



CITY OF
Port Adelaide Enfield

**STRATEGIC PLANNING & DEVELOPMENT POLICY
COMMITTEE MEETING**

10 March 2015

A meeting of the Strategic Planning and Development Policy Committee will be held in the Council Chamber at 62 Commercial Road, Port Adelaide, on **10 March 2015**.

The meeting will commence at the conclusion of the Ordinary Meeting of Council.

The business to be considered at the above-mentioned meeting is set out on the enclosed Agenda.

Wally Iasiello
ACTING CITY MANAGER

Encl.
5 March 2015



CITY OF
Port Adelaide Enfield

AGENDA

STRATEGIC PLANNING & DEVELOPMENT POLICY COMMITTEE MEETING

Meeting - 10 March 2015

Emergency Procedure

In the case of an emergency please follow the Exit signs as directed.

1. Apologies
2. Leave of Absence – Nil
3. Confirmation of the Minutes - 9 September 2015
4. Director Corporate Services Report - Sarah Philpott
5. Correspondence – Nil
6. Other Committee Business – Nil
7. Closure of Meeting



CITY OF
Port Adelaide Enfield

DIRECTOR OF CORPORATE SERVICES REPORT - SARAH PHILPOTT

10 MARCH 2015

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**ITEM 4. DIRECTOR OF CORPORATE SERVICES REPORT –
 SARAH PHILPOTT**

**ITEM 4.1 LIGHT INDUSTRY ZONE, NORTHFIELD - STATEMENT OF
 INTENT**

Summary

This report recommends that Council submit a Statement of Intent (SOI) to the Minister for Planning seeking his approval to commence a Development Plan Amendment (DPA) process to review the zoning of Light Industry land at Northfield.

Report

The Development Act, 1993 requires that before embarking on the process to amend the Development Plan, Council must first reach agreement with the Minister for Planning on a Statement of Intent (SOI) prepared by Council in accordance with the Development Regulations, 1993.

At its meeting held on 8 April 2014 (vide SPDPC - 40, Item 4.1), Council considered a report regarding the possible rezoning of Light Industry zoned land at Northfield and resolved that:

- "1. *The Acting Director Corporate Services' Report titled "Light Industry Zone Briens Road Northfield" be received and noted.*
2. *That the owner of 24-28 Briens Road, Northfield be advised in writing that with respect to the possible rezoning of this land that:*
 - 2.1 *It understands that a Deed of Agreement registered on the title of the land committing the owner/ developer of that land to contribute to the upgrade of the Grand Junction Road/ Briens Road / Hampstead Road intersection needs to be negotiated between the land owner and the Government before the Minister for Planning will approve a Development Plan Amendment (DPA) to rezone the land.*
 - 2.2 *That in light of the significance of the agreement referred to in 2.1 above to the outcome of the DPA process, Council is not prepared to consider initiating a DPA until it has received confirmation to its satisfaction that an appropriate arrangement has been agreed to between the Government and the land owner with respect to the land owner's contribution to off-site infrastructure upgrades, particularly the future upgrade of the Grand Junction Road/ Briens Road / Hampstead Road intersection.*

- 2.3 It considers that a review of the current zoning of this land has merit and upon receipt of the confirmation that an appropriate arrangement has been agreed to, as referred in 2.2 above, will seek to negotiate with the owner and / or his agent an approach to the preparation of a privately funded Development Plan Amendment that reviews the zoning of this land.*
- 2.4 Subject to the negotiations referred to in 2.3 above being successful, Council will initiate a DPA process through the lodgement of a suitably prepared Statement of Intent with the Department of Planning Transport and Infrastructure."*

Since the above resolutions, the owner of 24-28 Briens Rd and his agents have been working with Council's Administration and relevant staff from the Department of Planning, Transport and Infrastructure to address Council's and the Government's requirements to allow a Statement of Intent to be progressed.

In addition, the owner of the adjacent parcel of Light Industry zoned land at 717 Grand Junction Rd, the 'Heavy Mech' site, has sought that this land also be included in the zoning review. Both owners are being represented by a common agent and have accepted that an integrated approach to a review of their land is appropriate and sensible. They have undertaken investigations (including traffic, stormwater and contamination) based on the notion of an overall concept plan for the entire Light Industry Zone. Negotiations with DPTI have been progressed on the basis that the Heavy Mech site can be included in the zoning review.

The subject land is shown below.



The Council resolution from 8 April 2014 confirmed that Council saw merit in a zoning review but was mindful that the Government's requirement to secure a future developer's contribution to off-site traffic infrastructure could be so onerous as to create an impasse that would not practically allow a rezoning to proceed.

Following ongoing negotiations between the land owners and DPTI and detailed traffic modelling based on a mixed use development scenario incorporating an envisaged retail and residential outcome, on 9 February this year, DPTI advised:

"...I am writing to you to offer clarification of the progress of the traffic analysis related to the rezoning Statement of Intent.

DPTI have received the latest concept plan incorporating both...sites and additional traffic analysis has been undertaken on the basis of this plan, as requested by DPTI at the meeting held on 14/10/14.

DPTI is in the process of reviewing the latest traffic analysis and given the investigations undertaken to date, I am comfortable that any technical issues

identified will be rectified in a timely fashion in order to produce an infrastructure deed for the road works required to ensure the safe and efficient movement of traffic on the surrounding arterial road network post development.

I reiterate that the infrastructure deed will be tied to the latest concept plan and should a future developer decide to change the concept then they will be required to update the traffic assessment completed to date, which may then lead to changes to the infrastructure upgrades required."

This advice and discussions with DPTI and the proponents confirming that a future developer(s) will pay for the off-site infrastructure have clarified that this issue should not be a stumbling block to the Minister for Planning's final approval of a DPA.

The Administration considers that Council can be reasonably satisfied that part 2.2 of Council's 8 April 2014 resolution has been addressed.

With respect to part 2.3 of the 8 April 2014 resolution, the land owners have agreed to fund the DPA as a privately funded DPA as provided for by Council's policy on Privately Fund Development Plan Amendments (Council Policy CS27).

The land owners will fund, procure and manage as much of the DPA process as possible but provide funds for Council to procure and engage its own consultants to undertake an independent peer review of the DPA. Council Policy CS27 identifies this as a suitable approach.

In effect, the land owners will pay for all of the DPA investigations and their peer review but Council will run the DPA process, including public and agency consultation. Council will retain its decision making responsibilities and rights notwithstanding the private funding of the investigations.

The finer details of this agreement will need to be further negotiated with the land owners and formalised via a formal Deed(s) of Agreement in accordance with Council Policy CS27.

It is recommended that the Acting City Manager or his nominee, be given the authority to negotiate the Deed(s) of Agreement on Council's behalf following its resolution to submit a Statement of Intent to the Minister for Planning.

A budget allocation has been made to accommodate the proportion of cost that Council is likely to require to progress the proposed DPA.

The Administration considers that the pre-conditions to consider a Statement of Intent, as laid out in Council's 8 April 2014 resolution, have now been satisfied and that a suitable SOI can be submitted to the Minister for Planning.

The attached draft Statement of Intent has been prepared using the pro-forma required by DPTI and provides details of the rationale for the proposed DPA, the nature of investigations that are proposed and other required matters. **(Refer Attachment 1)**

Relevant officers from DPTI have been consulted in the course of the draft SOI's preparation and the proposed zoning review has been viewed favourably.

A number of key preliminary investigations have already been undertaken to understand and resolve issues fundamental to a change of land use. Traffic, stormwater and site contamination investigations undertaken to date will be augmented as required and additional investigations into other matters as identified in the draft SOI will be undertaken as the Development Plan Amendment is progressed.

Once the investigations have been completed, a draft Development Plan Amendment will be prepared and submitted to Council for endorsement so that formal public and agency consultation can occur.

City Plan

Urban form shaped by appropriate policy and principles of development control expressed in the Port Adelaide Enfield Development Plan. (Objective)

Corporate Plan

Collaborate effectively with State Government on key strategic land use projects to ensure outcomes achieved are in accordance with the City's vision. (Strategy)

RECOMMENDATION

That the Strategic Planning and Development Policy Committee resolve that:

1. The Director Corporate Services' report titled "*Light Industry Zone, Northfield - Statement of Intent*" be received and noted.
2. The draft Statement of Intent for the proposed Light Industry Zone, Northfield Development Plan Amendment, as provided in the attachment to this report, be submitted to the Minister for Planning for agreement pursuant to Section 25 of the Development Act, 1993.
3. The Acting City Manager, or his nominee, be authorised to make minor amendments to the Statement of Intent in response to feedback from the Department of Planning, Transport and Infrastructure acting on behalf of the Minister for Planning.
4. The Acting City Manager, or his nominee, be authorised to negotiate on Council's behalf and in accordance with Council Policy CS27, a Deed of Agreement (or Deeds of Agreement if required), with the owners of the subject land for the private funding of the Development Plan Amendment and its independent peer review.

**ATTACHMENT 1
(ITEM No. 4.1)**

Statement of Intent

By the Council

Port Adelaide Enfield

Light Industry Zone, Northfield

by the

Port Adelaide Enfield Council

20 February 2015

Pursuant to section 25 (1) of the *Development Act 1993* this Statement of Intent forms the agreed basis for the preparation of the proposed Development Plan Amendment.

**Wally Iasiello
CHIEF EXECUTIVE OFFICER**

Date:

**John Rau
MINISTER FOR PLANNING**

Date:

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(ITEM No. 4.1)**

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DRAFT

1. Introduction

1.1 Statement of Intent

Pursuant to section 25(1) of the Development Act 1993 (the Act) the City of Port Adelaide Enfield (the Council) has reached agreement with the Minister on this Statement of Intent (SOI) prepared by the Council in accordance with the Development Regulations 2008 (the Regulations).

The SOI details the scope, relevant strategic / policy considerations, nature of investigations to be carried out, the consultation process and timeframes to be followed in preparing the DPA.

1.2 Chief Executive Statement

The Chief Executive Officer of the Council confirms the following:

- The proposed DPA will assist in implementing the Planning Strategy.
- The proposed DPA has been endorsed by Council.
- All procedures, documentation and mapping will accord with relevant statutory requirements of the Act and Regulations.
- Sufficient Council resources will be devoted to completing the DPA within the agreed timeframe. Council acknowledges that the Minister can lapse the DPA if key timeframes are not met by Council pursuant to section 25(19) of the Act.
- Council may use the outcome of investigations and other information produced by external sources which will be reviewed by a qualified, independent professional advisor (pursuant to section 25(4) of the Act).

1.2.1 Council Contact Person

The key Council contact person who will be responsible for managing the DPA process and who will receive all official documents relating to the DPA is:

- Tony Kamenjarin - City of Port Adelaide Enfield
tony.kamenjarin@portenf.sa.gov.au
08 8405 6007

1.2.2 Developer Supported DPA

The DPA process will be fully funded by:

- Redbaron Six Pty Ltd; and
- Regent Street Property's Pty Ltd

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Briens Road, Northfield
2 Scope of the Proposed DPA

2. Scope of the Proposed DPA

2.1 Need for the Amendment

2.1.1 Rationale

Section 23 of the Development Act, 1993 sets out that a Development Plan should seek to promote the provisions of the Planning Strategy, particularly the 30-Year Plan for Greater Adelaide. Three interlocking objectives form the 30-Year Plan, these are:

- maintaining and improving liveability;
- increasing competitiveness; and
- driving sustainability, environmental protection and resilience to climate change.

The 30-Year Plan is further supported by 14 principles, with the relevant principles related to this SOI being:

- Principle 1 - A compact and carbon-efficient city;
- Principle 2 - Housing diversity and choice;
- Principle 3 - Accessibility;
- Principle 4 - A transit-focused and connected city;
- Principle 5 - World-class design and vibrancy;
- Principle 6 - Social inclusion and fairness;
- Principle 8 - Healthy, safe and connected communities;
- Principle 9 - Affordable living;
- Principle 10 - Economic growth and competitiveness; and
- Principle 11 - Climate change resilience.

The purpose of the proposed Development Plan Amendment (DPA) is to facilitate the rezoning of light industrial land to provide for the future development of retail and medium density residential land uses. The composition of such land uses have been indicated within an indicative concept plan which has been prepared for the site and provided as an appendix to this document.

The site has frontages to Briens Road and Grand Junction Road, the former of which is identified as an 'Other Corridor' within the 30-Year Plan for Greater Adelaide (30-Year Plan). The subject land currently contains a number of buildings which are utilised for light industrial activities. The 'Red Baron' site is comprised of a number of buildings, many of which are currently vacant. The main building on this site is also vacant for periods of time throughout the year. The site also contains a significant amount of undeveloped land consistent with its earlier use as farmland. There is evidence of the subject land being used for light grazing throughout various times of the year. The building associated with the 'Heavymech' site is currently used on a full time basis, however, the owners have been considering relocation for some time.

The subject land is located within the Light Industry Zone, which through its objectives and principles of development control, supports the establishment and continuation of light industry, service industry, store and warehousing activities. The locality comprises primarily residential land uses, with educational land uses evident on the opposite side of Briens Road. The educational and residential land uses are somewhat incompatible with the prevailing industrial land use of the Affected Area. Interface issues would become more significant if the land were developed to its full potential under the existing Light Industry zoning.

The broader locality is an area which is undergoing gradual residential regeneration, facilitated by the relevant zoning and policy area provisions which enable the creation of additional housing stock on larger allotments.

The Port Adelaide Enfield *State of the Environment* report 2012 confirmed that industrial land uses within close proximity to Grand Junction Road, are creating interface issues with adjoining residential land uses and sensitive land uses such as schools. This has been reaffirmed within the *Strategic*

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Briens Road, Northfield
2. Scope of the Proposed DPA

Directions Report 2012 which specifically identifies the subject land and advises that it may be better suited to other, non-industrial, uses.

The land uses currently operating upon the subject land are better suited to an area not surrounded by sensitive development. An example of such, are the various other industrial areas located within the City of Port Adelaide Enfield, which would be more suitable for the land uses present upon the subject land. There are a number of alternative areas for industrial development where there are minimal interface issues and little surrounding sensitive development. Furthermore, macro-economic trends have seen manufacturing and the use of light industry zones decline resulting in greater floorspace availability.

A core policy regime of the 30-Year Plan is to promote an increase in residential densities within established areas and along transit corridors. The subject site is located adjacent to a designated corridor. Further, interface issues have been created by the colocation of light industrial land uses with residential and educational development. Accordingly, the subject land is optimally located to increase residential densities adjacent to the corridor and assist in achieving a range of targets within the 30-Year Plan.

Grand Junction Road and Briens Road, at their interface with the subject land, are designated as secondary freight routes within the 30 Year Plan. Given this, dwellings fronting Grand Junction Road will require appropriate acoustic design which will be informed by technical investigations. The design of the dwellings is essential to ensure that potential deleterious impacts can be managed. The Noise and Air Emissions Overlay already in use in the Development Plan calls up a Ministers Specification for construction requirements and may be appropriate to also apply to the subject land.

The subject land is located adjacent to the Dame Roma Mitchell super school which is serviced by bus routes along Briens Road and Grand Junction Road. The bus routes at this stop are identified as the 202, 203, 209, 222 and 361 which connect the subject land to the Adelaide CBD, Tea Tree Plaza, Mawson Lakes, Port Adelaide, Ingle Farm and Modbury. The redevelopment of the subject land is proposed to facilitate a range of retail land uses and residential development creating an activity centre surrounding the Briens Road bus stop. The creation of this activity centre provides potential for vehicle trips to be consolidated thereby reducing greenhouse gas emissions. The location of the subject land in relation to the bus stop provides the opportunity for people to arriving from work to shop at the retail facilities.

The rezoning of the subject land from the Light Industrial Zone to a suitable zone, like the Policy Library's Suburban Neighbourhood Zone, would improve the amenity of locality, deliver medium density housing in an area which satisfies the criteria to be designated for such, and create an activity centre through a mix of land uses.

2.1.2 Affected Area

The area affected by the proposed DPA can be generally described as being bound to the north by Lang Street, to the east by existing residences and Stirling St, to the south by Grand Junction Road and to the west by Briens Road.

The affected area is approximately 5.6 Ha in size and comprises five Certificates of Title. These titles form the subject land and are more particularly described as follows:

- Volume 5819 Folio 721 (Redbaron Six Pty Ltd)
- Volume 5784 Folio 824 (Redbaron Six Pty Ltd)
- Volume 5258 Folio 222 (Redbaron Six Pty Ltd)
- Volume 5724 Folio 54 (Redbaron Six Pty Ltd)
- Volume 5238 Folio 247 (Regent Street Property's Pty Ltd)

The area affected by the proposed DPA is shown within the following images:

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Briens Road, Northfield
2 Scope of the Proposed DPA

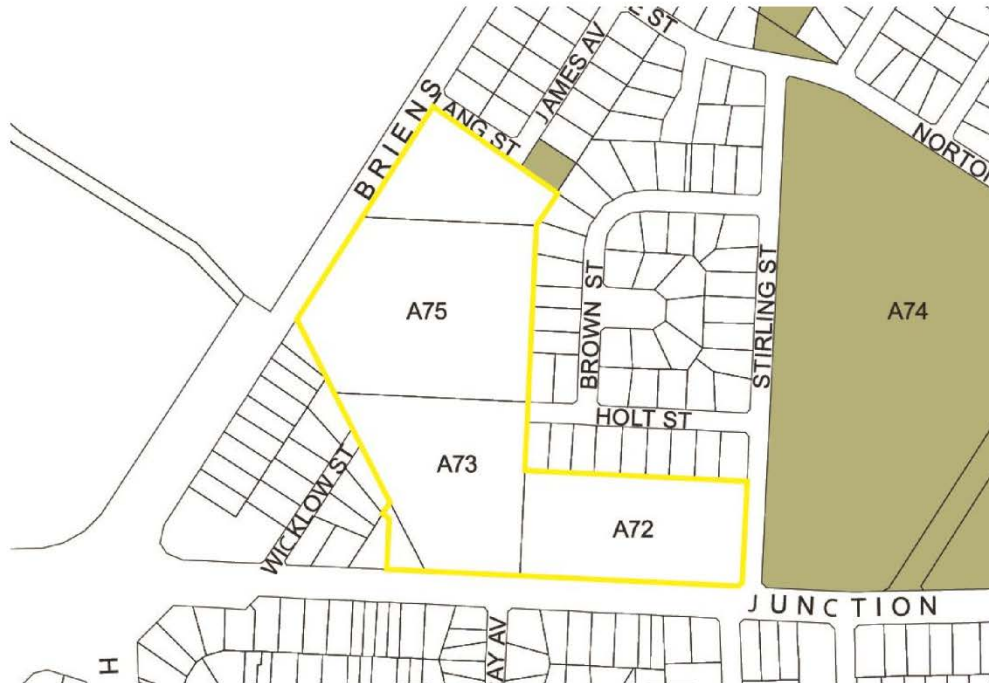


Image 1: Cadastral layout of the Affected Area



Image 2: Aerial imagery of the affected area

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Briens Road, Northfield
2. Scope of the Proposed DPA

2.1.3 Potential Issues

Potential issues associated with the subject land include:

- Land and subsurface water contamination from past and present uses and potential;
- Stormwater management;
- Interface of subject land to existing residential and education development;
- Noise associated with the adjoining Primary Arterial Road (Grand Junction Road) and Secondary Arterial Road (Briens Road);
- Traffic generation, site access and egress and vehicle movements;
- Loss of industrial land; and
- Provision of additional service infrastructure.

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Briens Road, Northfield
3. *Strategic and Policy Considerations*

3. Strategic and Policy Considerations

3.1 The Planning Strategy

3.1.1 Targets

The DPA will support the relevant volume of the Planning Strategy (or draft Strategy) by implementing the following targets:

Target	How the target will be implemented:
Overall Spatial Distribution	
B. By the end of the Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.	The subject land is located within existing urban areas and represents urban infill development. The future development of the subject land has the potential to contribute to the desired mix of 70 percent of housing built in established areas.
C. About 60 per cent of metropolitan Adelaide's (50 per cent of the Greater Adelaide region's) new housing growth will be located within 800 metres of current or extended transit corridors.	The rezoning of the subject land has the potential to facilitate a quantum of housing within 800m from an extended transit corridor.
D. Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25–35 dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density.	The indicative concept plan provides for a medium density development upon the subject land. It is estimated that the redevelopment of the subject land in accordance with the concept plan would facilitate the establishment of approximately 100 dwellings. The provision of 100 dwellings upon the subject land represents a gross density (for the residential portion of the preliminary concept plan) of some 35 dwellings per hectare, which accords with the requirements of the 30-Year Plan for Greater Adelaide.
Transit Corridors	
D. Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth and net jobs growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors.	The subject land is located adjacent to Briens Road which is designated as an 'Other Corridor' within the 30-Year Plan. The subject land is within 400m of this and therefore has the potential to accommodate dwelling and jobs growth within a designated area.
Health and Wellbeing	
A. Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation.	The subject site is located within 400m of the Roma Mitchell Super School. The redevelopment of the land has the potential to facilitate a neighbourhood centre facility, providing for daily shopping needs. Residents will be able to access the significant areas of open space immediately east of the site and on the opposing side of Briens Road for physical activity and recreation. Existing residents in the broader area will also gain

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Briens Road, Northfield
3.Strategic and Policy Considerations

	access to additional services and facilities.
B. Closely connect new dwellings to local parks within walking range.	The redevelopment of the land has the potential to deliver medium density housing in close proximity to an existing area of open space. The DPA is, therefore, closely connected and serves an additional function of providing passive surveillance to this space.
Biodiversity	
E. Minimise the discharge of stormwater, pollution and nutrients to freshwater, coastal and marine environments through the adoption of appropriate water-sensitive urban design (WSUD) and <i>Adelaide Coastal Water Quality Improvement Plan</i> policies and targets into Development Plans.	An integrated stormwater management plan forms an important part of the indicative concept plan. The stormwater management plan incorporates a number of appropriate WSUD practices and pollutant reduction. The quality of water discharged from the site will be improved.
Emergency management and hazard avoidance	
D. Appropriate assessment and remediation of contaminated land, and rezoning in keeping with the land's suitability for new uses.	Further site investigations will be undertaken upon the subject land as part of the DPA investigations. Where necessary, it is intended that site remediation works be undertaken upon the subject land prior to its development. Following this work the site requires review by an accredited Site Contamination Auditor prior to development occurring.
Communities and Social Inclusion	
A. Provide for an additional 560,000 people over 30 years.	The development of the subject land in accordance with the indicative concept plan has the potential deliver approximately 100 dwelling units, which, will provide for additional people over the next 30 years.
B. Plan for regional distribution of projected population growth as shown in Map D8.	The subject land is located within the Northern Adelaide region and is subject to the following targets, for dwellings, population and jobs:
Northern Adelaide Targets	
Within corridors (infill sites)	The subject land is located adjacent to an identified corridor and has the potential to contribute towards the overall dwelling numbers and population for infill sites within the Northern Adelaide Region. Retail development will also provide for a number of additional jobs.
Dwellings 20,500	
Population 46,300	
Additional Jobs 79,000	

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Briens Road, Northfield
3. Strategic and Policy Considerations

3.3.2 Policies

The DPA will support the relevant volume of the Planning Strategy (or draft Strategy) by implementing the following policies:

Policy	How the policy will be implemented:
Overall Spatial Distribution	
1. Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan.	The rezoning of the site can assist in contributing to the overall population and dwelling policy within the 30-Year Plan. A medium density residential component is contemplated as part of the indicative concept plan. The medium density component of the concept plan proposes approximately 100 dwellings on site.
2. Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.	The subject land is located within an existing built up area and is strategically located adjacent to a designated corridor. The indicative concept plan has the potential to deliver urban growth and density increase in a strategic location.
3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.	The subject land is located adjacent to a transit corridor and allows for medium density infill development leaving the character of the surrounding neighbourhoods unchanged.
Transit Corridors	
8. Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth and net jobs growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors.	The subject land is located within 400m of Briens Road which is a designated corridor within Map D4 of the 30-Year Plan. The future redevelopment of the land in accordance with the indicative concept plan has the potential to facilitate the establishment of approximately 100 dwellings and a quantum of jobs growth, through the provision of retail development.
Urban Design	
5. Set, through the planning controls, very high standards for urban character and quality of design in consultation with the Commission for Integrated Design.	The Development Plan currently contains various policies which require future built form to achieve a high standard of design and character.
12. Develop and promote a distinctive range of building typologies for residential housing density, which responds to metropolitan Adelaide's existing character and climate.	It is envisaged that the DPA will facilitate a diverse range of building typologies which are different to what is currently experienced within the broader area. The building typologies will provide a variety in housing choice for future residents.

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Briens Road, Northfield
3.Strategic and Policy Considerations

Communities and Social Inclusion	
5. Plan for the projected increase in the number and proportion of elderly people and respond to their preference to remain living in their existing community.	The rezoning of the land will increase the housing choice available to the surrounding population. The provision of medium density development allows for smaller dwelling sizes suitable for people to downsize.
7. Create safe and inviting public spaces that will encourage community participation by a wide range of people.	It is envisaged that the rezoning of the land in accordance with an indicative concept plan will result in the creation of additional public open space. This open space will be available for residents and the wider community and can encourage community participation.
Housing mix, affordability and competitiveness	
3. Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings.	The redevelopment of the subject land will facilitate the provision of dwellings at higher densities than the surrounding locality in a range of built form styles.
Affordable Housing	
4. Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings.	The rezoning and redevelopment of the subject land has the potential to facilitate the provision of a range of housing types, sizes and densities which differ from the existing market. The various dwelling types would be priced at different points as the market demands.
Health and Wellbeing	
4. Increase housing density and encourage a variety of high-quality shops to locate near railway stations and major bus stops so people can buy groceries and fresh food on their way home, rather than making a separate car journey.	The indicative concept plan indicates a future retail component located close to medium density residential areas as well as existing residential area. The subject land is also located adjacent to bus stops and opposite a the Dame Roma Mitchell super school. The subject land is well located to capitalise on shared trips and encourage people to walk.
Water	
1. Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits.	The indicative concept plan has considered and incorporated a WSUD strategy. The WSUD strategy will ensure that water is conserved where possible, and treated prior to leaving the site.
8. Ensure appropriate policy links and consistency between Stormwater Management Plans, Structure Plans and Development Plans to address stormwater and flood management matters.	Establishing a policy link between the stormwater management plan and the Development Plan will be important to the success of the project. The most appropriate vehicle to deliver this will be through the provision of a concept plan in the Development Plan.

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Briens Road, Northfield
3. Strategic and Policy Considerations

Emergency management and hazard avoidance	
6. Identify and rehabilitate areas and sites where land is contaminated as part of development processes.	Preliminary site investigations have been undertaken and identified an area required for remediation. Further investigations will be undertaken during the preparation of the DPA. Where required, the land will be remediated to a level suitable for its intended use as part of the rezoning process.
30-Year Plan for Greater Adelaide Principles	
Principle 1 - A compact and carbon-efficient city;	The redevelopment of the subject land in accordance with the indicative concept plan has the potential to accommodate a number of residential outcomes within an infill area. The indicative concept plan further proposes the establishment of a retail development on site that will facilitate shopping needs of the local and broader community due to its location adjacent to a designated corridor.
Principle 2 - Housing diversity and choice;	It is envisaged that any future DPA policy will support a mix of medium density residential typologies, including development of up to 3 storeys.
Principle 3 - Accessibility;	The indicative concept plan proposes employment lands in conjunction with residential allotments. The site is located in close proximity to a number of bus routes and an educational establishment.
Principle 4 - A transit-focused and connected city;	The rezoning of the subject land has the potential to support existing movement systems and public transport routes. The indicative concept plan envisages medium density housing in close proximity to a number of bus routes.
Principle 5 - World-class design and vibrancy;	The rezoning of the subject land has the potential to deliver a mixed use development adjacent to an educational land use. The current site is somewhat physically separate from the surrounding locality. The future redevelopment of the subject land has the potential to deliver a permanent residential community, and provide mix of uses to encourage the broader community into the site. The concept plan also proposes to link physically into the surrounding neighbourhood through the provision of open space at the terminus of Wicklow Street and a vehicular link into Holt Street.
Principle 6 -Social inclusion and fairness;	The rezoning of the subject land has the potential to benefit the broader community and can improve deleterious amenity based impacts resulting from the existing industry.
Principle 8 - Healthy, safe and connected communities;	The rezoning of the land is intended to deliver a walkable mixed use neighbourhood.
Principle 9 - Affordable living;	The rezoning of the land has the potential to deliver a wide range of housing outcomes which will result in varied housing prices. The requirement to provide 15% affordable housing is also noted.

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Briens Road, Northfield
3.Strategic and Policy Considerations

Principle 10 - Economic growth and competitiveness; and	The rezoning of the subject land and its future redevelopment will facilitate the creation of jobs in construction and retain jobs post construction through the establishment of retail development.
Principle 11 - Climate change resilience.	The rezoning of the subject land will increase opportunities for people to live and shop within close proximity to one another. The proximity of the subject land to public transport and a significant educational facility will allow for the reduction in vehicle trips.

3.2 Council Policies

3.2.1 Council's Strategic Directions (Section 30) Report

Recommendations from Council's Strategic Directions (Section 30) Report supporting the proposed DPA are as follows:

The Gepps Cross and Environs section of the report identifies the site specifically and states:

- Existing Light Industry Zone (east of Briens Road) may be better suited to other (non-industrial) uses

The rezoning of the land has the potential to facilitate redevelopment which will support a retail and medium density residential development. Amenity based impacts resulting from the retail development can be minimised through appropriate planning at the land development stage, management practices and appropriate mitigation measures. The provision of medium density residential development can provide a suitable interface with existing residential areas.

3.2.2 Infrastructure Planning

The proposed amendment will be consistent with current infrastructure planning (both social and physical) identified in council's strategic directions report, by the Minister or by a relevant government agency.

An agreement has been reached with the DPTI regarding the provision of an infrastructure deed pertaining to the requirement for road works to be funded by the eventual developer of the land. The infrastructure deed will be tied to a concept plan which provides certainty that should any future changes occur to the concept plan, an additional traffic assessment needs to be undertaken. Correspondence outlining this will be provided. The DPA investigations will consider any local infrastructure that may need to be augmented, particularly, any off site stormwater and local traffic management requirements.

3.2.3 Other Policies or Local Issues

The policies of this DPA will be consistent with the policies in:

- The Council-wide section of the Development Plan with respect to:
 - Orderly and Sustainable Development by incorporating an increase in densities in a location contiguous to existing residential areas;
 - Residential Development by providing dwelling designs which accord with the provisions; and
 - Centres and Retail Development by providing centre design which accords with the retail hierarchy of the development plan.

The policies of the DPA will investigate the use of the latest zone modules in the Planning Policy library, including the suitability of the existing Suburban Neighbourhood Zone provisions.

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Briens Road, Northfield
3. Strategic and Policy Considerations

- The Development Plans of adjoining areas

The DPA will ensure that consistency is achieved, and that repetition, ambiguity and conflict are avoided in regards to adjoining council's Development Plan. Adjoining councils will be consulted on the draft DPA, but it is not anticipated that other council areas will be substantially affected given the nature of the DPA.

- Schedule 4 of the Regulations

The DPA will ensure that compatibility is achieved with Schedule 4 of the Development Regulations 2008.

3.3 Minister's Policies

3.3.1 Planning Policy Library

The DPA will consider the latest version of and include consideration of the suitability of the Planning Policy Library modules, including particular consideration of the Suburban Neighbourhood Zone.

Should the investigations indicate that local additions and variations to the Planning Policy Library are needed, the rationale and justification for this will be provided in the DPA.

3.3.2 Existing Ministerial Policies (Section 25(5), 26 and Section 29)

Council will ensure that the DPA is consistent with Ministerial policies introduced through sections 25(5), 26 or 29 of the Act.

Any amendment to these policies will be justified in the DPA and Council confirms that the policies will only be changed in a way that ensures consistency with the Planning Strategy.

3.3.3 Ministerial DPAs

The policies of this DPA will be consistent with and not contradict the policies proposed in the following Ministerial DPAs should they be of any relevance:

- Port Adelaide Centre Renewal DPA
- The Parks Redevelopment DPA

4. Investigations and Consultation

4.1 Investigations

4.1.1 Investigations Previously Undertaken

Investigations undertaken to date (prior to the preparation of this SOI) include:

- Land Contamination (Phase 1);

The subject land contains localised areas where there is evidence of soil contamination. Trace oils and fuels have been confirmed at the southern end of the site which will require remediation prior to the development of the land. A range of other pollutants may also be present. Further investigations will determine the extent and location of these pollutants upon the entire subject land.

- Stormwater;

The rezoning and redevelopment of the land will increase the total impervious area pertaining to the land and result in an increase in the amount of stormwater discharge occurring. A preliminary stormwater management plan has been prepared which proposes a WSUD strategy which, among other measures, proposes detention/retention areas, overland flow paths and ways to mitigate pollution. Post development 1:100 year ARI outflows will be limited to pre developed 1:5 year ARI levels for all critical events.

The findings of the stormwater management plan will be incorporated into the draft DPA and ultimately final policy.

- Traffic;

Detail traffic studies have been undertaken for the subject land and have indicated that:

The development of a mixed-use retail and residential outcome on the subject land will require the existing access points to the subject land to be removed. Further, the Lang Street junction with Briens Road should be closed with traffic rerouted to a new signalised access. Existing traffic flows along Lang Street and James Avenue will require re-routing and revised access arrangements.

Existing pedestrian links between the Roma Mitchell Super School and the envisaged future development are satisfactory and should be retained, however, an additional pedestrian crossing is proposed to be incorporated into the signalised site access.

Access to the subject land will be required via four new access points. These are a signalised access on Briens Road, a priority-controlled accesses on Briens Road, via Grand Junction Road and Stirling Street. A SIDRA analysis has been undertaken, which indicates that under MASTEM 2016 and 2031 traffic volume predictions, the access points will operate to a satisfactory level.

The Briens Road / Grand Junction Road / Hampstead Road intersection is currently operating close to capacity. Additional trips generated from the future development of the subject land will result in an increase in the degree of saturation at the Briens Road / Grand Junction Road / Hampstead Road intersection. Accordingly, the intersection will require upgrading so that it can achieve a degree of saturation equal to or better than the 2016 base case scenario when accounting for the additional trips generated from the subject land. The proposed DPTI intersection upgrade option modelling indicates a degree of saturation better than the 2016 base case scenario.

- Retail Analysis.

An earlier retail analysis contemplating a more intense development of the subject land indicated that the effect on surrounding retail premises would be within the bounds of acceptable commercial impact

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Briens Road, Northfield
4. Investigations and Consultation

of existing centres. With less a less intense retail development the impact on surrounding centres should remain acceptable. This issue will be revisited and reviewed as part of the DPA investigations.

4.1.2 Investigations Initiated to Inform this DPA

Additional investigations (including those arising from issues not addressed in the Planning Policy Modules) to inform this DPA will include the following:

- A review of the current traffic and transport issues currently affecting the subject land, to understand the capacity of the subject land and the impact additional vehicle movements will have on the adjoining road network.
- A review of the current service infrastructure available to the subject land and understand the amount of augmentation works which are required.
- An investigation into the existing environmental noise impacting upon the subject land so that future dwellings can be appropriately design. Further investigations into the potential impact the additional residential population and retail activities will have on the surrounding residential properties and what treatment needs to be provided commensurate of these findings
- Revision of the prevailing retail impact assessment to ensure that the provision of a Neighbourhood Centre upon the subject land will not undermine the retail balance desired within the 30-Year Plan.
- A review of the existing open space within the locality and an assessment into what open space may be required within the Affected Area.
- An investigation into residential demand and design to ensure the provision of residential development is viable and will not saturate the market, and to ensure that the allotment layouts are commercially appropriate.
- An assessment into to the nature of existing industrial uses to understand what industrial activities are being lost and potential for relocation.
- An investigation into the vegetation, regulated and significant trees existing on site, to understand if any significant vegetation is required for removal.
- A social infrastructure assessment to understand the capacity of existing social infrastructure within the broader area and if the proposed rezoning requires the provision of social infrastructure.

4.2 Consultation

The following key stakeholders will be consulted during the investigations stage for input into the proposed DPA:

- Department of Planning, Transport and Infrastructure
- Department of Environment, Water and Natural Resources
- Attorney-General's Department
- Department of the Premier and Cabinet
- Department of Treasury and Finance

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4 Investigations and Consultation

- Department for Communities and Social Inclusion
- Department for Health and Ageing
- Department for Education and Child Development
- Department of State Development
- SA Power Networks
- SA Water
- Environment Protection Authority
- Metropolitan Fire Service
- South Australia Police
- State Emergency Services

The following agencies, State Members of Parliament, interested parties, individuals and Councils will be consulted during the consultation stage of the DPA:

- Hon. John Rau
- Hon. Tony Piccolo
- Hon. Stephen Campbell Mulligan
- Hon. Jennifer Rankine
- Hon. Tom Koutsantonis
- Salisbury Council
- Charles Sturt Council
- Prospect Council
- Walkerville Council
- Norwood Payneham and St Peters Council
- Campbelltown Council
- Tea Tree Gully Council

Consultation with the public will be undertaken in accordance with the requirements of the Act and Regulations. This will include:

- A notice in the Government Gazette.
- A notice in the City North Messenger
- A notice in the Northern Messenger
- The scheduling of a Public Meeting at which any interested person may appear to make representations on the proposed amendment.
- Surrounding property owners in the locality will be directly notified of the DPA

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Title_of_SOI
5 Proposed DPA Process

5. Proposed DPA Process

5.1 DPA Process

Council intends to **undertake the following DPA process** (check box):

☐ **Process A**

Agencies will be consulted on a draft version of the DPA for a period of 6 weeks. A copy of the DPA, and copies and a summary of agency submissions, will then be sent to the Minister for approval to release the DPA for public consultation.

☐ **Process B1 (with consultation approval)**

A copy of the DPA will be sent to the Minister for approval to release it for concurrent agency and public consultation (not more than 8 weeks for agency comment and not less than 8 weeks for public comment).

☒ **Process B2 (consultation approval not required)**

A copy of the DPA will be released for concurrent agency and public consultation (not more than 8 weeks for agency comment and not less than 8 weeks for public comment).

☐ **Process C**

A copy of the DPA will be released for concurrent agency and public consultation (not more than 4 weeks for agency comment and not less than 4 weeks for public comment). Landowners and occupiers identified in the SOI will receive direct notification of the DPA.

5.1.1 Rationale

Process B2 (consultation approval not required) has been selected because the DPA is considered not to have the strategic importance that would typically require Ministerial review and approval. Process B2 also allows for condensed timeframes whereby, government agency and public consultation can occur concurrently.

Process B2 is, therefore, considered the most appropriate to undertake.

6. Professional Advice and Document Production

6.1 Professional Advice

The professional advice required will be provided by:

- Tony Kamenjarin - City of Port Adelaide Enfield
- Michael Kobas - City of Port Adelaide Enfield
- Damien Ellis - Intro

These people satisfy the professional advice requirements of the Act and Regulations.

Messrs Kamenjarin and Kobas will provide advice to the council prior to the preparation of the DPA and are not considered to have a conflict of interest or perceived conflict of interest in the DPA.

6.2 Document Production

The DPA (including the structure, amendment instructions and mapping) will be prepared in accordance with the Technical Guide to Development Plan Amendments issued by the Department for Planning, Transport and Infrastructure (the Department) and any templates, except as mutually agreed.

To ensure certainty as to the correct version of the DPA, the DPA will contain a date in the footer (eg version 5 July 2007). The footer will be located on every page of the DPA, including the proposed amendments (including mapping).

The Chief Executive Officer of the council will ensure that the policies implement the Planning Strategy, all procedures have been completed within the statutory requirements, and that mapping is correct prior to issuing a certificate in accordance with the Act. If this is not the case, the council will take responsibility for the DPA until the matter has been resolved.

6.3 Mapping

Council will obtain electronic copies of all the affected maps and/or figures from the Department prior to the commencement of mapping amendments to ensure all mapping is amended based on current map bases.

Amendments to maps will be provided in the required format to the Planning Division of the Department. Mapping amendments for this DPA will be undertaken by:

- a mapping consultant to be determined by Council in due course

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7. Proposed DPA Timetable

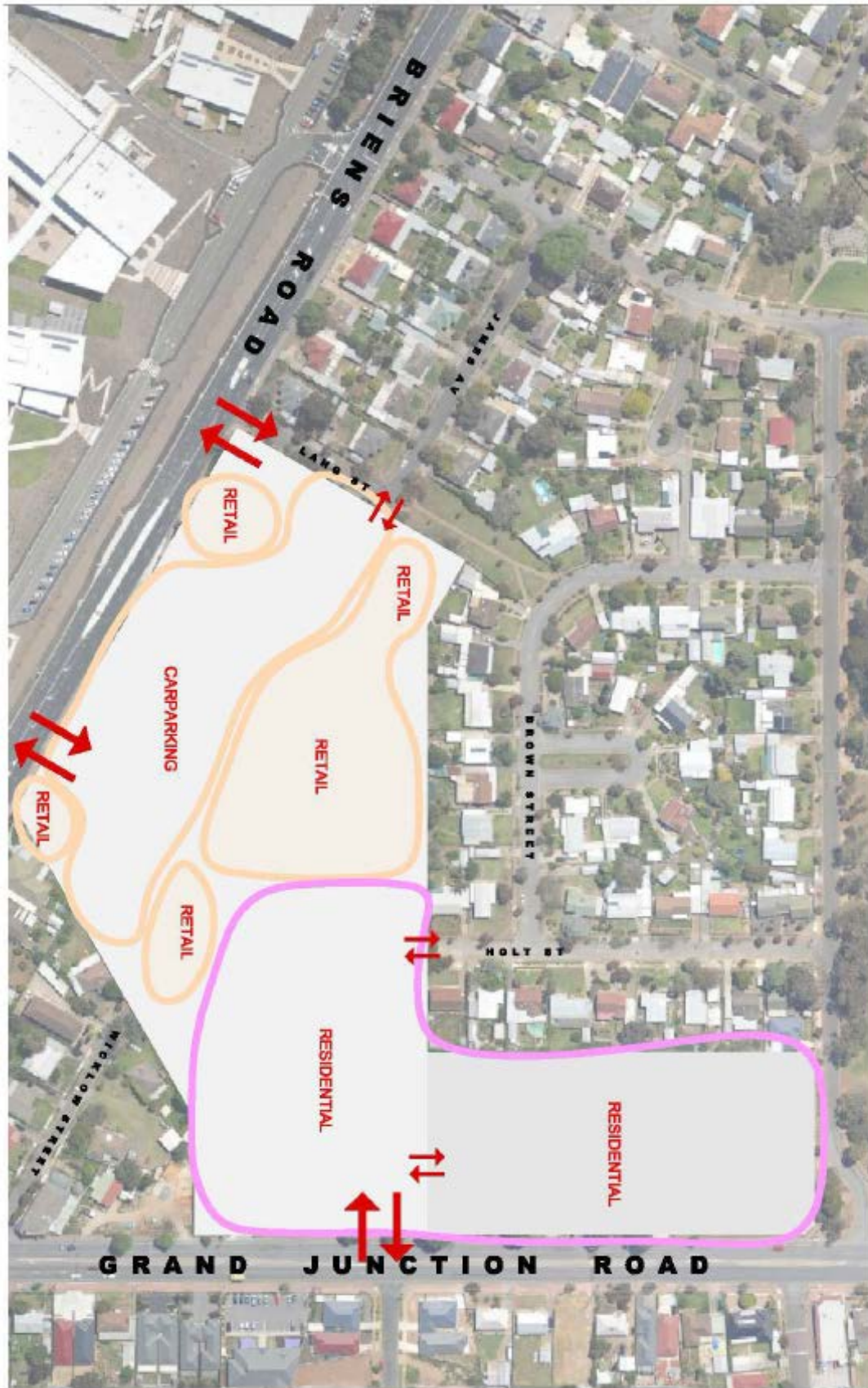
Process B2 (consultation approval not required) Timetable

The following timetable is proposed for this DPA based on the selected process. Council will take steps to update this timetable if it appears at any stage that Council will require an extension to complete a task.

Steps	Responsibility	Agreed Timeframe from Minister's Approval
Development Plan Amendment (DPA)		
Investigations conducted; DPA prepared	Council	16 Weeks SOI agreement – DPA commences consultation
Agency and public consultation concludes	Council	8 weeks
Summary of Consultation and Proposed Amendment (SCPA)		
Public Meeting held; submissions summarised; DPA amended in accordance with Council's assessment of submissions; SCPA prepared and lodged with the Department	Council	8-12 weeks Public consultation closes – SCPA lodged with the Department
SCPA assessed and report on DPA prepared for Minister	Department	7 weeks
Minister considers report on DPA and makes decision	Minister	4 weeks
Approved amendment gazetted	Department	2 weeks

Following Ministerial approval of the proposed amendment, it is forwarded to the Environment, Resources and Development Committee of Parliament for review.

Light Industry Zone, Northfield - Indicative Concept Plan



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10.03.15