends increasing the principles requiring assessment in the DTS criteria to match those in the Performance Assessment Table.

Council also questions how does the assessment work in regards to conditions, if there is no assessment required on the potential impacts? What conditions can Council impose?

Change of use from a shop, office or consulting room to a shop, office, consulting room or any combination of these uses where the area to be occupied by the proposed development is located in an existing building and is provided with existing on-site car parking Except where any of the following apply: <ul style="list-style-type: none">State Heritage Area OverlayState Heritage Place Overlay	None	Transport, Access and Parking (Vehicle Parking Rates): DTS 5.1	None	Major Urban Transport Routes Overlay: [Access – Existing Access Points] DTS 3.1 Key Outback and Rural Routes Overlay: Access – Existing Access Points] DTS 3.1
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In the Deemed to Satisfy table, dwelling additions should be excluded where a Historic Area overlay or a character area overlay exists.

The land division principle Deemed to Satisfy in this Zone does not given any guidance other than a PDC which seeks minor adjustment of boundaries, or creation of single additional allotments for residential purposes.

Council recommends reviewing the land division assessment process and providing more assessment principles that will be consistent with the current zoning.

Suburban Activity Centre Zone

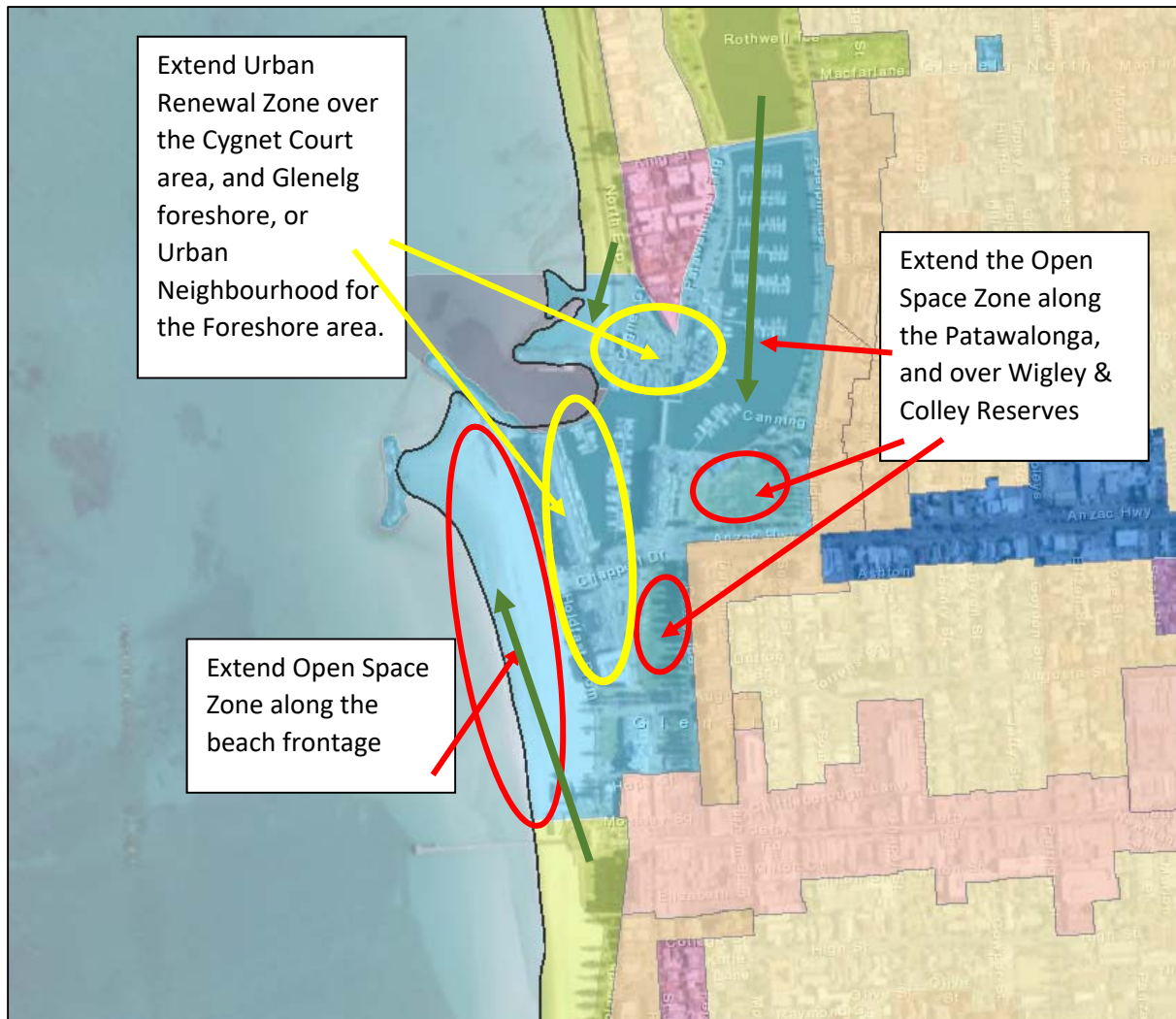
The existing Glenelg Foreshore and Patawalonga Area is to be zoned Suburban Activity Centres Zone. This Policy not consistent with current tourism and residential focus, especially area on the northern side of the marina where is entirely residential, upper market. Given the existing name of the zone, the Policy Content within the Development Plan has a lot of local contain and is unique to this area.

In theory a Bunnings warehouse could be developed in the Cygnet Court area, which would be completely at odds with the existing area that is entirely residential. The Cygnet Court area which is entirely residential, will be at odds with the Proposed Policy that seeks residential development only in conjunction with non-residential development, however this is an entirely residential area and any commercial development would be at odds with existing character and impact on the amenity of the area.

Council recommends rezoning this area to be more consistent with the desired character for this area. The Open Space Zone should be continued over the beach and Patawalonga River, and Wigley and Colley Reserve. The Urban Renewal Zone to the north should extend over the Cygnet Court Area, whilst the Glenelg Foreshore development area should be rezoned either Urban Renewal Zone, or Urban Neighbourhood Zone.

In regards to other areas where the Suburban Activity Centre is proposed the online mapping system has not included relevant TNV in relation to height. There is a proposed Suburban Activity Centre on the Broadway in Glenelg South, which is not consistent with the small scale single storey development allowed for in the Development Plan. The proposed policy states that development up to 6 storeys with 5,500sqm of commercial floor area.

Council recommends the inclusion (in consultation with Council) of several TNV that limit height and floor area to match existing policy.



The above image shows the Glenelg Frontage and Patawalonga Zone and how it should be rezoned

The existing High Density 3 storey Zone to the north of Cygnet Council does not have any TNV data in the proposed zone details, so it is not clear what height is anticipated. It is acknowledge that the existing development along the Esplanade is around 5 storey, so it is an area that could contemplate an increase in height without impacting on the amenity of the locality.

The Suburban Activity Centres Zone have no TNV for height, as specified in the Zone. The area along the Broadway in Glenelg South is currently single storey, but the Zone Policy states allowances for low to medium rise, which according to the definitions is 3 to 6 storey, which would be completely inappropriate for this area.

Council recommends a TNV be put in place, in consultation with Council, to maximise development at single storey to maintain existing policy requirement.

Change of use to a consulting room in Suburban Activity Centre (currently Glenelg Foreshore Zone) is Deemed-To-Satisfy inside a building. So with the apartment buildings at the pier, an apartment could be turned in consulting room and would be DTS. This principle does not take any impacts of such a

change of use into consideration. Whilst this may help 'fast track' developments, change of use application with minimal issues do not require much assessment and are quickly processed. This process would also be at odds with the case law of *The Oaks Hotels and Resorts P/L v City of Holdfast Bay & Anor [2010] SAERDC 16*. In that case it was considered that the change from a dwelling to a serviced apartment was a change of development, and category 3. Given that kind of legal precedence it would be considered appropriate to re-zone the existing Glenelg Foreshore and Patawalonga frontage Zone into something other than the Suburban Activity Zone.

Therefore Council requests the area to be rezoned to be more consistent with the current Development Plan.

Suburban Employment Zone

Brighton Railway station is currently zoned commercial and is proposed to be zoned Suburban Employment Zone. The zone covers an area that is predominately railway land and station, with a small BMX pump track built alongside the train lines. This area would be more suited as an Infrastructure Zone as there is no space for intensification of this area increased due to demand for parking (park and ride).

Council recommends this area be changed to an Infrastructure Zone.

The existing Light Industry Zone will be converted to the Suburban Employment Zone. The Zone is going to a more commercial focus, increased parking demand and conflicting land uses with current uses. Council seeks to maintain this area as a light industry and manufacturing area. The name of the Zone is inconsistent with the overall intent of the area, as it is not what would commonly be known as a 'suburban area' which gives some reference to residential use, and it is not a zone with focus on employment. The employment that occurs within this Zone is secondary to the manufacturing that occurs here, which is Council's focus and desire for this Zone. The current naming of the Zone as Light Industry reflects the current uses and Council's direct for this area to remain as a manufacturing area with low demand for parking and other shared infrastructure.

Therefore Council requests that this Zone remain as a 'Light Industry', both in name and in policy, with significant less commercial uses than proposed in the Planning and Design Code.

The list on the next page is a list of preferred forms of development proposed in the Suburban Employment Zone. PO 1.1 and DTS 1.1 appear to contradict each other, in that the Zone is for light industrial with service trade premises and motor repairs. The DTS list contains shops, tourist accommodation and place of worship which are generally not compatible. Bulky goods outlet is also listed as a desired use for this area.

Council recommends removing those uses not suitable for a light industry area from the list. Council strongly objects to the inclusion of Bulky Good Outlets in this Zone as it is completely inappropriate for the Somerton Park Light Industry Zone and will significantly impact on traffic movements and viability of existing uses in this Zone.

Uses such as a bulky good outlet, community centre, consulting rooms, hotel, office, petrol filling station and tourist accommodation, and place of worship are considered inappropriate with the current uses in the area, plus the limited infrastructure of narrow streets with an already high demand for on-street parking which will not support increased demand.

The changes to the Zone are not considered suitable, Council requests the area to have a sub-zone where less commercial development sought.

Land Use and Intensity

PO 1.1

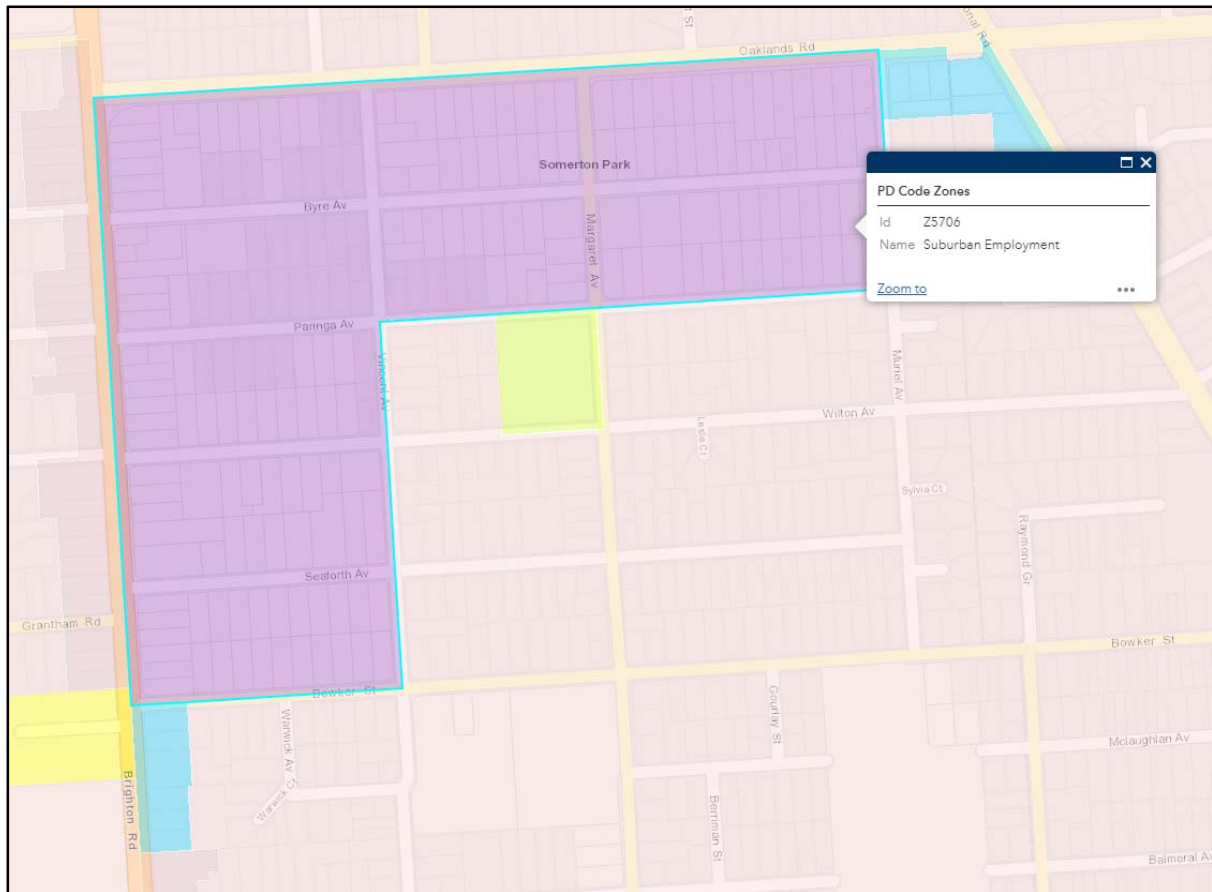
A range of employment generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce objectionable emissions.

DTS/DPF 1.1

Development comprises one or more of the following land uses:

- Bulky goods outlet
- Consulting room
- Indoor recreation facility
- Light industry
- Office
- Research facility
- Service trade premises
- Shop
- Store
- Training facility
- Tourist accommodation
- Retail fuel outlet
- Place of worship
- Motor repair station.

List of preferred land uses in the 'Suburban Employment' Zone



The above image shows the Light Industry Zone within the City of Holdfast Bay which a sub-zone is requested.

The Suburban Employment Zone proposes in DTS 3.4 a 3m side setback on one side of a building for a warehouse, as to allow for access to the rear. There is no justification for this and is at odds with currently policy and the existing built form in the Zone that allows for boundary to boundary development to maximise warehouse space and floor area.

Council recommends removing this principle, or provide further justification and reasoning for its inclusion.

There is no height TNV for Suburban employment area, currently zoned as light industry. This should ideally be limited to 2 storey to maintain existing height given that the zone is adjacent residential and not seeking to be a major commercial or manufacturing location.

Council recommends the inclusion of a TNV limiting building heights to two storeys.

There are no provisions in the Procedural table of the Suburban Employment Zone for any kind of development to be notified. This Zone has the potential for noise and smell pollution and is adjacent an existing residential Zone.

It is recommended that development that abuts a different zone, and any development captured as all other types of development be included in the notification table.

Open Space Zone

The City of Holdfast Bay has no major objections to this zone other than some mapping issues and the point raised below. In regards to mapping, the Open Space Zone covers the Patawalonga River until the King Street Bridge, this should continue all the way to the ocean. Similarly the Open Space Zone should continue on the beach at Glenelg on the north side of the Jetty. The proposed zone is on the east side of the Jetty, but ends at the Jetty.

Council is of the opinion that all of the Patawalonga River should be included in this zone, including the space where the replica Buffalo was sited. Colley Reserve and Wigley Reserve should also be included in the Open Space Zone.

The performance assessed table should include recreational equipment as to allow these types. These types of uses are listed in DTS/DPF1.1 of the Open Space Zone, but do not appear in the performance assessed table and therefore would be notifiable, as being all other development.

A fence should be included in the performance assessment table as high fences that require development approval are often found within this Zone and shouldn't be notified.

Conservation Zone

Council supports land division listed as a restricted form of development, but request that;

Land division that does not create any additional allotments be listed as an exclusion. This view is supported by PO 2.1 and DTS/DPF 2.1 providing guidance for such development.

Recreation Zone

Council has no comment to make in relation to this zone.

Caravan and Tourist Park

Land division is listed as restricted in this zone. This seems to be too restrictive and there are often circumstances where a boundary realignment is relatively minor and provides a suitable outcome.

Council is of the opinion that it would be more appropriate to restrict land division that creates new allotments, as boundary realignments should not be listed as restricted.

DTS/DPF 1.5 should be reworded as it makes no sense at the moment and is not clear of what the intention of the requirement is.

The procedural matters table is not consistent with the Neighbourhood Zone requirements. Shops of 150sqm or greater adjacent land used for residential purposes requires notification, but shop of 150sqm in a Neighbourhood Zone do not require notification.

This should be reworded from “adjacent land used for residential purposes” to “adjacent a Neighbourhood zone”.

As currently proposed, there is no criteria for alterations and additions to existing tourist accommodation. This is potentially a relatively common and minor form of development that should have clearly outlined assessment processes.

Council recommends this to be rewritten there should be criteria to allow for deemed to satisfy pathway for alterations and additions to existing tourist accommodation.

Community Facilities Zone

Council has no comment to make in relation to this Zone.

Infrastructure (Ferry and Marina Facilities)

This new Zone covers about 950sqm of water near the mouth of the Patawalonga. Given the small amount of area of this Zone and the location will have minimal, if any impact on the City of Holdfast Bay. Therefore Council has no comment in relation to this Zone.

Heritage Policies

A draft Practice Direction has been released stating how the Character and Historic area overlays will operate. The Practice Direction states that an Architects report must be provided with any development within a character or historic area, with greater emphasis on the report in a historic area. An Architects report will be required for any demolition of a dwelling in a historic area overlay.

The demolition test of PO 6.1 should relate to more than just the Historic area statement, and should take into consideration how the dwelling contributes to the historic character and streetscape of the locality. The three dot points also needs to relate to more than just the front elevation of the building. The test should be expanded to include side elevations and roof form as these also contribute to the streetscape. The test should also take into account the spatial setting of the dwelling and the allotment and how it contributes to the locality.

Council recommends PO 6.1 be rewritten as

Buildings and structures that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless:

(a) the building has been substantially altered and cannot be reasonably, economically restored in a manner consistent with the building's original style; or

(b) the building does not contribute to the historic character of the streetscape; or

(c) the structural integrity or condition of the building is beyond economic repair.

Alterations and additions

PO 2.1

Alterations and additions complement the subject building and are sited to ensure they do not dominate the primary facade, and employ a contextual design approach.

DTS 2.1

Alterations and additions are fully contained within the roof space of an existing building with no external alterations made to the building elevation facing the primary street.

PO 2.2

Encourage the adaptive reuse of buildings that complement the prevailing historic values and character of the locality, by enabling complementary changes to buildings to accommodate new land uses.

DTS 2.2

None are applicable

Alterations and Additions Policy for the Historic Area Overlays

Alterations and Additions

PO 2.1

Additions and alterations do not adversely impact on the streetscape character.

DTS/DPF 2.1

Additions and alterations:

- (a) fully contained within the roof space of an existing building with no external alterations made to the building elevation facing the primary street; or
- (b) where including a second storey addition, the additions are not visible from the primary street assuming a 45 degree view angle measured from the primary frontage allotment boundary; and

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- (c) do not include any development forward of the front façade building line; and
- (d) that comprise side or rear extensions that are no closer to the side boundary than the existing building and are not visible from the primary street.

Alterations and Additions Policy for Character Area Overlay

PO 2.1 and DPF 2.1 of the Character overlay is confusing and potentially contradicts PO 1.1 to 1.5. There is no reason to restrict side additions based on being closer to the boundary. This clause should be deleted as PO 1.1 to 1.5 provide a clearer direction, and when combined with the character area statement provide sufficient policy to cover additions and new buildings.

Council recommends the deletions of Character Area Overlay DPF 2.1

P.O & DTS 2.1 is too prescriptive and will only apply to certain location. This is a state wide policy and therefore should be more generic as to allow for a greater number of outcomes, with the finer detail being in the character and historic area statements.

Also, the in-roof policy for upper storey development shouldn't be in the overlay policies as this is an individual location policy. In some Historic Areas within the City of Holdfast Bay two storey development is appropriate in character and historic areas, and others isn't. It would be more appropriate for this policy to sit in the character area statement, rather than a blanket policy affecting areas it doesn't need to.

Council recommends reviewing this policy and limit two storey development to certain policy areas, not a state wide level principle.

Sloping Land Overlay

The sloping land overlay is inconsistently mapped. Many areas that comprise a sloping area are not mapped, whilst others are. There is no consistency which will lead to confusion with applicants about when this is applicable. Many steep sloping areas of Mitcham Council are now excluded. It appears that additional areas have been included that aren't actually sloping, which is considered to be an inappropriate use of this overlay. Council recommends removing this overlay as it is inconsistently applied and introducing forms of development (earthworks) that didn't previously exist in the Holdfast Bay Council Area.

Council recommends removing this overlay.

Building near airport overlay

The building near airports overlay significantly impacts on the potential for development to be considered as deemed to satisfy. It covers a large amount of Council and means that dwelling additions and sheds require a performance assessment, rather than accepted or DTS. The actual policy in the overlay appears to have very minimal (if any) impact on the types of development it impacts on from being either accepted or deemed to satisfy.

Council recommends removing this overlay.

Flood Hazards Overlay

There is no flood data for Holdfast Council despite the mapping showing significant water flow from the Marion Council boundary to the east. Council recommends the inclusion of flood data that it has made available to the department.

There is no flood map data for the City of Holdfast Bay, even though the flood mapping overlay shows significant flooding in both Marion and West Torrens Councils that flow on from Mitcham and Onkaparinga Council. This lack of flood mapping means that dwellings and other forms of development can be DTS, even though we know there is flooding issues. Given the issues highlighted on the Marion side it would seem appropriate to continue the data over the Council boundary.

The one issue to manage flooding in a DTS criteria is that dwellings need to have a FFL 300mm above top of kerb. This only applies to dwellings and no other form of development even though they may be in a flood prone area. Council recommends other forms of development to be included with this

requirement. The 300mm above Top Of Kerb (TOK) is ok, but not suitable for a 1 size fits all approach, what about sites that sit about 500mm below TOK, should they be built up 800mm? This means any site that sits below TOK will potentially not be able to be signed off as Deemed-to-Satisfy by private certifier.

Council request the inclusion of the flood mapping available on the Marion Council website, which shows the flood impacted areas of Holdfast Bay Council.

Aircraft Noise Exposure Overlay

There is no noise data over Holdfast Bay Council in relation to the airport, meaning there is no requirement for noise attenuation for dwellings in the flightpath. Whilst this has great significance for West Torrens Council, it is an issue for Glenelg North, which allow for DTS and no noise prevention measures being assessed. Whilst there is some data to the east of the airport, the data looks to be incomplete and not consistent across different Councils.

Council recommends incorporating the ANEF data available from the Adelaide Airport into the Planning and Design Code.

Interface between uses

Hours of operations for DTS non-residential development in a residential zone should be reduced from 9pm to something more aligned with standard business hours.

Council recommends that the deemed to satisfy requirement be reduced to 6pm in the evenings, and then anything beyond that will be performance assessment.

Car Park Ratios

Car parking ratio are carried across as mostly like for like from Development Plans, with the changes only minor, with the exception of dwellings, where 2-bedroom dwellings only require 1 parking space, whereas currently they require two spaces. It is considered that this is a market driven requirement and very few detached dwelling will be constructed with less than 2 parking spaces. This is more relevant to residential flat buildings where there is an opportunity for shared parking.

Visitor parking requirements should be included to ensure a sufficient number of parking spaces are provided.

Housing Renewal General Policies

Housing renewal general policies are for the South Australian Housing Trust (SAHT). This applies across the residential areas and including the suburban neighbourhood zone. The performance assessed table and Deemed to Satisfy table allows for Medium high rise, which is up to 6 storeys, a 3 m front setback and side setbacks of 900mm for walls up to 6m, and 2m for higher walls. There are no general zone policies taken into consideration. This has the potential to significantly impact on the character of Holdfast Bay.

Council recommends that the additional height above 2 storey should only be allowed on larger sites with the additional height well separated from other residential areas to minimise impacts.

Also wording of preferred forms of development means that residential flat buildings should only be supported where they do not contain above ground dwellings.

Housing Renewal

Assessment Provisions (AP)

Desired Outcomes (DO)

DO 1

Renewed residential environments to replace older social housing, provide new social housing infrastructure and other housing options and tenures to enhance the residential amenity of the local area.

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Land Use and Intensity

PO 1.1

Residential development provides a range of housing choices.

DTS/DPF 1.1

Development comprises:

- (a) detached dwellings;
- (b) semi-detached dwellings;
- (c) row dwellings;
- (d) group dwellings; or
- (e) residential flat buildings, except where incorporating above-ground dwellings.

PO 1.2

Higher density housing options (such as medium rise residential flat buildings) provided in close proximity to public transit, open space or activity centres.

DTS/DPF 1.2

None are applicable.

Building Height

PO 2.1

Buildings contribute to a low-to-medium rise suburban character.

DTS/DPF 2.1

Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m, except in the case of a gable end.

PO 2.2

Medium rise buildings in locations close to public transit, centres or open space.

DTS/DPF 2.2

None are applicable.

PO 2.3

Medium rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 storeys transition down in scale and height towards the periphery (side and rear boundaries) of the site.

What the intention of DTS 1.1, as the policy suggests a preference for underground dwellings in a residential flat building. Council suggests rewriting this principles show that it makes sense.

DTS for Housing by SAHT is 3 storeys, but the procedural table requires notification for buildings 3 storeys or greater. How can an application be deemed to satisfy but also require notification? Council recommends that only two storey buildings be deemed to satisfy and any higher buildings

require notification. Also, this notification table sits within the General Policies area, and will be trumped by any principles in the Procedural Table for the subject Zone.

The DTS/DPF of 3.1 does not match the PO of 3.1. The PO seeks buildings that setback from the street boundary compatible with the desired outcomes of the area. But DTS/DPF 3.1 allows for setbacks of just 3 metres.

This is considered to be insufficient and the policy should require buildings to be setback the average of the adjacent dwellings, especially given the allowance for additional height.

Primary Street Setback

PO 3.1

Buildings are set back from the primary street boundary in a manner which is compatible with the desired outcomes of the area.

DTS/DPF 3.1

Buildings (excluding any balcony, verandah, porch, awning or similar structure) are set back from the primary street boundary 3m or more.

The DTS outcomes for wall setbacks are considered to be insufficient and will potentially impact on residential amenity. The allowance of a 6 metre wall to only be set 900mm from the boundary is considered to be completely inappropriate.

Council recommends that setback provisions in relation to walls should be consistent with the subject zone in which the development is proposed.

Design in Urban Areas

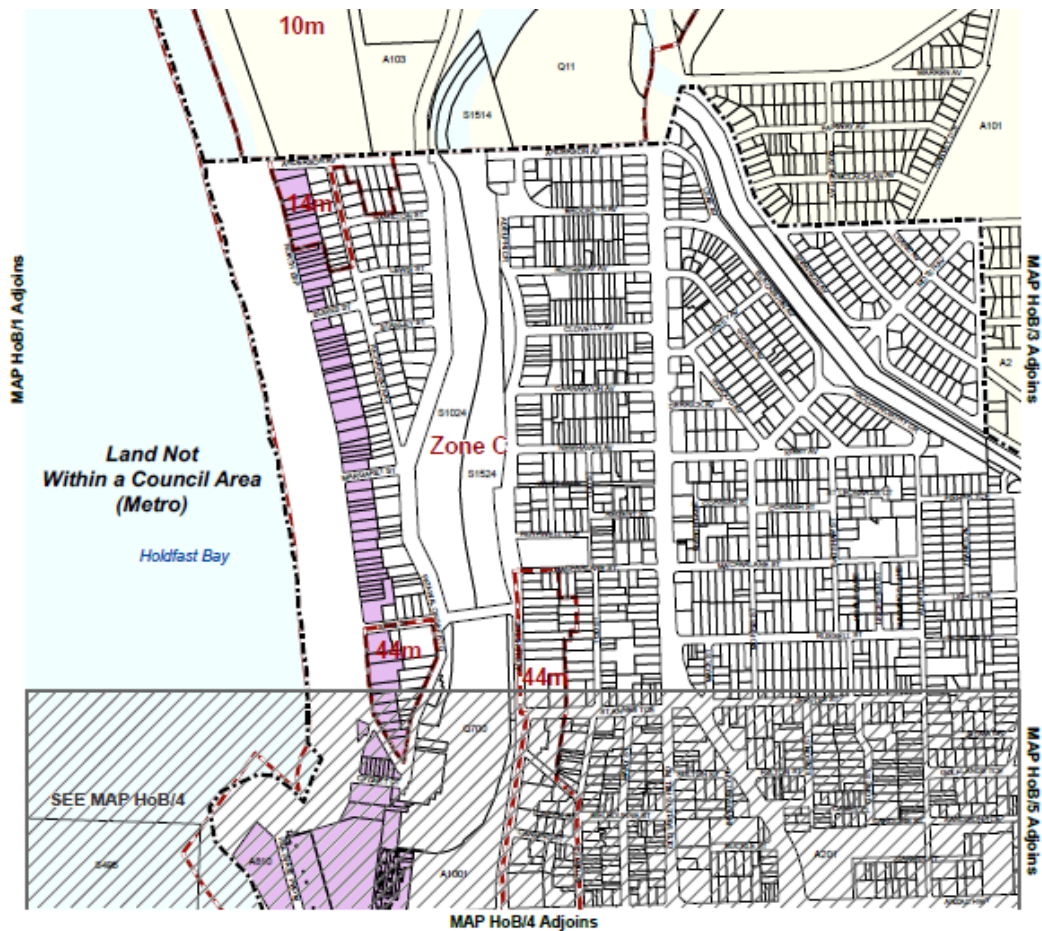
Ancillary development Principles 16.1, though probably meant to the 17.1, should state that garages and carports should be setback 0.5 metres behind the main face of the dwelling. The requirement for a carport or garage to be set back 5.5 metres from the street is not carried over into the Zone provisions, which it should be. Otherwise a garage under a main roof can be setback 3 metres (for DTS) in a Housing Diversity Zone. This could potentially be set even close if dwelling setback is considered acceptable in a performance assessment application.

Council recommends that garage setback provisions are included in the assessment of a dwelling, not just for a separate ancillary outbuildings.

Minimum Floor Levels

The current Development Plan includes minimum site and floor levels for allotment adjacent the ocean, shown in the maps at the rear of the Development Plan, under 'Development Constraints'. The minimum site levels are set as to minimise flooding impacts on properties adjacent the ocean. These levels will be important for any deemed to satisfy or performance assessed application as to ensure appropriate floor and site levels are developed. The affected properties are shown highlighted in pink and purple on the following pages.

Council requests that the minimum floor and site levels shown below are incorporated in the Planning and Design Code.

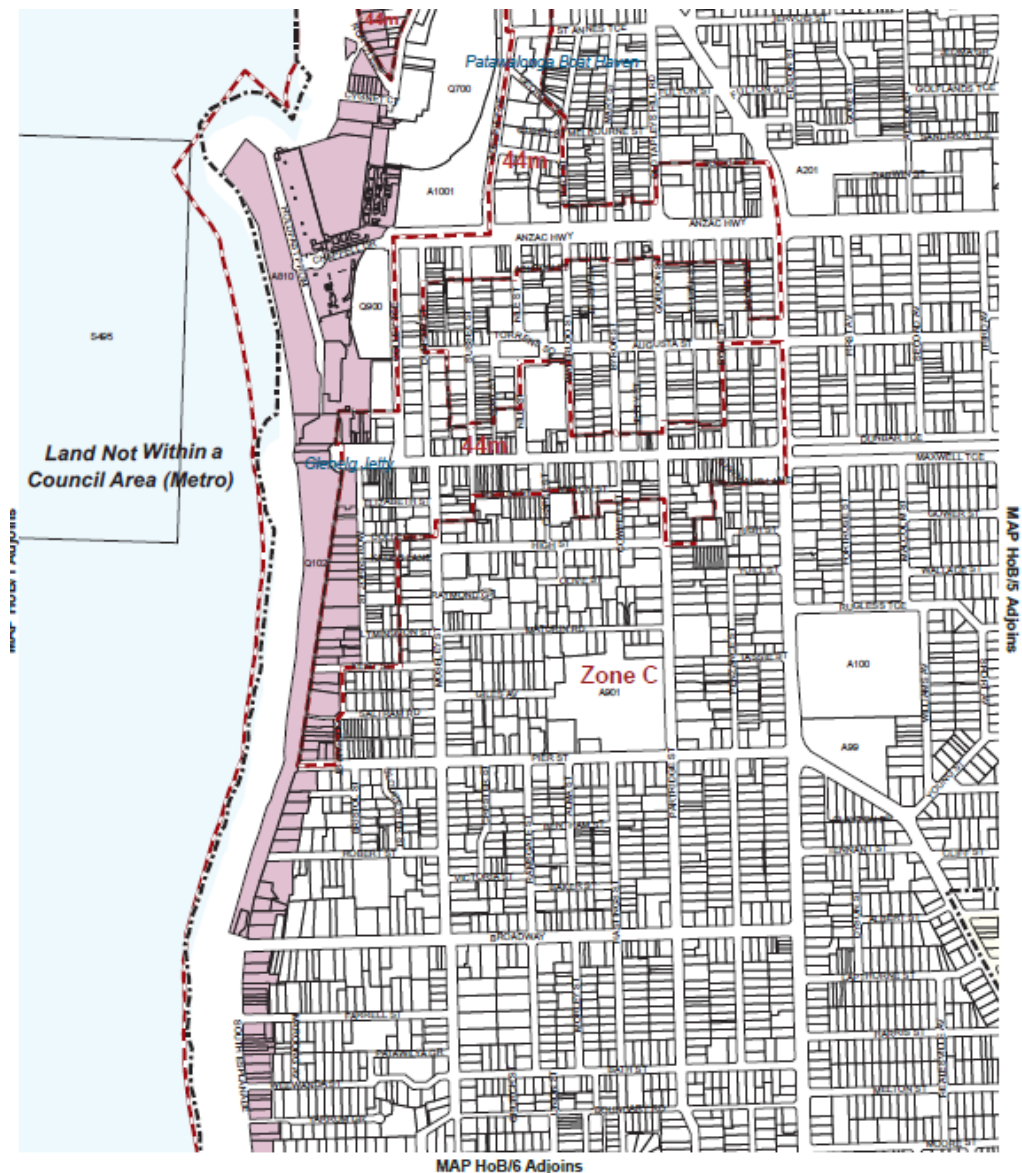


Airport Building Heights
 10m - 44m All Structures restricted to height identified on maps
 (above existing ground level, measured from the top of the nearest roadside curb)
Zone C All Structures Exceeding 15 metres above existing ground level

 Airport Building Heights
Coastal Building and Site Levels (Australian Height Datum)
 Min site level 3.2m - floor level 3.45m
 Development Plan Boundary

Overlay Map HoB/2 DEVELOPMENT CONSTRAINTS

HOLDFAST BAY COUNCIL
 Consolidated - 2 June 2016



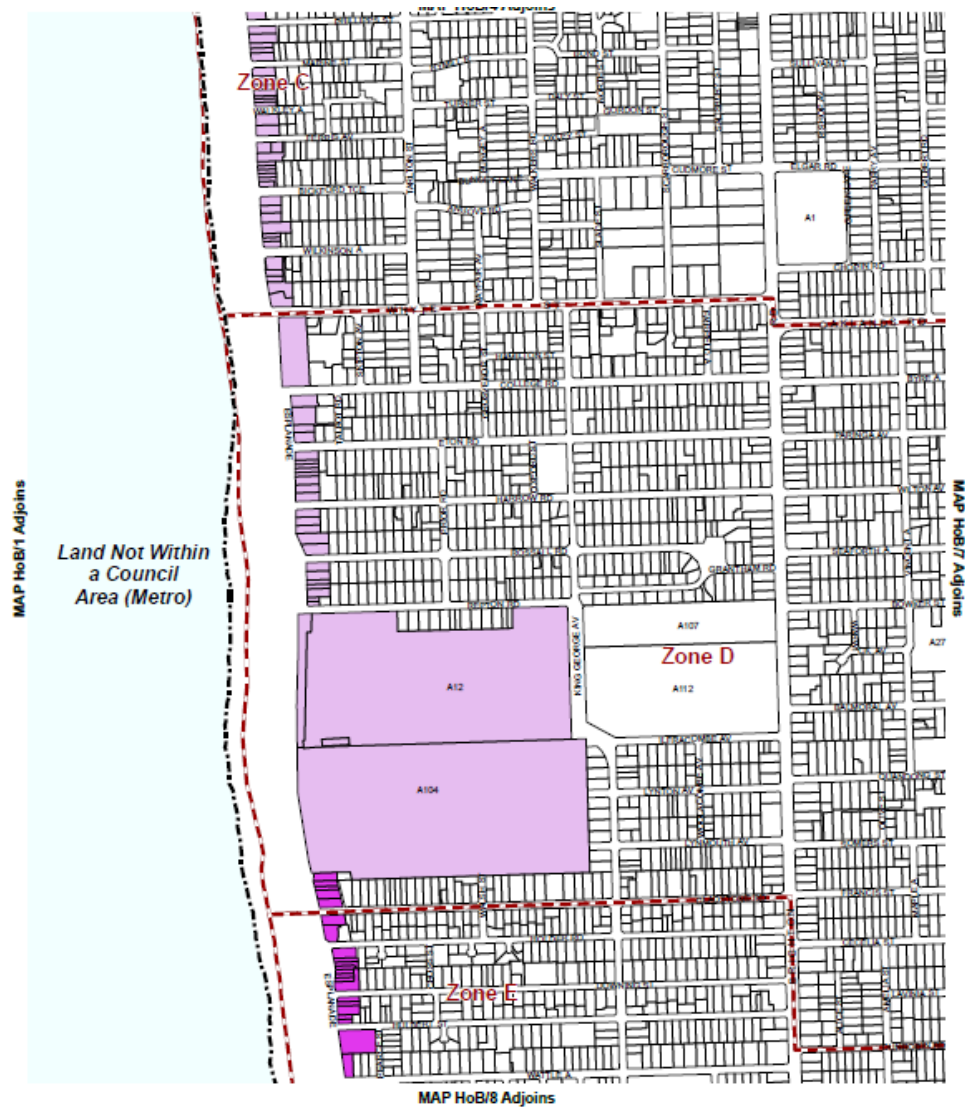
Airport Building Heights
44m All Structures restricted to height identified on maps
 (above existing ground level, measured from the top of the nearest roadside curb)
Zone C All Structures Exceeding 15 metres above existing ground level



- Airport Building Heights
- Coastal Building and Site Levels (Australian Height Datum)
 Min site level 3.2m - floor level 3.45m
- Development Plan Boundary

Overlay Map HoB/4 DEVELOPMENT CONSTRAINTS

HOLDFAST BAY COUNCIL
 Consolidated - 2 June 2016



Airport Building Heights
 Zone C All Structures Exceeding 15 metres above existing ground level
 Zone D All Structures Exceeding 45 metres above existing ground level
 Zone E All Structures Exceeding 100 metres above existing ground level

Airport Building Heights
Coastal Building and Site Levels (Australian Height Datum)
 Min site level 3.2m - floor level 3.45m
 Min site level 3m - floor level 3.25m
 Development Plan Boundary

Overlay Map HoB/6 DEVELOPMENT CONSTRAINTS

HOLDFAST BAY COUNCIL
 Consolidated - 2 June 2016

It is Council's intention to pursue the best outcomes for our community as part of the Planning and Design Code implementation process. To that end, we are raising these issues of concern in the hope that a productive solution can be found.

I look forward to the Commission's response on how these issues will be addressed.

Should you have any questions please contact Michael Gates, Business Partner – Transition & Policy Planning (Development Services) on mgates@holdfast.sa.gov.au or 8229 9957.

Yours Sincerely

Roberto Bria
Chief Executive Officer
City of Holdfast Bay