26 February 2020
Reference: 0102 Code Submissions

Attention: State Planning Commission
By Email: DPTI.PlanningReform@sa.gov.au.

DRAFT PLANNING AND DESIGN CODE – PHASE 3 (URBAN CODE) CONSULTATION SUBMISSION

This consultation submission is provided in relation to land at 65-73 Mooringe Avenue, in the suburb of Plympton (Figure 1).

Figure 1. Subject Site

The subject site is generally bound by Mooringe Ave to the north, Streeters Road to the west, Gardner Street to the south, and abuts land zoned residential to the east. The site is approximately 1.2 hectares in area and is currently vacant.

The site is formally described as:

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

The subject site was a known contaminated site given historical land uses. A substantial remediation program was put in place as part of a ceased rezoning process (refer Section 3) which involved demolition and clean-up of the site to demonstrate its suitability for residential development. Independent audit advice indicates the land can be made suitable for residential purposes.
1. Master Planned Infill Development

The subject site represents a consolidated site appropriate for infill development. We believe that the Code should distinguish between master planned infill sites and minor infill sites in its application of assessment criteria within the Planning and Design Code (the Code).

We note that small scale infill development in established suburbs, and particularly the redevelopment of individual allotments into two or more allotments has been the source of widespread concern regarding the perceived adverse impacts such as on streetscapes, reduces areas of vegetation and tree planting, increases vehicle crossovers, reduces on street parking and increases the likelihood of overlooking or overshadowing of neighbours.

The Code is introducing a Design Overlay as well as General Development Policy for Design in Urban Areas (and Design in Rural Areas) that seeks to address a number of these concerns.

However, the quantitative standards of the Code as currently drafted will capture small and large infill sites in the same way. We believe that large infill sites have the propensity to resolve all design concerns expressed in respect of small-scale infill development and therefore should not be subjected to the same quantitative standards.

We note that the draft Code recognises this distinction in the four Urban Corridor Zones and in the City of Living Zone through the introduction of “Significant Development Sites” and “Catalyst Sites” Performance Outcomes and Deemed to Satisfy criteria. In particular, Significant Development Sites PO 4.1 and 4.2 state:

**PO 4.1**
Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor and over 2500m2 in area, which may include one or more allotment) to achieve increased development yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.

**PO 4.2**
Development on a significant development site designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.

With minor modification these provisions could form the basis of guidance for Significant Development Sites in other zones including:

- Employment Zone
- Housing Diversity Neighbourhood Zone
- General Neighbourhood Zone
- Greenfields Suburban Neighbourhood Zone
- Residential Neighbourhood Zone
- Suburban Neighbourhood Zone
- Urban Neighbourhood Zone
- Urban Renewal Neighbourhood Zone.

Suggested policy amendment is included in Enclosure 1.
Currently, the subject site at Plympton would not qualify as a Significant Development Site as the land is proposed to transition from Industry to Employment Zone (refer Section 5).

2. Existing Planning Provisions

The subject site (Figure 1) is located within the City of West Torrens and accordingly, the relevant Development Plan is the West Torrens Council Development Plan – Consolidated 12 July 2018.

The subject site is in the Industry Zone as identified on Zone Map WeTo/12 (reproduced in part as Figure 2); and is identified on Concept Plan Map WeTo/16 North Plympton / Camden Park Industry as a protrusion into an otherwise residential area (Figure 3).

The objectives of the Industry Zone are:

- a zone primarily accommodating a range of industrial, warehouse, storage and transport land uses; and
- manufacturing activities, within Plympton and Camden Park, well removed from adjacent residential areas.

The interface of the subject site (and other industrial sites) are known areas of potential conflict with surrounding existing residential development. Council’s strategic plans identify a desire to minimise this interface, including possible rezoning of land, including the subject site, from industry to residential. This is also supported by investigations by Council and others demonstrating a lack of demand for industrially zoned land in the City of West Torrens; and desire for greater housing diversity (among other justifications for rezoning – refer Section 3).

*Figure 2. Current Zoning in Development Plan*

Source: Extract West Torrens Council Development Plan Zone Map WeTo/12
The current Industry Zone contains provisions that could allow industrial land uses that would be potentially undesirable for existing surrounding residential areas despite existing Principles of Development Control (PDC) that seek to protect residential amenity. Existing PDC identify the magnitude of the interface problem. Dwellings and other residential accommodation such as residential flat buildings and nursing homes, are listed as non-complying development within the Zone.

In the absence of demonstrated need for industrially zoned land, the current zoning is largely obsolete and more likely to create interface conflict rather than a good planning outcome.

3. Plympton Residential Development Plan Amendment

In recognition of outdated zoning, the subject site formed the affected area for the Plympton Residential Development Plan Amendment (DPA) commenced by the City of West Torrens as a privately funded DPA.

Discussions between the landowner and Council commenced in 2016/17, with the Statement of Intent to rezone the land from Industry to Residential agreed between Council and the Minister for Planning on 11 August 2018. The rezoning was on the understanding that given the historical contamination status of the land, a medium density outcome would be required to provide the economic impetus for remediation.

All the necessary DPA investigations were completed and demonstrate not only the suitability, but the desirability of the affected area for residential development.

The following zoning outcomes were considered as part of the DPA:

- Residential Zone
• Urban Renewal Zone
• Residential Regeneration Zone
• Suburban Neighbourhood Zone.

On 10 December 2019, the Council administration put a recommendation to the Council that the proposal to rezone the affected area to Medium Density Policy Area 18 of the Residential Zone of the West Torrens Council Development Plan (as outlined in the draft DPA – refer Enclosure 2) be progressed to public consultation (refer Enclosure 3). Given the appropriateness of the existing Medium Density Policy Area 18, only very minor amendments to Principles of Development Control were proposed such that maximum building height was limited to two storeys at the interface with Gardner Street.

At that meeting, the Council resolved not to proceed with the DPA (refer Enclosure 4) and subsequently wrote to the landowner advising that the DPA would no longer be progressed (refer Enclosure 5). It is understood the decision taken by Council was an aversion to increased residential density rather than a residential zoning per se.

Notwithstanding the Council’s change of mind, there is a substantial body of evidence that supports a residential (neighbourhood) zoning outcome for the subject site.

4. Renewal SA Land

The land immediately to the north-west of the subject site, in the Industry Zone, is associated with the former operations of New Castalloy and is owned by Renewal SA (refer Figure 4). It is understood that operations at New Castalloy are or have been decommissioned.

Given the investigations underlying the Plympton Residential DPA indicate low demand for industrially zoned land and support housing diverse, it is anticipated that land owned by Renewal SA will also no longer be required for industrial uses and could transition to residential.

Again, the remediation of a former industrial site for residential purposes is likely to warrant uplift in residential density in the immediate location of the subject site.

5. Feedback on Phase 3 of the Code

The draft Code currently proposes the subject site transition from Industry Zone to Employment Zone (refer Figure 4).

Figure 4. Proposed Zone – The Code
If Council had rezoned the land to Medium Density Policy Area 18 of the Residential Zone as proposed (refer Section 3), a high-level review of the draft Code indicates a transition to the Code as Housing Diversity Neighbourhood Zone.

Each of the possible Code Zones are discussed below.

5.1 Employment Zone

The Employment Zone contains three Desired Outcomes (DO). DO 2 and DO 3 talk to the arrangement of employment generating uses and amenity matters. DO 1 seeks:

A comprehensive range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the State.

The Zone contemplates a broader range of uses as performance assessed development (and removes non-complying triggers) compared with the Industry Zone in the West Torrens Council Development Plan. This is supported as it provides greater policy flexibility and an ability to test more development proposals on merit.

Notable examples include the following classes of development: consulting room; bulky goods outlet; motor repair station; personal or domestic services establishment; motor repair station; shop (less than 1,000m² or Restricted Development); telecommunications facility; as well as the provision for ‘All other Code Assessed Development’. While more classes of development are contemplated in the draft Code, the compatibility with surrounding residential areas is still a key consideration for the subject site.

Performance Outcome (PO) 1.1 (Land Use and Intensity) and PO 1.2 talk to interfaces with another (more sensitive) zone. PO 1.2 in particular seeks to limit uses to low impact non-residential uses, as follows (my emphasis):

PO 1.2

Development adjacent land in another zone used for or primarily accommodating residential development incorporates a range of low impact non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.

Multiple other PO in the Employment Zone including PO 3.1 and 3.2 (Built Form and Character), PO 4.1 and 4.2 (Interface Height); and PO 5.1 (Landscaping), seek further protections at the interface with existing residential development.

In relation to the subject site, which is surrounded by residentially zoned land, the draft Code creates constraints to future use and design. This provides an indication that an alternative neighbourhood zoning could be more appropriate.

The removal of non-complying triggers from Development Plans is supported. This presumably provides an opportunity for dwellings and other residential accommodation to be tested (as ‘All other Code Assessed Development’) in the Employment Zone (despite residential development being largely inconsistent with DO in the Zone). PO 1.4 (Land Use and Intensity) reinforces the subordinate nature of residential development in the Zone:

PO 1.4

Residential development is subordinate and necessary to support the efficient management, security and/or operational aspects of a non-residential land use.
Procedural Matters are such that all classes of development will be notified on the basis the subject site is adjacent land in a different zone. The State Planning Commission has recognised through its Phase Three (Urban Areas) Code Amendment – Update Report, that this may result in unnecessary notifications. It is anticipated this will be rectified prior to Code release.

For the reasons above, the subject site is relatively more constrained by the Code and transition to an Employment Zone is questioned on the basis a more appropriate alternative zone exists (refer Section 5.2).

### 5.2 Housing Diversity Neighbourhood Zone

The Desired Outcome (DO) of the Housing Diversity Neighbourhood Zone is:

> Low-rise medium density housing that supports a range of needs and lifestyles located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

The Housing Diversity Neighbourhood Zone shows strong alignment with the ceased DPA (refer Section 3) in that it limits building height to two storeys while achieving low to medium density. The Zone also contemplates low-impact non-residential uses which are more appropriate for the subject site given its residential interfaces. These uses include commercial and community services for the local community (PO 1.3 – 1.5).

Procedural Matters are such that all classes of development will be notified on the basis the subject site is adjacent land in a different zone. The State Planning Commission has recognised through its Phase Three (Urban Areas) Code Amendment – Update Report, that this may result in unnecessary notifications. It is anticipated this will be rectified prior to Code release.

### 5.3 Overlays

The following Overlays in the draft Code are currently proposed to apply to the land holding:

- Airport Building Heights (Regulated) Overlay
- Building Near Airfields Overlay
- Prescribed Wells Area Overlay
- Regulated Trees Overlay.

The Building Near Airfield Overlay appears to have broad coverage and consequently would trip a dwelling in the Housing Diversity Neighbourhood Zone from deemed-to-satisfy (DTS) to performance assessed development. The State Planning Commission has recognised through its Phase Three (Urban Areas) Code Amendment – Update Report, that a review of the DTS pathway may be required.

That the subject site is not currently subject to Technical and Numerical Variations (TNVs) is supported.

### 5.4 Performance Assessed Development

As a general observation, the wide-spread application of Overlays is likely to result in a significant concentration of performance assessed development, particularly for infill development on large sites. The following over-riding comments are made in relation to performance assessed development and the interaction between
Performance Outcomes (PO) and Deemed To Satisfy (DTS) / Designated Performance Feature (DPF) which is unclear in the draft Code.


The policies specified in the Applicable Policies for Performance Assessed Development Table constitute the policies applicable to the class of development within the Zone to the exclusion of all other policies within the Code library, and no other policies are applicable.

This statement indicates that DTS/DPF in the Zone Assessment Provisions (AP) do not apply to Performance Assessed Development (Table 3). However, later in Part 1 under the heading ‘Policies – Desired Outcomes and Performance Outcomes’, it states (my emphasis):

In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a designated performance feature or DPF). Without derogating from the need to assess development on its merits against all relevant policies, a DPF provides a guide to the relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not derogate from the discretion to determine that the outcome is met in another way.

Given DTS are the same as DPF, it implies that to meet a Performance Outcome a reasonable test is the DTS/DPF. However, the DTS/DPF are not included in Table 3 as ‘Applicable Policies.’ This has the potential to cause inconsistency and uncertainty for performance assessed development, particularly where the authority takes a strict view of the application of the DPF. This is further complicated by referencing DTS in Procedural Matters for performance assessed development. One possible improvement to the system could be to:

- Remove the DTS from the Assessment Provisions and insert them into Table 2 (similarly to the way Classification Criteria are used in Table 1); and
- Delete DPF from the Assessment Provisions and Procedural Matters such that performance assessed development is on its merits.

6. Conclusions

For a range of reasons outlined in this correspondence, it makes sense to apply a neighbourhood-based zone (such as the Housing Diversity Neighbourhood Zone) over the subject site.

These reasons include that:

- There is low demand and uptake of employment (industrial) uses as it relates to the subject site;
- The subject site has existing residential development at its interfaces which constrain development for employment (industrial) uses;
- An ability to preserve a low impact employment land use capability through a neighbourhood zone (Housing Diversity Neighbourhood Zone);
- The subject site is currently undeveloped and has undergone a substantial program of remediation to become suitable for future residential uses;
- The site is a consolidated site that could provide for master planned infill development;
• The site can contribute to improving housing diversity in inner-middle Adelaide near existing services and infrastructure;
• Affordable, smaller homes are expected to be in demand (and not currently available) based on demographic and market assessments in the location;
• Council is understood to support residential development of the land (the aversion being increased residential density);
• A neighbourhood zoning outcome (Housing Diversity Neighbourhood Zone) is complementary to the existing and prospective development of sites in the location; and
• The substantive investigations for the Plympton Residential DPA demonstrate a neighbourhood-based zoning outcome (Housing Diversity Neighbourhood Zone) is more appropriate for the subject site than an employment-based zoning outcome (Employment Zone).

7. Recommended Actions

• Apply provisions for Significant Development Sites to a broader range of Zones in the Code with minor modifications (refer Enclosure 1).
• Amend zoning for the subject site to Housing Diversity Neighbourhood Zone as all justification and investigations to support this zoning are complete and it provides a more appropriate zoning outcome (refer Section 6).
• As a compromise, amend zoning for the subject site to General Neighbourhood Zone (as per the surrounding area) and introduce the Significant Development Sites provisions to the General Neighbourhood Zone.

8. Other Minor Clarifications and Corrections

The following are clarifications and minor corrections to the draft Code identified during review of the subject site:
• It is unclear why PO 4.1 and PO 4.2 (Interface Height) in the Employment Zone only relate to a ‘neighbourhood zone.’
• Procedural Matters in the Housing Diversity Neighbourhood Zone reference in part (b) the ‘Suburban Neighbourhood (Medium Density) Zone Table 3’

Should you require further information, we would be pleased to discuss this matter in more detail.

Your sincerely

Sarah Gilmour
Senior Consultant

Encl. 1. Significant Development Sites
2. Draft Amendment
3. Council Agenda 10 December 2019 - report item 17.3
4. Council Minutes 10 December 2019
5. Council notification of decision
Significant Development Sites

Proposed Modifications

We suggest the definition of a “Significant Development Site” be amended to a site of more than 4000m$^2$ within one or more allotment, but without a road frontage dimension. The larger minimum area (4000m$^2$ rather than 2500m$^2$) will restrict its application to only sites requiring a more substantial investment (and therefore likely to involve development entities that have greater financial capacity to address design, environment and building quality).

Further, we see no reason to apply a frontage criterion, since the “Interface Height” provisions dictate scale relationships at the site boundaries which ensure compatibility with surrounding development scale, regardless of the width of the site.

The new “Significant Development Site” criteria could be restricted to Performance Outcomes only or could involve a combination of Performance Outcomes and Deemed To Satisfy criteria.

The following section provides an example of how the “Significant Development Sites” provisions might be drafted.

Significant Development Sites

PO 4.1

Consolidation of significant development sites (a site over 4000m$^2$ in area, which may include one or more allotment) to achieve increased development yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.

DTS/DPF 4.1

Development on significant development sites up to 30% above the maximum building height specified in DTS/DPF … where it:

(a) Incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area;

(b) Includes more than 15% of dwellings as affordable housing; or

(c) Includes at least:

i. Three of the following:

A. high quality open space that is universally accessible and is directly connected to, and well-integrated with, public realm areas of the street;

B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;

C. active uses are located on the public street frontages of the building, with any above ground car parking located behind;
D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments;

E. a child care centre; and

ii. three of the following sustainable design measures provided:

A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;

B. living landscaped vertical surfaces of at least 50m$^2$ supported by services that ensure ongoing maintenance;

C. passive heating and cooling design elements including solar shading integrated into the building;

D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;

E. higher amenity through provision of public open space in excess of the 12.5% standard by at least 10%;

F. higher amenity through delivery of a minimum of 15% deep root zone space within public and/or private spaces, including within reserves and streetscapes.

PO 4.2

Development on a significant development site (a site over 4000m$^2$, which may include one or more allotment) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.

DTS/DPF 4.2

Development that:

(a) is constructed within zone’s Interface Building Height provision as specified DTS/DPF …… and ……;

(b) locates non-residential activities and higher density elements towards the centre of the site; and

(c) locates taller building elements towards the centre of the site.

Note that we have included some additional sub-clauses in the form DTS 4.1 (c)(ii) E and F. We believe these provisions are particularly pertinent to larger sites where a development may include public roads and public reserves and that these public spaces can actually achieve more in terms of vegetation, tree canopy and open space than would otherwise be achieved within the allotments themselves.
City of West Torrens

Plympton Residential Development Plan Amendment

The Amendment

For Consultation
The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 12 July 2018.

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.

<table>
<thead>
<tr>
<th>Amendment Instruction Number</th>
<th>Method of Change</th>
<th>Detail what in the Development Plan is to be amended, replaced, deleted or inserted.</th>
<th>Is Renumbering required (Y/N)</th>
<th>Subsequent Policy cross-references requiring update (Y/N) if yes please specify.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Amend</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Replace</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Delete</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Insert</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)**

Amendments required: **No**

**ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)**

Amendments required: **Yes**

**Residential Zone – Medium Density Policy Area 18**

1. **Insert**

   Within PDC 5 in the table, where Parameter is Maximum building height (from natural ground level), after the statement

   Allotments in Ashford (other than those adjacent to Residential Character Ashford Policy Area 22); four storeys or 16.5 metres

   Insert

   Allotments fronting Gardner Street, Plympton: two storeys or 8.5 metres

2. **Insert**

   Within PDC 6 in the table, where Dwelling type is Row dwelling, immediately after the words Row dwelling, insert the words

   or detached dwelling constructed boundary to boundary

   N                      N
<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>Insert</td>
<td>Within PDC 7 in the table, where Column heading is Row Dwelling, immediately after the words Row Dwelling, insert the words or detached dwelling constructed boundary to boundary</td>
<td>N</td>
</tr>
</tbody>
</table>

### TABLES

| Amendments required: No |

#### MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

| Amendments required: Yes |

<table>
<thead>
<tr>
<th></th>
<th>Map(s)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>Replace</td>
<td>Council Index Map with the contents of Attachment A</td>
<td>N</td>
</tr>
<tr>
<td>5.</td>
<td>Replace</td>
<td>Zone Map WeTo/12 with the contents of Attachment B</td>
<td>N</td>
</tr>
<tr>
<td>6.</td>
<td>Replace</td>
<td>Policy Area Map WeTo/12 with the contents of Attachment C</td>
<td>N</td>
</tr>
<tr>
<td>7.</td>
<td>Replace</td>
<td>Concept Plan Map WeTo/2 Prominent Development Sites with the contents of Attachment D</td>
<td>N</td>
</tr>
<tr>
<td>8.</td>
<td>Replace</td>
<td>Concept Plan Map WeTo/16 North Plympton / Camden Park Industry with the contents of Attachment E</td>
<td>N</td>
</tr>
</tbody>
</table>
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 WeTo/1 to Map WeTo/15 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

WEST TORRENS COUNCIL
Prominent Development Sites
Primary Roads
Local Roads
Railways
Development Plan Boundary

Concept Plan Map WeTo/2
PROMINENT DEVELOPMENT SITES
WEST TORRENS COUNCIL
17.3 Privately Funded Plympton Residential Development Plan Amendment

Brief

This report presents the privately funded, draft Plympton Residential Development Plan Amendment for consideration and progression to public consultation.

RECOMMENDATION(S)

It is recommended to Council that:

1. It supports the proposed changes to the West Torrens (City) Development Plan Amendment as described in the draft Plympton Residential Development Plan Amendment.

2. The draft Plympton Residential Development Plan Amendment be approved and subjected to the required public and agency consultation for two months from 8 January 2020.

3. The Chief Executive Officer be authorised to sign the Certificate required to confirm that the draft Plympton Residential Development Plan Amendment is suitable for the purposes of public consultation, pursuant to section 25 of the Development Act 1993 and Schedule 4A of the Development Regulations 2008.

4. If required, a special meeting of the relevant Committee or Council be convened to hear submissions on the draft Plympton Residential Development Plan Amendment on 3 March 2020.

Introduction

This report presents the proposed policy for the Plympton Residential Development Plan Amendment (DPA) at the former Boral Batching Plant located at 65-73 Mooring Ave, Plympton which is currently Industry Zone and proposed to be Residential Zone.

On 15 May 2017, Holmes Dyer met with the Administration pursuing a rezoning process for 65-73 Mooring Avenue, Plympton (Boral Site). At that meeting, Holmes Dyer indicated that the previous owners, Boral Asphalt SA/NT, were planning to cease operations in June 2017.

On 16 May 2017, Holmes Dyer wrote to Council with a formal request to consider a privately-funded DPA to rezone the Boral Site to Residential.

Further, on 30 May 2017, Holmes Dyer submitted a 'Statement of Justification' to Council for the rezoning of the Boral Site to be considered as a privately funded DPA, which was subsequently provided in principle support, by Council at its 6 June 2017 meeting.

Since that time, the following actions have been undertaken:

- 19 July 2017 Holmes Dyer met with DPTI to seek in principle support for the DPA and subsequently made a written request for response from DPTI.
- 26 September 2017, DPTI provides 'in-principle' support to proceed.
- 17 April 2018, Council approves Deed in accord with 2(b) of the Council resolution and a draft 'Statement of Intent (SOI) - Plympton Residential'.
- 11 August 2018, the Minister for Planning advised council that the SOI formed an appropriate basis for the preparation of the proposed DPA pursuant to section 25(1) of the Development Act 1993.
- 24 May 2019, the proponent's consultant forwarded site investigations which include interim audit advice, traffic assessment, services report, air quality, stormwater, noise, housing assessment, social infrastructure. The proposed amendment and explanatory statement and analysis were received by Council on 14 October 2019.
Council Agenda 10 December 2019

The 'affected area' considered in the DPA is currently zoned Industry Zone in the suburb of Plympton and is bounded by the Residential Zone at all boundaries. A map of the affected area is shown below:

The Residential Zone is currently contained within Council's Development Plan and is proposed for application over the affected land (below).

Investigations

The intention of the DPA, as reported to Council at its 17 April 2018 meeting, is to investigate the rezoning of the land from Industrial to Residential. The proposal presents an opportunity to investigate appropriate housing mix, formulation of planning policy that facilitates appropriate residential development that is both attractive and provides a range of price points. It will enable local people to remain in the area should they choose, whether they be new arrivals, first home buyers, families or down-sizers.

As reported to Council at this same meeting, design quality is increasingly important to a new compact urban form to ensure the enjoyment, safety and sustainability of the community. It was stated by the proponent that the proposal would provide for high quality residential and public realm design outcomes including articulation of building materials and construction, green spaces, connectivity, access and pedestrian permeability and implement crime prevention through environmental design. As it was last reported, there was a number of investigations to be undertaken to inform the proposed DPA, these included:

- Consideration, justification and analysis of the application of the Residential Zone and potential inclusion of a Policy Area in the City of West Torrens Development Plan.
- Investigation into the potential to provide for a range of innovative housing types (including aged and adaptable housing) and the provision of 15% affordable housing.
- Investigation and development of a suitable design framework for the treatment of streetscapes, public realm and the interface between public and private realm.
• Review of the capacity of existing social infrastructure to meet expected demand from this proposed rezoning and identify mitigation, where required.
• Investigate noise and air quality issues and identify an appropriate policy response for activities within the Industry Zone and in the context of proximity to the Adelaide Airport.
• Environmental site history, site contamination and assessment reporting including residual impacts from historical activity.
• Transport investigations and assessment to:
  o Identify the traffic impact of future land uses and identify required traffic control and management to connect to the existing road network for safe and efficient operation.
  o Identify opportunities for public transport and walking/cycling to and from the site and connectivity to existing networks around the site.
  o Develop an internal layout for an integrated approach to access, parking and waste collection.
• Review the existing stormwater disposal network and identify augmentation, detention/retention or other upgrade works, where required.
• Capacity of existing electricity supply, gas supply and mains water and sewer supply having regard to projected nature of future development likely to occur.
• Review of Desired Character Statement(s) and specific policy for the site to address issues such as desired land uses, built form, land division, interfaces and traffic movements and access.
• Prepare where necessary, concept plan(s) to guide future development.

These investigations have been undertaken. Below is a summary of the conclusions which support the proposed rezoning:

**Housing Assessment: Mooringe Ave, Plympton:**

*The Housing Assessment: Mooringe Ave, Plympton* intended to identify residential land and housing products appropriate for development of the affected land and to ensure a suitable policy framework is created to facilitate the development. After investigating existing demographics, projected population and sales data the report concludes that it is proposed to include a range of housing types across the area affected in response to demands for different types of housing to match a diverse community. More specifically, providing a range of medium density dwellings, noting, in response to potential for affordable housing, that some forms of higher density residential development can provide affordable housing options as smaller dwelling sizes can reduce the overall costs of living.

**Social Infrastructure Assessment: Mooringe Ave, Plympton:**

The report states that the proposed rezoning of the area affected is likely to contribute demand in the order of 70 additional dwellings and 161 additional residents projected to comprise a younger age profile but with a similar family demographic and ageing segment as identified for the Plympton SA2 at the 2016 Census. The report advises, based on the availability of relevant key services and facilities to the area affected, it is envisaged that the capacity of existing social infrastructure is adequate to meet expected demand and that no additional provision is required to support the proposed rezoning of the land.
**Plympton DPA- Environmental Noise Assessment:**
Prepared by Sonus - dated March 2019

The conclusion of the noise assessment is that:
- The noise from Mooringe Avenue can be adequately attenuated with practical residential building construction and the report provided indicates example acoustic treatments for residential development within 10 metres of Mooringe Avenue, and 10-25 metres of Mooringe Avenue.
- The noise from the current Castalloy site is not significant;
- The presence of residences on the subject site will not constrain future industry on the Castalloy site beyond the constraint imposed by existing residences;
- The site is unconditionally acceptable for residential development with respect to aircraft noise.

**Air Quality Assessment- Rezoning of 65-73 Mooringe Avenue:**
Prepared by ERM- dated 1 April 2019

Conclusions from this report are:
This air quality assessment was prepared to review the potential for air quality impacts at 65-73 Mooringe Avenue, which is proposed to be rezoned from industrial to residential.

The assessment considered:
- Review of activities in the North Plympton industrial area and relevant air quality related evaluation distances as identified.
- Exposure potential from industrial activities considering wind conditions.
- Complaints data from the area.
- Background air quality data.
- Council land use interface objectives and principles.

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

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

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

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

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

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

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

It is recommended a suitable setback or separation distance to specifically address taller buildings is discussed with the EPA. Dispersion modelling could be performed to assess the situation but would need to be based on generic/worst case assumptions to address uncertainty regarding potential future industrial developments.

**Preliminary Site Investigation (PSI):**
Prepared by MUD Environmental- dated 21 July 2017

The aim of the PSI was to identify current and historical activities at the site that have the potential to cause significant site contamination issues that could adversely affect the proposed redevelopment of the site for residential land use. Several Potentially Contaminating Activities (PCAs) as defined in South Australian legislation were identified at the site and surrounds.

On site, the bitumen works, fuel storage, potential asbestos and fill importation have been assessed as medium to high risk and on this basis, adversely affect the proposed residential land use.

The interpretations presented in the PSI are qualitative and it was recommended that quantitative investigations be undertaken to confirm site contamination. It was recommended that a sampling plan be developed in consultation with the Site Contamination Auditor to adequately characterise the nature and extent at the site, noting some of the characterisation would be better completed post demolition to enable access.

**Interim Audit Advice 69 Mooringe Avenue, Plympton**
Prepared by AAA Environmental- dated 17 December 2018

The Auditor has concluded that in its current condition the site is unlikely to be suitable for the proposed residential development due to identified soil and soil vapour contamination. Therefore, the Auditor recommends that the Remediation Management Plan (RMP) prepared for the site is implemented at the site. The Auditor also recommends that the local residents are informed of the proposed remediation works as part of formal Community Engagement activities.

Following the completion of the remediation works, the Auditor will review the available information and determine whether there is sufficient information to complete a Site Contamination Audit Report for the site.
Traffic Assessment Report
Prepared by Wallbridge Gilbert Aztec, dated 2 May 2019

There are 82 dwellings proposed and as per Figure 1 Road Layout, access to existing road network is shown along with internal cul-de-sacs to service proposed development. The Report identifies that these have been nominated as 'Medium Density', assumed to be townhouses. The generation rates for townhouses are assumed the same as houses, and the apartment trip generation rates are assumed to fall under 'Medium Density Residential Flat Building – larger units and townhouses (three or more bedrooms)'.

From the assessment, the following key findings and recommendations are summarised below:

- The proposed rezoning is proposed to amend land use from industrial to residential in the form of medium density townhouses. The rezoning proposes an internal road access of approximately 2,300 square metres of road network, accessing onto Streeters Road via two access points and Gardner Street via 1 access point. The proposed rezoning's internal road network still requires detail design and assessment.
- The proposed rezoning would likely increase local area traffic by around 533 vehicles per day, with around 54 vehicle trips generated during peak hour traffic.
- The majority of the proposed rezoning traffic will access the arterial road network via Mooringe Avenue. Conservative modelling assumes that 50% of the proposed rezoning traffic will access/egress the proposed rezoning via Access Point 3 / Mooringe Avenue and 50% will access/egress via Streeters Road. However, it is likely that some development traffic will redistribute to Whelan Avenue and Errington Street via Gardner Road, lessening the volumes assumed in the traffic model.
- The proposed rezoning has no impact on programmed road upgrades in the area, nor do any programmed upgrades impact the proposal. Council’s proposal to widen Streeters Road will likely benefit traffic behaviour for the proposed rezoning but requires further assessment to gauge the impact on the proposal.
- The existing road network flows reasonably well during peak hour, with observations indicating only minor increase in delays experienced for traffic entering Mooringe Avenue from adjacent side roads.

- Crash history indicates that crashes in the vicinity of the proposed rezoning are at established "conflict points" i.e., intersections and junctions. All intersections and junctions reviewed are considered to be performing adequately for the types of intersection and volumes experienced.

- The proposed rezoning site is already well serviced by existing public transport modes and reasonably good connections to cycling and pedestrian facilities and networks within the local area. Internal road network design should consider the requirements in the CWTDP for pedestrian and cyclist connectivity to infrastructure.

- All sight distances are likely to be achieved for the proposed access points onto Mooringe Avenue, Streeters Road and Gardner Avenue.

- In consideration of the Austroad Guidelines, the proposed access points for the proposed rezoning do not warrant and will not require any turning treatments for Mooringe Avenue, Streeters Road or Gardner Street.

- Traffic modelling (SIDRA) indicates that the Mooringe Avenue / Streeters Road intersection performs to an acceptable level of service for the estimated post-development traffic flows. Traffic performance is expected to remain similar to existing levels of service, creating only minimal delays to traffic on the minor legs of the intersection. No significant changes to the Mooringe Avenue/Streeters Road intersection are required to cater for the traffic impacts generated by the proposed rezoning.

- Traffic modelling (SIDRA) indicates that the Mooringe Avenue/Access Point 3 intersection performs to a good level of service for the estimated post-development traffic flows. Traffic flow on Mooringe Avenue will be generally unimpeded and delays to the traffic queuing out of Access Point 3 are expected to be minimal. No significant changes to the proposed Mooringe Avenue/Access Point 3 intersection are required to cater for the traffic impacts generated by the proposed rezoning.

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

Stormwater Report
Prepared by Wallbridge Gilbert Aztec dated 1 May 2019

The intent of this study was to identify the impact the proposed rezoning would have on the existing stormwater infrastructure. The study identified that detention storage would be required on site, to ensure that the runoff for the residential site does not exceed the runoff from the industrial site. For a minor storm event, approximately 25m³ of storage would be required so the site runoff does not exceed the predevelopment runoff and approximately 55m³ is required for a major storm event.

This study also identifies that, as part of the detailed design for the site, further consideration will need to be given to understand how this detention storage will be accommodated on site. Either a detention basin could be installed or the storage could be provided underground within pipes/detention tanks. Given the low volume of storage required, it is likely that an underground system will be installed however, this will be dependent on the inverts of the adjacent stormwater network.

In addition, the study identifies that water sensitive urban design treatment approach will be adopted for the site and water quality treatment requirements that comply with relevant defined standards. Lastly, a soil and erosion drainage management plan is to be implemented in accordance with the Environment Protection Act 1983.
Services Report
Prepared by Wallbridge Gilbert Aztec- dated 1 May 2019

The services report seeks to identify the impact that the proposed rezoning will have on existing service infrastructure including potable water, sewer, electrical, communications and gas.

Water:
A request for SA Water to undertake a detailed assessment, to confirm that there is sufficient capacity within the network to cater for the re-zoning, has been lodged with SA Water’s Treatment and Network Planning Team. This review is currently underway.

Sewer:
A request for SA Water to undertake a detailed assessment, to check that there is sufficient capacity within the network to cater for the proposed rezoning, has been lodged with SA Water’s Treatment and Network Planning Team. This review is currently underway.

Electrical:
SA Power Networks (SAPN) have advised that, given the site was previously an industrial site, the network should have sufficient capacity to cater for the proposed rezoning. This is however subject to the final loading from the rezoned land.

In terms of the site infrastructure, it is likely that a pad-mount transformer would be required for the site. In addition, some of the allotment connections could be provided from the street (either Mooringe Avenue, Streeters Road or Gardner Avenue) if the properties are Torrens titled. However, this would be non-contestable works that would need to be completed by SAPN.

Communications:
NBN have confirmed that there is an active network within the area that could service the re-zoned land.

Currently, they are unable to undertake a feasibility assessment for the project as there are less than 100 premises expected.

NBN are able to undertake a detailed planning assessment and confirm exact costs once a Development Application is submitted.

Gas:
APA Group have undertaken a preliminary assessment of the re-zoning site.

The natural gas reticulation for the site would commence from either Mooringe Avenue or Gardner Street, however APA prefer that the connection comes off the high-pressure gas main in Mooringe Avenue.

Discussion
In addition to the investigations undertaken, reference has also been given to the following two documents:

- City of West Torrens Plympton Residential Development Plan Amendment- Explanatory Statement and Analysis (Attachment 1- under separate cover)
- City of West Torrens Plympton Residential Development Plan Amendment- The Amendment (Attachment 2- under separate cover)
Four options have been considered to achieve a residential based zoning outcome for this DPA, the following four potential zone options were considered:

1. Residential Zone
2. Urban Renewal Zone
3. Residential Regeneration Zone
4. Suburban Neighbourhood Zone

Evident from the investigations undertaken, and the proposed amendment, is a desire by the proponent to achieve a greater housing diversity through zoning that enables variety through land use, lot size and dwelling type. Following review of the investigations and zonings within Council’s Development Plan and the South Australian Planning Policy Library (SAPPL), the proponent has nominated the ‘Residential Zone’ as the developer’s preferred zoning option, with Medium Density Policy Area 18 as per City of West Torrens Development Plan.

The objectives of the Residential Zone are to provide:

1. A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
2. Dwellings of various types at very low, low and medium densities.
3. Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
4. Development that contributes to the desired character of the zone.

The conclusion of the analysis highlights the investigations for this DPA support a rezoning of the area affected to facilitate residential development and at densities higher than the existing surrounding low residential density. In the context of the historical industrial use of the land and industrially zoned land to the north-west of the site, the proposed rezoning represents an opportunity to provide a new residential form as a transition between industrial and low density residential land uses.

As stated, the proponent’s preferred rezoning outcome is to use the Residential Zone as per the West Torrens Development Plan, subject to the changes highlighted below:

Zone and Policy Area

- Rezone the affected area, currently zoned Industry, to Residential, Medium Density Policy Area 18
- Amend existing, Principle of Development Control 5 in Medium Density Policy Area 18 so that maximum building height for allotments fronting Gardener Street Plympton is two storeys or 8.5 metres.
- Amend existing Principles of Development Control in Medium Density Policy Area 18 to reflect that a detached dwelling constructed boundary to boundary has the same parameters as a row dwelling.

Mapping

- Replace existing relevant Index Map, Zone Map, Policy Area Map and Concept Plan Maps.

The Analysis acknowledges that there is capacity for this proposed rezoning to act as a transition between industrial and low density residential development with the aim to introduce a new residential form by way of small lot housing. This raises further need to consider the implications of a density that supports medium density in close proximity to industry and the potential for industrially zoned allotments to be inhibited by an increase in residents who may expect a higher level of amenity that cannot be afforded by virtue of proximity to industry. The impact of such a density may further limit or reduce industrial expansion.
The Plympton industrial precinct is approximately 45 hectares bordered by Morphett Rd and Adelaide Airport, with main access from the city via Mooringe Ave from Marion Rd. The Plympton industrial precinct has largely been developed since the 1960s with most land uses being low scale light industry however, there are some major industrial premises in the precinct, including:

- A Solo waste transfer facility on Council owned land at the northern end of Morphett Rd,
- Campbells distribution warehouse on Deeds Rd,
- The former Manuele Engineering site, now the Council works depot, and
- New Castalloy manufacturing plant on Mooringe Ave.

Currently, when looking at development of particularly sensitive land uses on or near zone boundaries, the aim is to minimise adverse impact and conflict between land uses, protect community health and amenity from the adverse impacts of development and protect desired land uses from the encroachment of incompatible development.

Much of the investigation undertaken to date has highlighted that the proposed rezoning of the subject land from industry to residential will provide benefit to the adjacent residential zones, in part due to the affected area's geographical location as a discrete and small zone nestled amongst the existing residential zone being residential too.

The critical component is finding the balance in policy between the existing low density residential zone, the industry that is in close proximity, mitigating the interference on amenity (through emissions of odour, smoke, fumes, dust and other airborne pollutants, noise, vibration, electrical interference, light spill, glare, hours of operation and traffic) and the proposed policy. The land use assessment provided supports the proposed rezoning of the affected area from industry to residential with a medium density policy area.

Assumptions have been made around the ongoing operations of New Castalloy, which, following discussion with the land owner appears to be correct. However, as it stands, existing zoning and land use rights mean that the subject site is located in very close proximity to industrial development and zone interface.

Increasing residential density within such a locality can further exacerbate issues of poor amenity for both existing and new residents as well as impacting the longevity of industrial business in the locale. Review of the studies undertaken consider the uncertainty around any future use of the New Castalloy site for an industrial purpose, with ERM providing commentary regarding the potential for the proposed rezoning to encroach on the existing Industry Zone (assuming the site will remain industrial).

ERM do not expect that any future operations at the New Castalloy site would pose any particular risk of air quality impacts at the affected area if the residential development would be of a similar nature to surrounding residential areas (single and two storey) since compliance over the existing residential areas would already be required and interface issues with the existing residential area would have to be addressed as part of any new industrial redevelopment.

Given the existing residential area surrounding the Industry Zone is predominantly one to two storeys, the advice of ERM is that there is a potential that development over two storeys may require a specific setback or separation distance from the New Castalloy site. This would ultimately depend on the future use of the land and whether the use had potential for air quality impacts (noting at this time any future use is unknown and may not require any separation, such as a warehouse use).
In the absence of any certainty of future land use at the New Castalloy site, ERM has indicatively suggested a 100m evaluation distance as a generic smaller scale industrial activity (subject to advice from the EPA) or further dispersion modelling (once the future use of the New Castalloy site is known). While there are mitigation strategies that can be applied to individual buildings for air quality impacts, the assessment by ERM is that this approach would need to be tailored to the specific development situation (at a later stage).

In terms of the rezoning proposal, ERM notes that the proposed rezoning of the affected area offers the potential for improvement in local air quality for the residential areas that currently surround the smaller isolated industrial zoning area resulting in a positive benefit.

As seen by figure 2 below, the subject site is surrounded by the Residential Zone, Low Density Policy Area 20 to the north, east, south and west. The Residential Zone continues to the north, east and west, changing to Medium Density Policy Areas 18 and 19, as a transition to the Urban Corridor Zone. Notably, the Industry Zone is located northwest of the subject site.

On review of the proposal, it is considered that the proposed medium density will be subject to relevant provisions of the Development Plan in any assessment which provides for adequate policy to manage interface and issues of amenity.

It is anticipated that Residential Development Code would be extended over the subject land, as per the Analysis provided.

With regard to the proposed policy put forward by the proponent, small lot housing requires greater reliance on public realm to achieve areas for recreation, exercise, landscaping amongst other considerations. A best practice standard of 3 hectares per 1000 people was nominated as the basis for future public open space provision within West Torrens as per City of West Torrens-Open Space and Public Place Plan. This study highlighted that as of 2011 Plympton had a ratio of 8.1 Ha of open space per 1000 people (based on a population of 4541). The ABS estimates that resident population in 2018 for Plympton is 4932, which equates to approximately 7.4Ha per 1000 residents. Projections in line with the State Government 30 year plan indicate that moving forward this would decrease to 4.9Ha per 1000 people.
When analysed, there is a general undersupply of open space within West Torrens. With respect to distribution, the Open Space and Public Place Plan recognises a contemporary approach of open space provision within 400 metres of residents and playground within 250 metres. As the crow flies, the affected land is located approximately 120 metres from Errington Reserve, which is classified as Neighbourhood level open space. Likewise, the subject land is approx. 76 metres to Myer Avenue Reserve, 258 metres to Sandringham Reserve and 360 metres to Parkin Reserve which are all local level open space.

Open space contribution scheme is provided through the Development Act, 1993. The scheme provides for a land contribution of up to 12.5% of the area for the purpose of public open space or a monetary contribution in-lieu of land provision. Council has previously highlighted a desire to gain a higher level of open space, 15% opposed to the legislated 12.5%. The proponent is not compelled to provide more than the minimum stated within the Development Act, 1993. It is worth noting that there is capacity for Council to elect to receive payment for each block created although Council has indicated that this is not its preference. There appears to be capacity for smaller lot sizes to be supported by open space in line with best practice minimum open space requirements.

From a City Assets view point, the following comments are provided:

Traffic:

- The proposal is to rezone the land as Residential Medium Density Policy Area 18, in which the 'standard' PDCs and Table Wet/2 would apply for parking associated with all future developments on the land, as it would for any other similar policy areas in West Torrens. Notwithstanding this, while the proponent seems to have ignored a request by the Administration to remove the access road to Streeters Road, the DPA does not seem to 'lock Council in' to a future access road to Streeters Road from the subject land, given that there is no reference to access points in the two relevant Concept Plans in Council's Development Plan.

On the basis of the above assessment, City Assets has indicated it has no concerns with the proposed rezoning from a traffic and parking perspective.

Complicating the DPA is the State Government's planning reform which is currently underway. This will see the Development Plan revoked with content transitioned into the Planning and Design Code which will commence on 1 July 2020. Information provided by the Department of Planning, Transport and Infrastructure (DPTI) to date indicates that Medium Density Policy Area 18 will transition into the Housing Diversity Zone (Attachment 3 - under separate cover).

An extract of the draft Housing Diversity Zone) assessment provisions from the Planning and Design Code as currently on consultation (closing 28 February 2020) is attached (Attachment 4 - under separate cover). Markedly, the Housing Diversity Zone envisages a range of developments, but with specific regard to dwellings the following are anticipated:

- detached dwellings;
- semi-detached dwellings;
- row dwellings;
- group dwellings;
- residential flat buildings;
- ancillary accommodation;
- retirement facility; and / or
- supported accommodation.

The Housing Diversity Zone also seeks a net residential density of up to 70 dwellings per hectare with building height set through the Building Height Overlay. Generally, advice provided to Council from DPTI is that the building height overlay has been informed by the Development Plan.
Conversely, if the proposed rezoning was not supported by Council, or does not progress, the existing Industry Zone is proposed to transition to Employment Zone (as identified in the transition table). The Employment Zone identifies a number of land uses in addition to those seen within the West Torrens Development Plan for Industry Zone as compared below:

<table>
<thead>
<tr>
<th>Development Plan</th>
<th>Planning and Design Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>• industry except special industry</td>
<td>• Automotive collision repair</td>
</tr>
<tr>
<td>• office</td>
<td>• Electricity substation</td>
</tr>
<tr>
<td>• petrol filling station</td>
<td>• Fuel depot</td>
</tr>
<tr>
<td>• public service depot</td>
<td>• General industry</td>
</tr>
<tr>
<td>• service trade premises</td>
<td>• Light Industry</td>
</tr>
<tr>
<td>• shop of 250 square metres or less in gross leasable area</td>
<td>• Motor repair station</td>
</tr>
<tr>
<td>• store</td>
<td>• Public service depot</td>
</tr>
<tr>
<td>• road transport terminal</td>
<td>• Retail fuel outlet</td>
</tr>
<tr>
<td>• warehouse</td>
<td>• Service trade premises</td>
</tr>
<tr>
<td>• shop of 250 square metres or less in gross leasable area</td>
<td>• Shop</td>
</tr>
<tr>
<td>• store</td>
<td>• Store</td>
</tr>
<tr>
<td>• road transport terminal</td>
<td>• Telecommunications facility</td>
</tr>
<tr>
<td>• warehouse</td>
<td>• Training facility</td>
</tr>
<tr>
<td>• warehouse</td>
<td>• Warehouse</td>
</tr>
<tr>
<td>• Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:</td>
<td></td>
</tr>
<tr>
<td>• Bulky goods outlet</td>
<td>• Bulky goods outlet</td>
</tr>
<tr>
<td>• Consulting room</td>
<td>• Consulting room</td>
</tr>
<tr>
<td>• Indoor recreation facility</td>
<td>• Indoor recreation facility</td>
</tr>
<tr>
<td>• Light industry</td>
<td>• Light industry</td>
</tr>
<tr>
<td>• Office</td>
<td>• Office</td>
</tr>
<tr>
<td>• Research facility</td>
<td>• Research facility</td>
</tr>
<tr>
<td>• Service trade premises</td>
<td>• Service trade premises</td>
</tr>
<tr>
<td>• Store</td>
<td>• Store</td>
</tr>
<tr>
<td>• Training facility</td>
<td>• Training facility</td>
</tr>
</tbody>
</table>

If support is provided for the proposed rezoning, community consultation will need to highlight the planning reform that is underway. This is to ensure the public understands what is being consulted on will be different to that the policy contained in the draft Planning and Design Code.

**Next Stages**

The next stage of this process will be determined by Council with regard to the DPA. If the proposed amendment is supported by Council, then the process agreed by Council and the Minister for Planning in the approved Statement of Intent for the Plympton Residential DPA does not require Council to seek approval from the Minister to release the proposed DPA for public and agency consultation.

This means that the DPA is able to be released for public consultation with the Chief Executive Officer (CEO) being required to sign a certificate set out in Schedule 4a of the Development Regulations 2008. A copy of the certificate to be signed by the CEO is included on page 74 in the DPA in Attachment 1 (under separate cover).
If the DPA would then be released and submitted to public and agency consultation in accordance with the requirements of the Development Act 1993 and as set out in the approved Statement on Intent that has been approved by Council and the Minister. The public and agency consultation will be undertaken from January 2020 through to March 2020 for a period of 8 weeks.

The following government agencies and organisations are to be formally consulted during the consultation stage of the DPA:

**Agencies**
- Department for Communities and Social Inclusion
- Department for Environmental, Water and Natural Resources
- Department for Health and Ageing
- Metropolitan Fire Services (MFS)
- Department of Planning, Transport and Infrastructure
- Department of the Premier and Cabinet
- Department of Primary Industries and Regions (PIRSA)
- Department of the Treasury and Finance
- Department of State Development
- Environment Protection Authority (EPA)
- SA Power Networks
- APA Group
- SA Water
- Airport Planning Coordination Forum (APCF)

**Members of Parliament**
- Mr Steven Georganas MP Member for Adelaide (Federal)
- Hon Mark Butler MP Member for Hindmarsh (Federal)
- Mr Matthew Cowdrey OAM, Member for Colton (State)
- Ms Jayne Stinson MP Member for Badcoe (State)
- Hon Tom Koutsantonis Member for West Torrens (State)
- Mr Stephen Patterson Member for Morphett (State).

**Councils**
- City of Charles Sturt
- City of Marion
- City of Adelaide
- City of Holdfast Bay
- City of Unley.

All landowners and occupiers in and adjacent to the affected area will be formally consulted in writing during the consultation process of the DPA. The public consultation will involve the release of information outlining the objectives of the DPA and information on how to make a submission through the following channels:

- A notice in the Government Gazette
- A notice in the Advertiser
- Copies of the DPA will be made available at the West Torrens Civic Centre at 165 Sir Donald Bradman Drive, Hilton SA 5033
- Information posted on the City of West Torrens website and social media accounts.

In accordance with the statutory consultation requirements, Council is required to hold a public meeting at which any interested parties may make submissions on the proposed amendment. This public meeting is scheduled to be held as part of the 7 April 2020 meeting of Council.
Following the statutory consultation period, a report will be presented to the relevant committee and/or Council meeting (time permitting due to the planning reform) which will consider any submissions received and whether or not to recommend to Council that:

- The DPA be submitted, including any amendments subsequent to the public consultation, to the Minister for a decision;
- The DPA not proceed and notify the Minister; or
- Further consultation on the DPA be undertaken particularly if substantial changes to the DPA are proposed.

Any delays to the proposed consultation period or Council’s decision to submit the DPA to the Minister are likely to impact on the capacity for the DPA to be transitioned to the Planning and Design Code. This may impact on whether the proposal proceeds as a Development Plan Amendment or a Planning and Design Code Amendment at a later date. If Council does not support the amendment, either in part or full, then the Administration will manage this according to Council’s resolution.

Conclusion

The report presents the Plympton Residential Development Plan Amendment for Council’s consideration and determination on whether or not to progress the DPA to community consultation.

Attachments

1. City of West Torrens Plympton Residential Development Plan Amendment- Explanatory Statement and Analysis (under separate cover)
2. City of West Torrens Residential Development Plan Amendment- The Amendment (under separate cover)
3. DPTI Provided West Torrens Transition Table from Development Plan to Planning & Design Code (under separate cover)
4. Draft Housing Diversity Zone from Planning and Design Code on Consultation (under separate cover)
9.22pm Cr George Vlahos left the meeting.

17.3 Privately Funded Plympton Residential Development Plan Amendment

Cr Dominic Mugavin declared a perceived conflict of interest in this item as his housemate works for one of the companies involved in the privately funded Plympton Residential Development Plan Amendment and remained in the meeting for the discussion and vote on the item.

This report presented the privately funded, draft Plympton Residential Development Plan Amendment for consideration and progression to public consultation.

RECOMMENDATION(S)

It is recommended to Council that:

1. It supports the proposed changes to the West Torrens (City) Development Plan Amendment as described in the draft Plympton Residential Development Plan Amendment.

2. The draft Plympton Residential Development Plan Amendment be approved and subjected to the required public and agency consultation for two months from 8 January 2020.

3. The Chief Executive Officer be authorised to sign the Certificate required to confirm that the draft Plympton Residential Development Plan Amendment is suitable for the purposes of public consultation, pursuant to section 25 of the Development Act 1993 and Schedule 4A of the Development Regulations 2008.

4. If required, a special meeting of the relevant Committee or Council be convened to hear submissions on the draft Plympton Residential Development Plan Amendment on 3 March 2020.

MOTION

Moved: Cr Simon Tsiaparis
Seconded: Cr Surender Pal

That the recommendation be adopted.

9.23pm Cr George Vlahos returned to the meeting.
9.24pm Cr Daniel Huggett left the meeting.
9.26pm Cr Jassmine Wood left the meeting.
9.32pm Cr/s Daniel Hugget and Jassmine Wood returned to the meeting.

AMENDMENT

Moved: Cr John Woodward
Seconded: Cr Elisabeth Papanikolaou

That:

1. The report be received.

2. The proponent be advised that Council does not support the proposed draft Plympton Residential Development Plan Amendment for the former Boral Batching Plant located at 65-73 Mooringe Ave, Plympton.

The amendment was Put and Carried and on becoming the motion was CARRIED

Cr Dominic Mugavin voted in favour of the motion moved by Cr John Woodward and seconded by Cr Elizabeth Papanikolaou.
4 February 2020

Sent by email to [Redacted] and [Redacted]

ACP Mooringe Pty Ltd ACN 613 747 818
C/- Rawson Verco Need
38 Greenhill Road
Wayville SA 5034

Attention: Mr Andrew Gerlach

Dear Andrew,

RE: Plympton Residential Development Plan Amendment

I am writing to advise that, at the Meeting held Tuesday 10 December, Council considered the report presented by the Administration, which recommended the Plympton Residential DPA be progressed to public and agency consultation.

After considerable debate, the members amended the motion and ultimately resolved that,

1. The report be received.
2. The proponent be advised that Council does not support the proposed draft Plympton Residential Development Plan Amendment for the former Boral Batching Plant located at 65-73 Mooringe Ave, Plympton.

While it is understandable that you may be disappointed in the outcome, I would like to thank you for the manner in which you and your planning consultants, Holmes Dyer, have worked with the Administration to progress the DPA to this stage.

Should you require additional information or would like to discuss further, please contact: Pauline Koritsa, General Manager Business and Community Services on [Redacted] or Sue Curran, Manager Strategy and Business on [Redacted].

Yours sincerely,

[Signature]

Terry Buss PSM
Chief Executive Officer
City of West Torrens

CC:
Holmes Dyer Pty Ltd, Level 3, 15 Featherstone Place, ADELAIDE SA 5000