Have your say!

- Information night: Tuesday 19 February, 6pm @ 72 Woodville Rd, Woodville
- Review this document at any library or community centre and pick up a submission form.

Consultation closes Wednesday 10 April 2013.
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Executive Summary

Introduction

Section 30 of the Development Act 1993 requires all councils to review the policies in their Development Plans and produce a Strategic Directions Report (SDR) following any significant alteration of the Planning Strategy for South Australia, or at least every 5 years.

A key outcome of this process is to ensure consistency between local Development Plans and the relevant policies and targets in the Planning Strategy, and to reach agreement with the Minister for Planning (‘the Minister’) on a program of Development Plan Amendments (DPAs) to translate the strategic vision into Development Plan policies to guide future development.

Following release of the 30-Year Plan for Greater Adelaide (‘30-Year Plan’) in early 2010, the Minister has requested that each council submit a SDR for his consideration by the end of 2012. To fulfil its legislative obligations, the City of Charles Sturt commenced a process to engage with the community to help identify future strategic and policy planning issues facing the City in the context of the strategic directions set by the State. This engagement process titled ‘Imagine Tomorrow’ was undertaken as part of the comprehensive review of the Charles Sturt Community Plan Shaping the Western Suburbs 2027.

This SDR provides an outline of the review and engagement processes undertaken to date, an assessment of previously identified priorities, identification of the State and Local planning policy framework that currently shape the Charles Sturt Council Development Plan, and key issues and priorities arising.

Planning Strategy (The 30 Year Plan for Greater Adelaide)

The 30-Year Plan for Greater Adelaide is the State Government’s key spatial representation of the South Australia’s Strategic Plan and sets out current Government policy for the development of Greater Adelaide’s urban area and infrastructure priorities. It seeks to guide the way neighbourhoods and communities are organised in Adelaide and seeks to create a new and more compact urban form, focusing new housing in existing urban areas (moving from a 50/50 to 70/30 split between infill and fringe growth) with an emphasis on sustainability and access to jobs and services close to living and homes.

As identified above, the Development Act 1993 requires that the SDR process identify Council’s priorities for implementing the relevant policies and targets in the Planning Strategy in order to reach agreement with the Minister on a future planning policy program. This includes ambitious numerical growth targets for Western Adelaide for population (+83,000 people), dwellings (+42,560 dwellings), affordable housing (+6400 affordable home units), employment (+40,500 jobs) and land supply from infill ‘up-zonings’ (+4650 hectares). Council’s responses to the 30-Year Plan are discussed throughout this SDR, with specific implementation of policies and targets forming the ‘abridged version’ included in Appendix 2.

In relation to the City of Charles Sturt, the 30-Year Plan broadly includes the following:

- Identifies mass transit corridors through the City extending from Adelaide CBD to Port Adelaide, Grange and West Lakes, including electrification of the Outer Harbour rail line by 2015 and extending light rail connections to West Lakes by 2016 and to Port Adelaide and Semaphore by 2018 to boost regeneration. While plans for this infrastructure have now been suspended by the State Government as part of its recent budget deliberations, it is understood that the
Government remains committed to these works in the future. Construction of a new rail station at St Clair will, however, continue as planned to support redevelopment of St Clair and potential at Woodville.

- Prioritises preparation of Structure Plans for five (5) major transit corridors, including the Outer Harbour line (originally intended by 2011). The governance arrangements for the 30-Year Plan suggest that these Structure Plans will form a major component of the Plan’s implementation. Importantly, Structure Plans are intended to spatially represent the objectives, and range and location of land uses for activity centres, corridors and new growth areas, and will ultimately become a volume of the Planning Strategy.

- Identifies associated proposed ‘higher order’ Transit Oriented Developments (TODs) at Bowden, Woodville, Port Adelaide and West Lakes (AAMI Stadium). A DPA to facilitate development of the Bowden Urban Village was recently approved by the Minister on 5 July 2012. DPA investigations have also been formally initiated by the Minister to progress rezoning for the Woodville and West Lakes TODs.

- Encourages local government to identify and facilitate delivery of more than 20 other transit-oriented style developments, including one at Kilkenny. Council has undertaken initial investigations to consider such potential within the Seaton Park and Kilkenny industrial precincts, which will be subject to more detailed future investigations.

Uncertainty surrounding the finalisation and release of a draft Structure Plan for the North West Corridor by the Government coupled with a suspension of light rail plans and rail electrification works has, however, presented difficulties in forward planning and setting future planning policy priorities. Nevertheless, to realise the opportunities and proposals identified in the 30-Year Plan (and draft North-West Corridor Structure Plan once finalised), it is clear the Government will be seeking substantial rezoning across a number of areas in Charles Sturt through future DPAs and driven by Structure Planning.

The solution to meeting the growth targets set by the Government will, however, be in identifying key strategic sites, growth nodes and regeneration areas where more comprehensive planning can occur. Through completion of a number of major studies and projects over recent years in response to the 30-Year Plan, Council is well positioned to help guide Government processes and Structure Planning to ensure better planning, infrastructure delivery and more sustainable development outcomes as the City transitions to a new urban form. Particular areas include open space, transport and social infrastructure planning for higher density urban environments, and ‘placemaking’ to ensure the success of major development and regeneration areas, and their integration with surrounding communities.

**Key Issues and Challenges**

Regional targets for Western Adelaide in the 30-Year Plan suggest that between 19,000 to 21,000 new dwellings could be required in Charles Sturt by 2039, taking into account identified TODs, extent of corridors and centres, and ‘constraint’ areas (eg. due to heritage, character or other constraints). Most of these dwellings (potentially 17,000 or 80%) will be required to be provided in centres and growth nodes in corridors, with some 4000 additional dwellings required to be delivered in major TODs/centres. Initial projections by the Government for TODs (Bowden, West Lakes and Woodville) suggest that this target can be reached. Lower order TODs such as Kilkenny and possibly at Seaton Park will also contribute to these targets.
Importantly, coupled with growth nodes in corridors and around centres, investigations undertaken on behalf of Council have suggested that only around 3700 new dwellings are likely to be required in other areas of Charles Sturt in the next 30 years to meet regional targets. If past development trends across the City continue, there is unlikely to be a need to significantly increase residential development in neighbourhoods outside nominated growth areas. This will reinforce proposals in the 30-Year Plan that ‘around 80% per cent of our existing urban character will remain unchanged’ as a result of the Plan’s implementation, with growth focused in more limited areas close to transport and services.

A number of major developments and infill projects are already underway within corridors, including at St Clair/Cheltenham and Woodville West, which will provide more immediate residential land supply in the City. The Urban Renewal Authority (URA) is also now releasing land to the market at Bowden Urban Village. Lower than anticipated growth coupled with slowing of the real estate market may, however, require land supply targets (which are based on high growth) to be revised by the Government.

Acknowledging possible impacts on timing and staging of the proposed TOD at West Lakes and other infill opportunities identified by the Government along the future tram corridor at Seaton and Hendon as a result of suspension of tram works, and the long lead time in bringing land to the market (ie. due to structure planning, rezoning and infrastructure provision), other targeted infill and regeneration opportunities may need to be identified in Western Adelaide generally.

While anticipated growth in corridors could be achieved, it will present a number of challenges or ‘pressure points’ that need to be considered as a priority to inform selection of suitable growth node opportunities. These include the following:

- **The changing economic base of Charles Sturt and potential pressures that further residential infill in corridors could place on employment areas and Prime Industrial Areas (PIAs).**

  Specifically, six (6) of the City’s (9) PIAs are located either wholly or partly within growth corridors, and revitalisation of employment areas through a more contemporary policy approach supported by an economic development strategy is needed to meet the changing face of industry. The Beverley industrial area has been identified as a potential priority precinct to consider such an approach.

  While the need for jobs growth is an underlying feature of the 30-Year Plan, Structure Planning undertaken by the Government has so far focused on residential development yields. It will therefore be important that employment lands or vacant industrial sites are not automatically considered for potential residential infill or mixed use outcomes without detailed investigations into the local and regional economic impacts of this.

  Retail needs must also be a key consideration in Structure Planning, planning for TODs and growth nodes in transit corridors / around activity centres. This includes identifying potential impacts of infill and more flexible, mixed use outcomes on existing activity centres and retail employment areas.
• **Managing the impacts of corridor growth on heritage and character areas.**

Given the historical evolution of the City, the majority of the City’s character areas are located in corridors (particularly the North West Corridor) and there is a need to better articulate this character through a more contemporary approach, and address interfaces.

Importantly, the costs of losing built form that is highly valued by the community in key heritage areas (eg. Cheltenham, Woodville, Henley Beach, Grange, Kilkenny environs and Pennington) does not outweigh the benefits that would be gained from a relatively minor increase in dwelling numbers if these areas were developed. Council has also identified a need to take a ‘fresh look’ at potential heritage sites as a priority given the relative age of heritage surveys used to inform the current Heritage DPA and growth implications.

Identifying more appropriate regeneration opportunities within Charles Sturt that would benefit from improved infrastructure provision, and allow more comprehensive planning, could better meet growth targets and offset character interface issues. More immediate regeneration opportunities could include Housing SA land at Seaton and Semaphore Park subject to detailed investigation.

Suggestions in the 30-Year Plan for widespread non-corridor regeneration has already generated local concerns, particularly around areas that contain heritage sites or Historic Conservation Areas. A more targeted and considered approach to regeneration is therefore warranted.

• **Balancing housing mix and diversity.**

While a more compact urban form linked to transport will have sustainability benefits, there is an important need to maintain a suitable mix of housing to provide choice and retain a sustainable demographic balance in Charles Sturt.

Higher density environments within corridors and around centres are less likely to provide housing forms suited to growing families. A policy approach that facilitates and more strongly promote this form of housing and limits infill (eg. through increased minimum lot sizes) in existing suburbs outside of growth areas should be considered to prevent future displacement of families and the consequent impacts of this on the quality and use of local services and spaces. Key areas of focus should include the *Mid Suburban* and *West Lakes General* Policy Areas of the Residential Zone, which occupy a substantial portion of the City’s residential area and where allotments greater than 500m² (that could support family homes) remain largely intact.

Such a policy approach would present other benefits and opportunities for these areas, including redefining character, promoting better quality housing forms, potential streetscape and biodiversity gains through greening backyards with larger trees and greater space around dwellings, and reduced pressure on the City’s public infrastructure (eg. stormwater, streets and parking).

• **Delivering infrastructure (including community and social infrastructure) when it is needed and where it is needed to meet growth.**

DPAs should be triggered by infrastructure commitment or solutions. Indeed, the Minister for Planning has reinforced that rezoning through DPAs should not be decoupled from infrastructure planning, which should be a key focus of high level Structure Planning and the role of the newly formed URA. For Charles Sturt, this will include addressing current road network constraints (eg.
Woodville Road, West Lakes Boulevard and Kilkenny Road) in the ‘primary’ North West corridor ahead of further intensification. Planning policy reforms for ‘secondary’ corridors such as Grange Road and Henley Beach Road are considered premature and should not be pursued until investment into mass transit along these corridors is more certain.

Council will also strongly advocate for best practice open space and social infrastructure planning principles identified in two major research projects (undertaken with support from the Local Government Association) to be applied ‘up front’ to the planning of growth areas and Structure Planning being undertaken by the Government prior to further DPAs. This includes considering wider open space needs beyond TODs and infill sites (and challenging the traditional 12.5% open space provision in brownfield areas) and a move away from a traditional (largely ‘greenfield’) approach to social infrastructure in order to successfully achieve the new urban form anticipated by the 30-Year Plan. This will ensure that requirements for location and opportunities for colocation and clustering can be achieved for new growth and regeneration areas.

In addition to the above, a further challenge for Council will be managing community desires and expectations relating to how the planning system can respond to issues identified through consultation and acknowledge the system’s limitations. This includes responding to social issues (eg. licensed venues, appropriate land uses in proximity to schools, etc) and balancing desires for greater public notification of some developments against what is allowed ‘as of right’ under the Government’s Residential Development Code. The Code is being further streamlined to make it easier to meet requirements.

Therefore, in moving forward, Council will be looking to lead future DPAs that affect the City to ensure that local strategic directions are implemented and that potential interface issues are appropriately managed through robust policy approaches. This includes identifying and managing impacts of growth and infill on character areas and employment lands (including PIAs and activity centres) and ensuring the successful integration of development sites and regeneration areas with surrounding neighbourhoods through effective placemaking.

**Recommended Policy Program**

Conversion of the Charles Sturt Council Development Plan in 2009 to the new format advocated by the South Australian Planning Policy Library (SAPPL) has addressed a number of General (Council-wide) matters identified in Council’s last Development Plan Review that was completed in April 2008. These include affordable and adaptable housing, hazards, sustainability and natural resources, stormwater, open space and site contamination, among others. Consequently, there has been no immediate need to initiate further DPAs to address these issues at a broader city-wide level.

The release of the 30-Year Plan and extent of Ministerial DPAs progressed or completed since the 2008 review (primarily in response to the Plan) has also shifted Council’s attention and resources, and ultimately impacted on achievement of other priorities identified in the 2008 Review.

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1 For the purposes of this SDR, ‘primary’ corridors or growth areas are those areas where infrastructure requirements have generally been confirm or committed
2 For the purposes of this SDR, ‘secondary’ corridors or growth areas are those areas where infrastructure investigations and commitment is still required
3 Best Practice Open Space in Higher Density Development Project (2011/12) and Planning for Social Infrastructure and Community Services for Urban Growth Areas: Implementation Guide (February 2012)
Notwithstanding this, Council has commenced or completed significant investigations for higher priority actions such as industrial and employment planning, residential growth and character, transport planning, placemaking and planning for integration of the Bowden Urban Village with the wider City and surrounding areas.

Based on these investigations and other matters identified in this SDR, recommended planning policy actions and a five year DPA implementation program has been detailed in Section 9 and is summarised below:

<table>
<thead>
<tr>
<th>Priority</th>
<th>DPA Name / Supporting Study</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underway</td>
<td>Heritage DPA</td>
<td>2012/13</td>
</tr>
<tr>
<td>Underway</td>
<td>Woodville Road and Environ Revitalisation DPA</td>
<td>2012/13</td>
</tr>
<tr>
<td>Underway</td>
<td>Devon Park Residential DPA</td>
<td>2012/13</td>
</tr>
<tr>
<td>High</td>
<td>Residential Yield Analysis</td>
<td>2012/13</td>
</tr>
<tr>
<td></td>
<td>Residential City-Wide Policies DPA</td>
<td>2012/13</td>
</tr>
<tr>
<td>High</td>
<td>Residential Streetscape Analysis</td>
<td>2012/13</td>
</tr>
<tr>
<td></td>
<td>Residential Streetscape DPA</td>
<td>2013/14</td>
</tr>
<tr>
<td>High</td>
<td>Heritage Survey</td>
<td>2012/13</td>
</tr>
<tr>
<td></td>
<td>Heritage DPA</td>
<td>2013/14</td>
</tr>
<tr>
<td>High</td>
<td>Residential Regeneration &amp; Arterial Road Transport Corridors DPA(s)</td>
<td>2013/14</td>
</tr>
<tr>
<td>High</td>
<td>Henley Beach Transport and Parking Plan</td>
<td>2012/13</td>
</tr>
<tr>
<td></td>
<td>Henley Beach Precinct DPA</td>
<td>2013/14</td>
</tr>
<tr>
<td>Medium</td>
<td>Urban Employment Zone DPA*</td>
<td>2014/15</td>
</tr>
<tr>
<td>Medium</td>
<td>Commercial and Mixed Use Land Study</td>
<td>2014/15</td>
</tr>
<tr>
<td></td>
<td>Commercial and Mixed Use DPA</td>
<td>2015/16</td>
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<tr>
<td>Low</td>
<td>Centres and Retail Study</td>
<td>2015/16</td>
</tr>
<tr>
<td></td>
<td>Centres and Retail DPA</td>
<td>2016/17</td>
</tr>
<tr>
<td>Low</td>
<td>Kilkenny Station Precinct DPA</td>
<td>-</td>
</tr>
</tbody>
</table>

*Prepared concurrently with an Economic Development Strategy

The spatial outcomes of this recommended policy framework are represented in the Figure overleaf.
2013 to 2018 – 5 Year Policy Priorities

- Investigate Public Housing regeneration (Semaphore Park)
- Investigate Public Housing regeneration (Seaton)
- Urban Node (Henley Square)
- West Lakes (AAMI Stadium) TOD
- Kilkenny TOD
- Bowden Urban Village TOD
- Revitalise employment lands (Urban Employment Zone)
- Woodville Station TOD & revitalised mainstreet

- Expand mixed use and commercial opportunities
- Identify, reinforce and protect character and heritage
- Consider growth opportunities around activity centres and along arterial roads
- Identify, reinforce and protect character and heritage
- Identify Residential Streetscape Areas

Legend:
- Light Rail Extension
- Railway
- Neighbourhood Centre
- Local Centre
- District Centre
- Special Use
- Council Boundary
- Open Space
- Housing BA

TOD: Urban Node
- Mixed Use
- Industrial Area
- Schools
- Primary and Arterial Roads
- Secondary Arterial Roads
- Waterways
- Roads
- Living and Residential

CHARLES STURT
STRUCTURE PLAN
2018 POLICY FRAMEWORK

CITY OF CHARLES STURT
Strategic Directions Report
1 Introduction

Section 30 of the Development Act 1993 requires all councils to review the policies in their Development Plans and produce a Strategic Directions Report (SDR) following any significant alteration to the Planning Strategy for South Australia. Council’s must produce an SDR at least every 5 years.

On 22 December 2010, the former Minister for Urban Development Planning published a notice in the Government Gazette, stating that each Council must submit a Strategic Directions Report (SDR) for his consideration by 31 December 2011 (this was later extended to 31 December 2012). The Minister’s declaration follows from the Government’s release of the 30-Year Plan for Greater Adelaide (a volume of the Planning Strategy) in February 2010.

To fulfil its obligations under the Development Act, Council commenced a process to engage with the community between October 2011 and January 2012 to help identify future strategic and policy planning issues facing the City in the context of the strategic directions set by the State. This engagement process titled ‘Imagine Tomorrow’ was undertaken as part of the comprehensive review of the Charles Sturt Community Plan Shaping the Western Suburbs 2012, which clarifies broader strategic planning issues for the City and sets out Council’s priorities for implementation of planning policies⁴. The recently updated Community Plan 2027 One City Many Lives is soon to be released for community consultation.

This process, including planned future stages, is outlined in Figure 1 below.

Figure 1 – Development Plan and Community Plan review process

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⁴ The Community Plan forms part of Council’s Strategic Management Plans in accordance with Section 122 of the Local Government Act 1999.
1.1 What is a Strategic Directions Report?

The overall content of the SDR is determined by Section 30 of the Development Act 1993, with any specific requirements clarified by the Minister for Planning. An extract of Section 30 of the Development Act 1993, is included in Appendix 1. Broadly speaking, it outlines a strategic vision for growth in the council area by means of a program of Development Plan Amendments (DPAs) to translate the strategic vision into Development Plan policies to guide future development.

In particular, the SDR identifies Council’s priorities for:

- achieving orderly and efficient development through the implementation of planning policies
- integrating transport and land-use planning
- implementing the relevant policies and targets in the Planning Strategy
- implementing the affordable housing policies in the Planning Strategy
- infrastructure planning (including both physical and social infrastructure)
- other projects or initiatives considered to be of strategic importance by Council.

Councils must submit their SDRs to the Minister for Planning for consideration. The Section 30 review process is considered complete once Council and the Minister for Planning reach an agreement regarding:

(a) the steps to be taken by Council to achieve the relevant policies and targets in the Planning Strategy and other actions identified in the SDR

(b) the DPAs to be undertaken to make the Development Plan consistent with the Planning Strategy.

1.2 What is the Development Plan?

Development Plans are key statutory documents in the South Australian planning and development system. They contain zones, maps and policies that guide property owners, developers and the community as to what can and cannot be done in the future on any piece of land within the relevant council area. This includes what the land can be used for (eg. residential or commercial purposes) and the design and form of buildings (eg. the height of a building, how much of the site the building covers, and to some degree what the building should generally look like, how it relates to the street and neighbouring buildings, etc).

The Charles Sturt Council Development Plan therefore broadly:

- informs the community about how an area is expected to be developed
- informs applicants and the community as to the type of development that is encouraged and not encouraged in an area
- provides provisions (‘policies’) against which development assessment decisions are made by the Council, its Development
Assessment Panel or other relevant planning authorities (eg. the Government’s Development Assessment Commission).

1.3 Purpose of the Report

As a result of the 30-Year Plan, the City of Charles Sturt will be the focus of significant urban infill and growth as the Plan is implemented. Higher to medium density urban villages are already proposed for Bowden, Woodville, Woodville West, Cheltenham and West Lakes. While such development will result in significant investment in both public and private infrastructure, it will also pose significant challenges and require a number of progressive amendments to the Development Plan.

Consistent with the above requirements and objectives, this report provides an assessment of Council’s strategic priorities emerging from the Government’s 30-Year Plan and Council’s own Community Plan 2012-2027 review to determine and prioritise future amendments to the Charles Sturt Council Development Plan.

Council has also undertaken investigations to address a range of issues in the context of the 30-Year Plan and a move towards a more compact urban form and higher density living in specific nodes, while ensuring protection of heritage and streetscape character. Areas of particular focus include industrial land and employment, residential and streetscape character, transport and social infrastructure, and open space. These studies have also been closely reviewed and prioritised.

This review is therefore very much a ‘technical’ and analytical document to meet Council’s statutory obligations under the Development Act and requirements outlined in the Minister’s recent gazette notice, and to achieve statutory agreement with the Minister on identified priorities. Importantly, in establishing DPA priorities, the SDR does not attempt to pre-empt outcomes of more detailed investigations or precinct planning that may be proposed or underway.
2  Strategic Directions

2.1  State Strategic Framework

2.1.1  South Australia’s Strategic Plan

Initially launched in 2004, the South Australian Strategic Plan is the State Government’s primary strategic policy document and ‘blueprint’ for South Australia. While it is not a statutory document, it outlines a medium to long-term vision for the whole of the State and has two important, complementary roles.

Firstly, it provides a framework for the activities of the State Government (including policy and budget decisions), business and the SA community. Secondly, it is a means for tracking progress state-wide, with a number of targets acting as points of reference that can be assessed periodically.

Given the significance of the Strategic Plan and its objectives for South Australia, it is important for Council’s strategic and policy documents to recognise and align as close as possible to the Plan’s key objectives, many of which have direct links with key government documents such as the 30-Year Plan for Greater Adelaide, the State Infrastructure Plan, Housing Plan and so on.

Through its current Community Plan “Shaping the Western Suburbs 2017”, Council identified a number of relevant targets from the South Australian Strategic Plan that Council and its community will contribute toward achieving through the key objectives and strategies of Council’s Plan. This helps to ensure alignment with the State Government’s priorities and directions.

The South Australian Strategic Plan has since been updated, however, and now includes 21 new targets as well as retention or updating of a number of existing targets (creating 100 targets in total). Charles Sturt’s contribution to these targets is currently being considered in preparation of a revised Community Plan for the City. Some of the more wide-reaching targets of the Plan which impact on urban development in Charles Sturt, however, include:

1. Increasing South Australia’s population to 2 million by 2027
2. Ensuring that the provision of key economic and social infrastructure accommodates population growth
3. By 2036, 70% of all new housing in metropolitan Adelaide will be built in established areas
4. South Australia leading the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households
5. Improving the energy efficiency of dwellings by 15% by 2020
6. Increasing employment by 2% each year from 2010 to 2016
7. Increasing the use of public spaces by the community
8. Doubling the number of people cycling in South Australia by 2020
9. Increasing the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018
10. Exceeding the national economic growth rate over the period to 2020
11. Increasing the value of South Australia’s export income to $25 billion by 2020
12. Maintaining Adelaide’s rating as the least costly place to set up and do business in Australia and continue to improve our position internationally
13. South Australia leading the nation in timely decisions of development applications through to 2020.

2.1.2 **The 30-Year Plan for Greater Adelaide**

The 30-Year Plan for Greater Adelaide ("30-Year Plan") was launched by the Government in early 2010, becoming a volume of the South Australian Planning Strategy.

The Plan is the Government’s key spatial representation of the South Australian Strategic Plan and seeks to guide the delivery of services and infrastructure. It contains key policies and directions, and for the first time, numerical targets for the Greater Adelaide region and, importantly, Western Adelaide.

In addition to building a more competitive and efficient planning system, the 30-Year Plan broadly seeks to guide the way neighbourhoods and communities are organised in Adelaide and seeks to create a new and more compact urban form, focusing new housing in existing urban areas (moving from a 50/50 to 70/30 split between infill and fringe growth) with an emphasis on sustainability and access to jobs and services close to living and homes.

The Plan focuses on new transit corridors, growth areas and Transit-Oriented Developments (TODs) and sets out growth areas for Adelaide where most housing and employment will occur. Sitting astride the Outer Harbour rail corridor, Charles Sturt is squarely in the sights of the 30-Year Plan.

For the purposes of this SDR, page 70 of the 30-Year Plan specifically states that:

> “the policies [in Chapter D of the Plan] will guide their [councils’] Development Plans and service and infrastructure planning. Development Plans and subsequent zoning and development assessment decisions will need to be consistent with the objectives and principles of the Plan and, in particular, its policies”

Further to this, section (d) of the Minister’s gazette notice from December 2010 specifically requires the following:

> “pursuant to section 30(1)(d)(ii) of the Act [Development Act], each Strategic Directions Report prepared by a Council must consider the relevance and implications of the strategic planning..."
policies described in Chapter D, pages 70-149 of the volume of the Planning Strategy entitled ‘The 30-Year Plan for Greater Adelaide’, in implementing the regional targets and directions. The strategic planning policies include:

New transit corridors
Adelaide City Centre
Urban design
Communities and social inclusion
Aboriginal heritage and culture
Housing mix, affordability and competitiveness
Affordable housing
Health and wellbeing
The economy and jobs
Transport Infrastructure
Biodiversity
Open space, sport and recreation
Climate change
Water
Emergency management and hazard avoidance”

The Minister’s Gazette notice also anticipated development of a template by the Government that must be used by councils in producing their SDRs. This template forms the abridged version of this review and is included in Appendix 2.

The 30-Year Plan therefore provides the most significant reference in assigning planning policy and infrastructure priorities at the regional and local level and must form a critical component of this Development Plan review. An assessment of Plan’s regional targets and directions described in Chapter E of the document are discussed in section 5 of this report. Implications of the strategic planning policies described in Chapter D of the Plan are generally discussed throughout this review, with a more detailed assessment provided in Appendix 2 based on the Government’s template requirements.

**Housing and Employment Land Supply Program (HELSP)**

The Housing and Employment Land Supply Program (HELSP) monitors implementation of the 30-Year Plan’s targets and focuses on maintaining a 15-year supply of zoned land for residential, commercial or industrial purposes across Greater Adelaide. While the Program is currently being updated, the most recent HELSP Report was released in October 2010. Implications of the Report for future land planning in the City of Charles Sturt are also discussed in section 5 of this report.

**Draft North West Corridor & Inner Rim Structure Plans**

A major component of the implementation of the 30-Year Plan is the preparation of Structure Plans. These plans are intended to spatially represent the objectives, and range and location of land uses for activity centres, corridors and new growth areas. They are also intended to ultimately become a volume of the Planning Strategy.

Preparation of the North West Corridor Structure Plan was identified in the HELSP as a key priority to determine the spatial distribution of the regional targets in the 30-Year Plan. The process is also intended
to identify shorter-term (within 5 years) rezoning opportunities that will encourage infill opportunities and contribute to the region's land supply in the medium to longer term.

Preliminary draft Structure Plans have been prepared for the North West Corridor and Inner Metropolitan Rim, but the Government delayed finalising these Plans to focus on revitalising the Adelaide City Centre. It is likely, however, that these draft Plans will be finalised in some form in the future.

These Structure Plans, and to a greater extent5 the North West Corridor Plan, will be the most significant steps toward formal implementation of the 30-Year Plan locally in Charles Sturt. Proposals in the draft Plans are therefore a key consideration in this Review and identified priorities and are discussed further in section 5. Importantly, Council will be seeking a shift toward identifying key growth nodes within these corridors as opposed to widespread infill to protect identified heritage and character and key employment areas.

South Australia's Planning Policy Library

The South Australian Planning Policy Library (SAPPL) builds on and replaces the former Better Development Plans (BDP) Library that was introduced in 2007. The purpose of the library is to encourage best practice planning policies and a consistent Development Plan format across the State.

The State Government is reforming the planning policy library to more directly align with the South Australian Planning Strategy, including the 30-Year Plan.

The first stage of these reforms has included development of a number of new policy modules to guide the growth of new neighbourhoods, infill around corridors and public transport stops, and the expansion of land for employment. These new policies were recently introduced into the library in September 2011, some of which now apply to the Bowden Urban Village as part of a recently approved Ministerial DPA for the site.

The second stage will involve a review and updating of remaining policies from the library as a priority.

Given that the Charles Sturt Council Development Plan was updated to the new format in 2009, this Development Plan review has considered opportunities to introduce new policies or update existing policies based on the latest version of the SAPPL (Version 6).

Council is concerned, however, regarding the current Government position to significantly limit local variations to the SAPPL policy modules. Some local variation and flexibility is warranted to better reflect local circumstances or address local issues that may not be envisaged by the standardised policy approach advocated in the Library.

2.1.3 Strategic Infrastructure Plan for South Australia

The future provision and maintenance of infrastructure is one of the most significant issues facing both State and Local Government in SA and the challenges are enormous. The Strategic Infrastructure Plan is recognised by the South Australian Strategic Plan and identifies infrastructure opportunities and

5 Portion of Charles Sturt affected by the the draft Inner Rim Structure Plan is generally limited to an area from the River Torrens (West) to Sixth Street (identified as ‘Sector 13’) and Second Street to Bishop Street (identified as ‘Sector 14’).
challenges throughout South Australia, which form a critical component of this review process and the development of future policies for local areas.

Specifically, the Plan sets out State-wide directions on priorities for investment and policy, and guides the integration of infrastructure planning and delivery by the three spheres of government and the private sector with land use planning.

Since its first release in 2005, the Strategic Infrastructure Plan has guided significant progress in infrastructure development across South Australia, with more than 80% of the priority projects listed in the Plan being either completed or underway. However, following the release of the 30-Year Plan which will have significant infrastructure planning implications, the State Government has commenced an update of the Strategic Infrastructure Plan which will map out the State’s infrastructure priorities for the next 10 to 15 years in line with the 30-Year Plan.

The Government released a Discussion Paper in 2010 that presented an overview of the achievements, challenges and opportunities covered in the 2005 Plan and set out proposed infrastructure priorities based on current Government directions. Importantly, the Paper recognises that urban regeneration, TODs and planning that facilitates the use of public transport, walking and cycling as viable transport options will help ensure the sustainability, liveability and productivity of Adelaide into the future.

The Discussion Paper also acknowledges that infrastructure development is characterised by high costs and long lead times, with responsibilities shared between all three spheres of government and the private sector. Therefore, early and effective planning, prioritisation and coordination of initiatives, based on clear, shared long-term strategic directions, is considered essential to ensure critical infrastructure is delivered where it is needed, when it is needed. The Minister for Planning has also recently reinforced that rezoning through DPAs should not be decoupled from infrastructure planning. It is therefore imperative that the updated Strategic Infrastructure Plan supports the directions and priorities of the 30-Year Plan and informs Structure Planning underway for identified State Significant Areas, including the North West Corridor.

In terms of future achievements, however, completion of electrification of the Gawler and Outer Harbour rail lines has been suspended as part of the recent state budget deliberations. This means that from the end of 2013/early 2014, electric railcars will only exclusively service southern commuters with increased services. Light rail plans to Port Adelaide, West Lakes and Semaphore have also been suspended. This may impact on development potential and timing for areas such as the West Lakes TOD and Seaton station. Construction of a new rail station at St Clair will, however, continue as planned.

2.1.4 Housing Plan for South Australia

The Housing Plan for SA was launched in 2005 and outlines the State Government’s proposed actions to meet South Australia’s changing housing needs. The Plan is recognised by the South Australian Strategic Plan and is focussed on five critical themes, including:
affordable housing and building strong communities
high need housing
housing and services for Aboriginal South Australians
strong management and service coordination
environmental sustainability.

Successful implementation of the Plan will require a commitment from both State and Local Government in partnership with the community and development industry.

Significantly, the Plan proposes a target for 15% affordable housing in all new significant developments, including 5% high need housing.

The Objects of the Development Act 1993 now also include an objective ‘to promote or support initiatives to improve housing choice and access to affordable housing within the community’. To further this objective, Section 30 of the Development Act requires council’s to consider priorities for implementing affordable housing policies in the Planning Strategy as part of the SDR process.

The Government has also developed new planning policies for affordable housing, which have been included in the State’s Planning Policy Library. These policies have been incorporated into the Charles Sturt Council Development Plan where appropriate as part of the Plan’s conversion to the new library format in August 2009. In particular, affordable housing policies have been adopted in the Council-wide section of Council’s Development Plan supported by specific policies contained in key Policy Areas within the Residential Zone where significant regeneration and increased densities are envisaged, including the Findon Urban Village, Woodville Medium Density and Cheltenham Park areas.

A Green Paper was also recently released by the Government in 2011 that flags the preparation of a Housing Strategy which will set out a vision for housing in South Australia for the next 30 years to better align with growth targets in the 30-Year Plan. The Green Paper proposes a set of key directions and proposals for providing housing and services into the future. It outlines a vision to “...support and maintain affordability into the future whilst ensuring that, as the State grows, our neighbourhoods are well-planned, socially inclusive, connected and sustainable.” Opportunities may exist to integrate these directions with Structure and precinct plans and the policies of the Development Plan.

2.2 Local Strategic Framework

2.2.1 City of Charles Sturt Community Plan: Shaping the Western Suburbs 2027

The Community Plan is the lead document in Council’s strategic planning framework and outlines a 20-year community vision for the City linked to four key themes which are supported by a number of objectives and strategies. The Plan also forms a key link to Council’s Corporate Plan.

The current Community Plan was prepared prior to development and release of the 30-Year Plan by the Government. Notwithstanding this, the Community Plan outlines a number of key aims that remain pertinent and will continue to shape the physical form of the City and urban development. These include:
• Creating a balanced mix of land uses where people can live work and participate in leisure activities without having to leave the area

• Ensuring that housing caters for the differing needs of the community, with higher density housing serviced by well used transport hubs and lower density housing in well preserved heritage zones

• Ensuring open space networks provide a range of activities for everyone

• Providing a well maintained and integrated transport network of footpaths, cycle paths, roads and public transport to ensure safe and convenient access

• Providing attractive public and private spaces and landscapes throughout the City

• Ensuring that principles of energy and water efficiency and waste minimisation underpin all development within the City

• Ensuring each community has a unique configuration of iconic local places and facilities within walking distance for socialising, sharing art and culture or participating in healthy activities

• Ensuring employment opportunities exist within the City for residents.

As highlighted in section 1, Council is currently reviewing the Community Plan in tandem with this Development Plan review. The outcome will be preparation of a revised Community Plan that reflects the contemporary aspirations of the Charles Sturt community and current elected body.

The Development Plan review therefore focuses on emerging issues and directions from the current review of the Community Plan that will shape the form of the City and set priorities for future Development Plan Amendments (DPAs). These issues and directions are discussed in more detail in sections 6 and 7 of this review.

2.2.2 Environmental Plan: Towards One Planet Living: Greening the Western Suburbs 2008-2013

Council’s Environmental Plan is a five year plan that supports the broader vision and objectives of Council’s Community Plan that seek to value, protect and enhance the City’s natural environment. The Plan presents strategies and actions under four key themes, including climate change, water, biodiversity and waste. Importantly, the Plan was prepared with the assistance of key Government Agencies and the Adelaide and Mount Lofty Ranges Natural Resources Management (NRM) Board to ensure consistency with the State and Regional NRM Plans.

With regard to the Development Plan and urban development, the Environmental Plan includes a number of key strategies and actions that have been considered as part of this Development Plan Review in the
context of their relative priority in comparison to other critical issues facing the City and more recent changes to the Development Plan.
3 Development Plan Review 2008

Council’s previous Development Plan review was completed in April 2008, prior to the development and release of the 30-Year Plan by the State Government. The review was undertaken in tandem with the development of the current Community Plan.

3.1 Previously identified priorities

A schedule of DPAs and other investigations were identified and prioritised in the 2008 review. These priorities are summarised in Table 1 below, including progress made in relation to each DPA or study.

Importantly, however, the release of the 30-Year Plan and its associated growth targets for Western Adelaide has resulted in a major shift in policy focus and priorities for the City of Charles Sturt. Consequently, a number of scheduled DPAs or investigations have either not progressed or have been postponed or reassessed (i.e. focus/scope has been modified) in the context of the 30-Year Plan and its directions.

Other events that have also influenced a shift in focus include:

- the 2008 Review was prepared in the midst of a wide-ranging review of the SA planning system by the State Government that was initiated in June 2007. This led to a number of recent planning reforms, including introduction of the Residential Development Code in March 2009 (and need for councils to identify areas where the Code should not be applied based on character criteria) and a raft of other amendments to the Development Act and its Regulations
- the 2008 review also preceded the 2010 local government elections, which has necessitated a reassessment of priorities based on directions of the new Council.

Table 1 – Assessment of previous Development Plan review priorities from 2008-2012

<table>
<thead>
<tr>
<th>Intended DPA (in priority order)</th>
<th>Purpose</th>
<th>Progress from 2008-2012</th>
</tr>
</thead>
</table>
| Industry Review                  | Review the City’s industrial zones against the framework introduced by the Metropolitan Adelaide Industrial Land Strategy (ie. ‘Prime Industrial Areas’) and consider potential for re-use or revitalisation of key industrial areas. | Council has been progressing investigations through completion of the following studies:  
  - the *Industrial Land Study* (Volume 1) in 2008, which identified a number of planning policy issues for future investigation  
  - the *Quantitative Assessment of Charles Sturt and Economic Models of Engagement and Delivery Report* in 2010, which predicts the anticipated shape and drivers of the Charles Sturt Economy over the coming decade and beyond  
  - the *Employment Revitalization Plan* in 2011, which focuses on opportunities to revitalise employment at Beverley and responds to regional targets and directions in the 30-Year Plan and *draft North West Corridor Plan*. |
### Intended DPA (in priority order)

<table>
<thead>
<tr>
<th>Categories of Notification and Complying Standards Review</th>
<th>Purpose</th>
<th>Progress from 2008-2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review categories of notification and complying standards specified in Council’s Development Plan for various forms of development.</td>
<td>The need for this DPA was dependent on findings of the State Government Planning Review initiated in 2007, which increased ‘as of right’ development through the Residential Development Code and legislative change. Some further clarification of public notification categories was included as part of the Better Development Plans conversion of the Charles Sturt Council Development Plan in 2009. Based on recent consultation leading into this SDR, Council is considering public notification in the context of the Residential Development Code and its application with non-growth areas in Charles Sturt. This will form a key component of a proposed Residential Character and City-Wide Policies DPA. A key issue will be determining the level of consistency between the Residential Development Code and the Development Plan to ensure that policy changes do not artificially increase the level of ‘Codified’ developments, which may result in less desirable forms of development in some instances.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Areas Character Study/Analysis</th>
<th>Purpose</th>
<th>Progress from 2008-2012</th>
</tr>
</thead>
</table>
| Address a range of character-related matters, including:  
  - Enhance desired character statements  
  - Better delineate character of residential areas, review coastal development and review Residential Historic Conservation Zone or policy area boundaries  
  - Review the impact of regeneration on character  
  - Review areas adjacent to Port Road/Outer Harbour rail corridor to support housing mix/increased densities. | Council completed a Residential Growth and Character Study in 2011, which investigated both residential character and identified where increased residential development and regeneration could occur in the context of the 30-Year Plan. The outcomes of this study have significantly informed this Development Plan review and future DPA directions along with more recent directions from documents such as the draft North West Corridor Structure Plan. During the release of the Residential Development Code in 2009, Council also identified Neighbourhood Character Areas (based on criteria provided by the Government at the time) that were to be excluded from application of the Residential Development Code. Three areas were subsequently excluded from the Code, including at Pennington, Flinders Park and Henley Beach. Residential and streetscape character has been identified as a key priority in this Review (as discussed in section 7) and will also form a key component of the proposed Residential Character and City-Wide Policies DPA. |

<table>
<thead>
<tr>
<th>Hindmarsh District Centre and Bowden Area Review</th>
<th>Purpose</th>
<th>Progress from 2008-2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review the impact of the Bowden TOD (former Clipsal site) on surrounding areas at Hindmarsh and Bowden, and consider opportunities</td>
<td>Initiation of this DPA has been dependent on State Government investigations and progress on the Minister’s Bowden Urban Village &amp; Environs DPA. While Council sought an expansion of the area affected by the Minister’s DPA to include areas surrounding the Bowden TOD, the area affected</td>
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</tbody>
</table>

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<table>
<thead>
<tr>
<th>Intended DPA (in priority order)</th>
<th>Purpose</th>
<th>Progress from 2008-2012</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Stormwater</strong></td>
<td>Incorporate (among others) urban stormwater and Water Sensitive Urban Design (WSUD) provisions and hazard risk/flood mapping into Council’s Development Plan, and identify opportunities for increased densities/infill development.</td>
<td>The completion of Council’s ‘Better Development Plans’ conversion of its Development Plan in 2009 has introduced new/improved policies to minimise the risk from, and impacts of, flooding from development into the General (City-Wide) section of the Development Plan (particularly under Hazards, Land Division, and Natural Resources). While Council has completed (and continues to update) flood mapping for the City, this has not been formally introduced into the Development Plan due to concerns regarding updating. While WSUD provisions only previously applied to the Cheltenham Park Policy Area, the Minister has recently introduced the latest WSUD policies contained in the SAPPL (under ‘Natural Resources’) to apply across the City. Council and the State Government should continue to consider specific opportunities to incorporate WSUD into key development precincts (eg. through Desired Character statements). This is discussed further in section 7.</td>
</tr>
<tr>
<td><strong>Centres DPA</strong></td>
<td>Review the role and function of centres throughout the City (eg. suitable gross leasable areas, pressures on corner shops/local centres, support services, leisure retailing, mixed use opportunities, demand for bulky goods, etc).</td>
<td>The 30-Year Plan introduces a new typology for activity centres, which will be considered as part of Structure Planning. It is understood that the Department of Planning, Transport and Infrastructure is currently undertaking a review of centres policies in the context of this new typology to be introduced into a future version of the SAPPL. Council is awaiting the outcome of this centres review prior to determining its application in Charles Sturt. Further, while the Minister’s Bowden Urban Village and Environs DPA recently introduced changes to General (council wide) policies affecting centres and retail development, including removal of the centres hierarchy as it previously applied in Charles Sturt, this has not been supported by Council and requires further investigation. The Woodville Village Master Plan was also completed in 2010 and provides direction for the revitalisation of the Woodville District Centre between Torrens Road and Port Road. A SOI was approved by the Minister for Planning on 6 July 2011 to commence the Woodville Road Revitalisation</td>
</tr>
</tbody>
</table>
### Intended DPA (in priority order)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Progress from 2008-2012</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Affordable / Adaptable Housing Strategy</strong></td>
<td>Investigate policies and strategies to (among others):&lt;br&gt;• manage the impacts of possible 20% increase in number of dwellings in the City&lt;br&gt;• maintain housing diversity and affordability&lt;br&gt;• encourage adaptable housing (particularly for older people)&lt;br&gt;• identify opportunities for social housing and student/migrant accommodation</td>
</tr>
<tr>
<td><strong>Open Space Review</strong></td>
<td>To (among others):&lt;br&gt;• review public open space provisions (and usability/quality) in residential areas and new subdivisions&lt;br&gt;• assess open space requirements for residential areas located close to major public open spaces (eg. lakes front and coast)&lt;br&gt;• assess impacts of reduced residential lot sizes on ‘greenness’ of suburbs&lt;br&gt;• amend Development Plan in line with emerging significant tree legislation&lt;br&gt;• consider active community design</td>
</tr>
<tr>
<td>Intended DPA (in priority order)</td>
<td>Purpose</td>
</tr>
<tr>
<td>---------------------------------</td>
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</tr>
<tr>
<td><strong>Sustainability</strong></td>
<td>Investigate policies to address climate change, enhance biodiversity, recognise ecosystems, facilitate waste reduction, incorporate NRM requirements, and promote healthier neighbourhoods and lifestyles.</td>
</tr>
<tr>
<td><strong>Design Standards</strong></td>
<td>Investigate a range of residential design matters, including frontages, site areas, hammerhead lot development (particularly two-storey), apartment building design, on and off-street car parking requirements, private open space (including in mixed use developments) and aircraft noise. Investigate design standards for public realm, centres, industrial areas and coastal development.</td>
</tr>
<tr>
<td><strong>Transport and Access (including Car Parking Fund Study)</strong></td>
<td>Investigate opportunities to establish a car parking fund(s) under section 50A of the Development Act 1993 (eg. Henley Square), promote walking and cycling, and mixed use/transport oriented development areas.</td>
</tr>
<tr>
<td>Intended DPA (in priority order)</td>
<td>Purpose</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Indigenous Heritage Review</td>
<td>Investigate opportunities to incorporate places of Kaurna heritage in the list of local heritage places in the Development Plan.</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>Investigate improved policies to address: • Outdoor advertising • Licensed premises • Site contamination.</td>
</tr>
</tbody>
</table>

### 3.2 Recent amendments underway or completed

**3.2.1 Council initiated amendments**

While not identified in the above priorities, Council has completed the following DPAs since the 2008 review:

- *Better Development Plan (BDP) and General DPA* (gazetted 13 August 2009), which converted the Development Plan to the new State policy library format

- *West Lakes Council Depot DPA* (gazetted 10 June 2010), which rezoned Council’s former depot site at Frederick Road, West Lakes from special use and incorporated it into the Residential Zone - West Lakes (Medium Density) Policy Area to facilitate residential and allied development.

In addition to the above two DPAs, Council has also substantially progressed a draft Local Heritage DPA, which proposes to update existing local heritage and contributory items in the Development Plan. The draft DPA is expected to be released for consultation this year.

Council has also commenced or completed a further Statements of Intent (SOIs) since the last review to initiate future DPA investigations. These are discussed further in section 9 of this review.
3.2.2 Ministerial amendments

A range of Ministerial DPAs have also been completed by the Government since the 2008 review that have amended policies in the Charles Sturt Council Development Plan. These include the following:

- **Cheltenham Park Racecourse DPA** (gazetted 14 August 2008). The DPA amended zoning of the racecourse site from special use to residential and established the Cheltenham Park Policy Area to facilitate redevelopment for housing and open space, including affordable housing.

- **Statewide Bulky Goods DPA**, which was introduced on interim operation 1 June 2010 and finalised on 13 January 2011. The DPA primarily clarified definitions for bulky goods in relevant Development Plans.

- **Regulated Trees DPA**, which was introduced on interim operation on 17 November 2011. The DPA introduced policies that provide guidance for the assessment of development applications relating to ‘regulated trees’ to enable effective operation of new legislation6. The policies complement those already in place for significant trees. Council did not support the Regulated Tree Ministerial DPA and raised concerns about the removal of trees without the necessary controls and safeguards and the impact this will have on biodiversity.

- **Woodville West Neighbourhood Renewal DPA** (gazetted 1 December 2011). The DPA updated planning policies applying to Government-owned land at Woodville West (occupied by former SA Housing Trust houses) to facilitate its redevelopment for a range of dwelling types and densities and complementary uses.

- **Bowden Urban Village and Environ DPA** (gazetted 5 July 2012). The DPA introduced new policies to facilitate the development of new housing, complementary retail and commercial buildings, open spaces and transport infrastructure in keeping with the vision for a TOD. It also introduced a range of new General policies that will apply across other areas of the City of Charles Sturt, including policies relating to centres, water sensitive design, outdoor advertisements and medium and high rise development. Approval of the DPA supersedes the Bowden Urban Village & Environ (Interim Policy) DPA was introduced on interim operation 17 November 2011.

**Implications for this Review**

As clarified in Table 1 above, many of the more general or City wide issues identified in the last Section 30 Review (eg. affordable and adaptable housing, hazards, sustainability and natural resources, stormwater, open space, and site contamination) were ultimately addressed through completion of Council’s Development Plan conversion in 2009. Consequently, there has been no immediate need to initiate further DPAs to address these issues at the General (City wide) level.

Significant investigations have also either been commenced or completed for higher priority actions such as industrial planning, residential growth and character, transport planning and planning for integration of the Bowden Urban Village with the wider City and surrounding areas. These investigations provide significant directions for both Structure and precinct planning to meet the Government’s growth targets, and future DPA priorities. Consequently, these directions are a key focus of this review.

The extent of Ministerial DPAs progressed or completed since the 2008 review has also shifted Council’s attention and resources, and ultimately impacted in achievement of other identified priorities.

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6 Development (Regulated Trees) Amendment Act 2009 and the Development (Regulated Trees) Variation Regulations 2011
Notably, the release of the 30-Year Plan has significantly shifted directions for the role and function of activity centres (including encouraging more mixed use development outcomes adjacent to transit), meaning that further work may be needed to better align centres policies in Charles Sturt with the typology set out in the Plan. Timing for this work will be dependent on finalisation of changes to the relevant SAPPL module(s) by the Government.
4 Demographic Trends and Growth Projections

Targets in the 30-Year Plan (discussed in the following section) have been based on a high growth scenario due to population change occurring during its development, including higher levels of net international migration. However, current Government growth projections\(^7\) have advocated a medium growth scenario as the most likely scenario on which to base future planning for growth. Importantly, these projections are below the aspirational targets presented in the 30-Year Plan. The Hugo Harris (2011) Demographic Report identified that based on projected figures for the 2006-2026 period, the average annual population growth is expected to be 0.9 percent. Using extrapolated data from the 30 Year Plan, Charles Sturt would need to experience average annual population change of 1.1 percent between 2006 and 2036.

First release data has now been made available by the Australian Bureau of Statistics (ABS) from the 2011 Census of Population and Housing. An analysis of this data has been undertaken in order to gain a snapshot of actual demographic changes in Charles Sturt’s population and to supplement the findings of various studies and background reports used to inform this SDR. This includes the Charles Sturt Demographic and 30-Year Plan Analysis Report, which was prepared by the National Centre for Social Applications of GIS (GISCA) in December 2011, prior to the release of Census 2011 data.

The detailed analysis of the first release data is provided in Appendix 3, with a summary of key findings discussed below.

Second release data, which will include labour force, migration, detailed education, occupation, and travel to work data, is anticipated for release in October 2012.

4.1 Summary of findings from first release data

The summary analysis of data from the 2011 Census of Population and Housing (first release) shows the following:

*Population growth*

- In 2011, the City of Charles Sturt had a total population of 104,981
- The City of Charles Sturt has experienced a growth in 4,453 people between 2006 and 2011, an increase of 4.4% over the five-year period, and an average annual increase of 0.9%. This is significantly higher than the previous period 2001 to 2006, which recorded an average annual increase of 0.1%
- Notably, the City of Charles Sturt had a rate of growth lower than that predicted by the Government’s medium range population projections, which anticipated a total population of 109,101 by 2011 or an annual average growth rate of 1.7% (actual population is 4,119 persons below this projection). This is shown further in Figure 2 below

\(^7\)http://www.sa.gov.au/subject/Housing,+property+and+land/Building+and+development/South+Australia+s+land+supply+and+planning+system/Planning+data+for+research+and+mapping/Population+and+demographics/Population+projections
Suburbs within the City of Charles Sturt that contributed the greatest proportion of population growth as a percentage of the City’s growth included Grange, Brompton, Kidman Park, Athol Park, Findon, Woodville North and Flinders Park, although some of this growth can be attributed to changes in suburb boundaries.

In Grange, Brompton, Kidman Park and Findon, population increases were primarily associated with an increased number of dwellings, as average household sizes either declined or remained steady. In Flinders Park and Woodville North, population increases were also due to an increased number of dwellings as well as an increased household size. In Athol Park, which is the location of a significant urban renewal project, the number of dwellings actually decreased, probably due to demolition of old housing stock and only partial replacement with new. Many houses are still under construction in this suburb. Notwithstanding a decrease in the number of dwellings, the average household size has increased significantly to 2.8, which is the main reason for the suburb’s population increase 2006 to 2011. It can be expected that this population increase will continue as dwellings are completed.

Dwelling occupancy

Dwelling occupancy rates in the City of Charles Sturt remain steady at 2.3 people per household, slightly below that of Greater Adelaide (2.4)
• Suburbs with the highest occupancy rates were generally located in the mid to outer areas of the north-west corridor and adjacent the River Torrens and the highest were Athol Park (2.8), West Croydon (2.6), and Woodville Park (2.6)

• Athol Park, Woodville North and Woodville experienced increased occupancy rates between 2006 and 2011, whilst Hindmarsh, Kidman Park, Grange, West Lakes, Hendon and Cheltenham all experienced decreasing occupancy rates.

Age

• The median age in the City of Charles Sturt in 2011 was 41, which remained unchanged from 2006 and is higher than the median age for Greater Adelaide of 39

• Median age varies considerably across the City’s suburbs from 31 in Athol Park to 52 in West Lakes, highlighting the city’s diversity

• In 2011, the City of Charles Sturt had larger proportions of people aged between 35 and 54 years (28.1%) and over 65 years (18.4%), and had lower proportions of people aged under 25 years when compared with Greater Adelaide (27.8% and 15.5% respectively)

• Between 2006 and 2011, the City of Charles Sturt has increased its numbers of people aged over 85 years, people between 45 and 74 years, people aged between 15 and 34 years, and people aged under four years

• The number of people aged over 85 years in the City of Charles Sturt increased by 773 (30.9%) from 2,499 in 2006 to 3,272 in 2011, with the largest increases experienced in the suburbs of Seaton, West Lakes, Findon and West Beach.

Country of birth

• In 2011, Charles Sturt had a lower proportion of people born in Australia (68.1%) when compared with Greater Adelaide (70.2%)

• Suburbs varied considerably across the City with regard to the proportion of people born in Australia, from 77.5% in Grange to 43.8% in Athol Park

• Of those born overseas, countries of birth with the greatest representation in Charles Sturt were the United Kingdom (4.8%), Italy (3.7%), India (2.0%), Greece (1.9%), Viet Nam (1.8%), and China (1.0%). This reflects the cultural diversity of the City

• The number of people born in India increased by 1,557 people, an increase of 266.2%, compared with the Greater Adelaide increase of 183.9%. A total of 2,142 (2.0%) of the City of Charles Sturt’s population were Indian-born in 2011, compared with 17,606 (1.4%) in Greater Adelaide

• The City of Charles Sturt was one of the areas of choice for people born in India, with 13.7% of the total growth in people born in India across Greater Adelaide choosing to live in the City of Charles Sturt. A total of 26.8% of overseas born new arrivals to the City of Charles Sturt (2006 to 2011) were born in India
• People born in Italy and Greece were more likely to be in the older age cohorts, people born in the UK and Vietnam more likely to be in the middle age cohorts and people born in India and China more likely to be in the younger age cohorts. This may mean that migrants from India and China either have young children or likely to have children in the near future.

• Of those born in India, 25.7% were under 25 years of age and 62.2% were aged between 25 and 44 years, and Indian-born people were more likely to be children of school age.

• People born in China also had a large proportion of people under 25 years (34.5%) but were more likely to be in the 15-24 year age cohort than the 0-14 year age cohort when compared with people born in India. Of people born in China, 36.5% were aged between 25 and 44 years.

**Education**

• In 2011, 27.5% of the City’s population attended an educational establishment compared with 29.4% of the population of Greater Adelaide, a slight decrease from 2006.

• The majority of those attending an educational establishment in the City of Charles Sturt were attending primary or secondary school.

• The City of Charles Sturt had higher attendance at a catholic school compared with Greater Adelaide (36.6% compared with 22.2%), a slight increase from the time of the 2006 Census.

• Attendance at a university has increased in both number and proportion from 2,175 people (3.7% of the population) in 2006 to 4,645 people (4.4% of the population) in 2011, and is slightly lower than the Greater Adelaide proportion of 5.0%. This could represent ageing of families correlating with a potential decline in new families. Rising cost of living may also force many university attendees to remain in the family home for longer.

**Income**

• The median weekly household income for the City of Charles Sturt increased from $816 to $1,019 between 2006 and 2011. This compares with Greater Adelaide, which increased by an average of $176, or 18.9%.

**Housing tenure and repayments**

• The proportion of owner-occupier dwellings has declined marginally in the City of Charles Sturt from 63.2% in 2006 to 62.9% in 2011.

• The proportion of dwellings owned outright within the City of Charles Sturt declined from 36.8% in 2006 to 34.6% in 2006, but remained higher than Greater Adelaide (30.7%).

• The proportion of dwellings being purchased increased, with 28.3% of all dwellings being purchased in 2011 compared with 26.4% in 2006, but remained lower than Greater Adelaide (35.3%).

• Rented dwellings in the City of Charles Sturt were more likely to be rented from a person not in the same household (8.9%) or a housing authority (8.7%) than in Greater Adelaide.
- Dwellings rented from a housing authority accounted for 9.0% of occupied private dwellings in 2011 compared with 9.9% in 2006, a decrease of 253, but remained higher than Greater Adelaide.

- Suburbs with high numbers of dwellings rented from a housing authority include Seaton (544), Semaphore Park (446), Pennington (306), Findon (285), Renown Park (187), Brompton (173), and Grange (146). Suburbs that have experienced the greatest decrease in dwellings rented from a housing authority include Woodville West and Athol Park, which have been the focus of recent regeneration projects.

- The total number of occupied private dwellings with households paying mortgages has grown to 12,430 dwellings in 2011 (28.3% of total dwellings) compared with 11,223 in 2006 (26.4%) and 9,060 in 2001 (21.6%), and remains lower than Greater Adelaide (35.4%).

- Median monthly mortgage repayments were $1,700 in 2011, higher than repayments for Greater Adelaide ($1,545). Repayments in the City have increased by 54.5% between 2006 and 2011, at a rate greater than for Greater Adelaide, which increased by 42.7%.

- A total of 33.2% of all separate houses, 21.4% of semi-detached, row, terrace or townhouses, and 14.2% of flats and units were being purchased in 2011, which was an increase from 2006, especially for semi-detached, row, terrace or townhouses.

- Median weekly rents in the City were $235, a 51.6% increase from $155 in 2006. Greater Adelaide also increased from $165 in 2006 to $250 in 2011.

- Rentals from a housing authority or housing co-operative provide the majority of lower rentals under $200 a week, with rentals via a real estate agent and people not in the same household providing the majority of rentals over $200.

**Dwellings**

- Separate houses accounted for 72.2% of occupied private dwellings in 2011, a small decrease proportionally from 2006 but still accounting for 770 additional dwellings 2006 to 2011.

- The number of semi-detached, row or terrace houses increased by 467 to 15.7% of occupied private dwellings in 2011, a slight increase from 2006 (15.2%).

- The number of flats, units or apartments increased by 399, and accounted for 11.9% of the total occupied private dwellings in 2011, a slight increase from 2006 (11.4%).

- Semi-detached, row, terrace and townhouses were more likely to be occupied by family households and this increased 2006 to 2011. Similarly, flats units and apartments were more likely to accommodate lone persons. However, the proportion of couples with children living in flats, units or apartments increased 2006 to 2011.

- Separate dwellings were more likely to be occupied by family households. However, between 2006 and 2011, the proportion of lone person households living in separate dwellings increased and families decreased.
• The proportion of two-storey semi-detached, row, terrace and townhouse dwellings increased when compared with one-storey, with 25.4% being two-storey in 2011 compared with 20.7% in 2006

• The number of bedrooms per house increased for all types of households and dwellings 2006 to 2011, and in particular, an increase in four-bedroom separate houses, three bedroom semi-detached, row, terrace and townhouses, and two and three bedroom flats, units and apartments.

**Household and family composition**

• The majority of households in the City were families (63.3%), lone persons (29.3%) and group households (4.0%), similar to Greater Adelaide with minor change between 2006 to 2011

• There has been a plateau in the 2001 to 2006 trend of declining proportions of couple families with children, with a very slight increase in the proportion of couples with children 2006 to 2011 to 41.6% and a very slight decrease in the proportion of couples without children to 39.1%.

**Need for assistance**

• A total of 6,630 (6.3%) people had need of assistance, higher than Greater Adelaide (5.4%), the majority of whom were aged over 65 years

• In the City, 51.9% of people over 85 required assistance, compared to 49.3% for Greater Adelaide.

**Number of motor vehicles**

• The City had a higher proportion of dwellings with no motor vehicle (11.0%) when compared with Greater Adelaide (9.3%).

**Implications for this review**

Latest census information has shown that the Government’s medium range growth projections and high growth scenario on which the 30-Year Plan’s projections were based are not being achieved at the moment. Specifically, the Charles Sturt Demographic and 30-Year Plan Analysis Report suggests that using extrapolated data from the 30-Year Plan, Charles Sturt would need to experience annual population change of 1.1% between 2006 and 2036. While the rate of population change in Charles Sturt has been higher between 2006-2011 than the previous census period, it equates to an average annual increase of 0.9%.

This means that population growth goals may need to be adjusted, which will have implications for the timing of new growth opportunities and infrastructure provision. Nevertheless, while there is likely to be fluctuations in growth patterns, a level of growth will continue and must be planned for. Significantly, proposals contained in the 30-Year Plan will be additional to population change that will occur naturally. This will have ongoing implications for the demographic sustainability in the city, and future service...
provision and jobs to meet the needs of a changing community. There is also a need to provide a variety of housing types to meet the needs of the community as it changes over time.

Other implications of this data are considered further throughout this review.
5 Regional Directions and Targets (30 Year Plan)

Section 1(c) of the Minister’s Gazette Notice from December 2010 specifically requires this review to address the following:

“pursuant to section 30 (1) (d) (ii) of the Act, each Strategic Directions Report prepared by a Council must describe the actions, in particular the Development Plan Amendments, it will implement in order to help achieve the relevant regional targets and directions described in Tables E1 to E8 inclusive, of Chapter E, pages 151-173 of the volume of the Planning Strategy entitled ‘The 30-Year Plan for Greater Adelaide’”

For the purposes of the 30-Year Plan, the City of Charles Sturt is located entirely within the Western Adelaide region, but located immediately adjacent the City of Adelaide (refer Figure 3) and a portion of Eastern Adelaide (City of Prospect). It shares the Western Region with the Cities of West Torrens and Port Adelaide Enfield (part). Because of this arrangement and given that targets in the 30-Year Plan are set at a regional level, some assumptions need to be made in relation to Charles Sturt’s share of, and contribution towards, these targets.

There is also a consequent need for this review to identify any potential conflicts or interface matters with adjoining council areas. While no conflicts have been indentified with regard to the goals and directions of the Eastern Adelaide region and Adelaide City compared with that of Western Adelaide, the following directions and links are considered relevant:

Adelaide City Directions (Map E1 – 30-Year Plan)

- Enhance linkages to and within the Parklands, including via the Park Lands Trail
- Improve cycle network and links to metropolitan Adelaide
- Reduce through traffic to enhance urban regeneration

Eastern Adelaide (Map E2 – 30-Year Plan)

- Strengthen city ring route to minimise unnecessary traffic through city core
- Assess feasibility and benefits of mass transit extensions to boost regeneration and serve growth corridors
- Protect key industry zones from encroachment.
Figure 3 – South Australian Government Regions – Western Adelaide

Source: Government of South Australia
5.1 Broad Directions for Charles Sturt

Map E3 (below) of the 30-Year Plan spatially identifies proposed directions for Western Adelaide.

Figure 4 – Western Adelaide directions (30-Year Plan)

Source: The 30-Year Plan for Greater Adelaide (Map E3 – Western Adelaide directions)
With specific regard to Charles Sturt, the 30-Year Plan identifies mass transit corridors through the City, extending from Adelaide CBD to Port Adelaide, Grange and West Lakes – this includes:

- extending light rail connections to West Lakes by 2016 and to Port Adelaide and Semaphore by 2018 to boost regeneration, including recent expansion of the tramline from City West to the Adelaide Entertainment Centre
- electrification of the Outer Harbour rail line by 2015.

As part of the 2012-13 State Budget9 deliberations, however, the Government has suspended completion of the electrification of the Gawler and Outer Harbour rail lines to focus on the Tonsley and Noarlunga lines in Southern Adelaide. As a consequence of this, light rail plans for Port Adelaide, West Lakes and Semaphore have also been suspended and future timing and funding for these works is now uncertain. This may require a shift in priorities in the shorter term, including planning and staging for the West Lakes TOD. However, it is understood that the Government is still committed to light rail plans in the medium term subject to financial capacity to invest in this infrastructure. The construction of a new rail station at St Clair, however, will continue as planned to support redevelopment at St Clair.

The 30-Year Plan also prioritises preparation of Structure Plans for five (5) major transit corridors, including the Outer Harbour line (originally intended by 2011), and identifies associated proposed TODs at Bowden, Woodville, Port Adelaide and West Lakes (AAMI Stadium). Bowden and Woodville TODs have been identified as key State priorities, and planning is currently underway by the Government for these sites. While these two sites and St Clair will be the principal source of visible activity over the next decade, suspension of the Government’s rail plans in Western Adelaide could impact on achieving a TOD (in the true sense of this concept) at West Lakes in the more immediate term.

In addition to these higher-order TODs, the Plan encourages local government to identify and facilitate delivery of more than 20 other transit-oriented style developments (ie. incorporating TOD principles), including one at Kilkenny. Council has undertaken a scoping study (PB, 2010) to investigate the potential for a TOD within the Seaton Park and Kilkenny Industrial precincts that has broadly identified opportunities to develop the Kilkenny ‘core’ area as a transit-oriented urban village, while Seaton provides opportunities to develop a transit-oriented neighbourhood hub. These concepts will require further investigation and refinement through a subsequent structure planning process(es), but have been considered in growth projections and opportunities discussed in this review.

Other spatial directions identified in Figure 4 above for Western Adelaide that will impact on Charles Sturt are discussed in Table 2 below.

**Table 2 – Analysis of spatial directions for Western Adelaide (Map E3, 30-Year Plan)**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus growth in corridors and regeneration areas &amp; create walkable transit-oriented mixed-use communities in corridors</td>
<td>In addition to growth nodes in the major transit (rail) corridors identified above, road corridors within Charles Sturt identified in the 30-Year Plan where growth nodes may be identified include Torrens Road, Port Road, Grange Road and a small section of Henley Beach Road (potentially up to South Street). Council has prepared a draft North West Corridor Transport Strategy as a priority</td>
</tr>
</tbody>
</table>

9 www.statebudget.sa.gov.au
| (Structure Planning and careful design to preserve road function) | area in the context of the 30-Year Plan. The draft Plan specifically responds to future population growth and associated travel demand for the corridor between the Bowden and Woodville stations and surrounded by Port Road, Woodville Road, Torrens Road and Park Terrace. Importantly, it focuses on accommodating future travel through walking, cycling and public transport modes through a ‘best practice’ approach to encourage choice in transport options in growth areas and TODs. The Strategy is discussed in more detail in section 7 of this review. Implications of growth are discussed further in section 5.2. Implications of the draft North West Corridor Structure Plan prepared by the Government are also discussed throughout this review where relevant. |
| Protect key industry zones from encroachment & retain key industrial locations and facilitate redevelopment for new industrial use | Council has identified nine (9) Prime Industrial Areas\(^{10}\) that warrant future protection as key industry and employment areas in the city. Of concern, however, is that six (6) of these areas are located either wholly or partly within potential growth corridors (road and rail) identified in the 30-Year Plan. This is likely to give rise to increasing pressure from competing land uses and infill, and is discussed further in section 7 of this review. |
| Facilitate relocation of industry from constrained sites and/or transit oriented development locations | Further to the comments immediately above, the Employment Revitalization Plan (October 2011) identifies that the 30-Year Plan is likely to shift local land economics in a way that will continue to push larger users out of (and/or discourage them from entering) the local market and thereby foster the intensification of land use. Given the significant levels of industrial development in Charles Sturt and its importance to the City’s local economy, this is a significant issue for Council and is discussed further in section 7 of this review. |
| Create a sporting facility hub [at West Lakes around AAMI Stadium and AM Ramsay Regatta Course] | This will need to be considered in the context of the Government’s commitment to the redevelopment of Adelaide Oval to support both cricket and Australian Rules football, and the implications that this change will have on the future development of AAMI Stadium and its environs. A draft Master Plan (2011) has been prepared for the AAMI Stadium site to support medium to high density residential in a park like setting (oval and a large portion of Max Basheer Reserve to remain) with a mixture of commercial, retailing, residential and entertainment uses around a core area. However, suspension of light rail plans to West Lakes may influence development potential and staging. |
| Regenerate Housing SA estates, including innovative transit supported development | 2006 Census data identified that nearly 5000 dwellings within Charles Sturt are owned by Housing SA, providing significant opportunities for future regeneration. The Ministerial Woodville West Neighbourhood Renewal DPA was approved and gazetted on 1 December 2011 to facilitate renewal of a 13 hectare site owned by Housing SA at Woodville West. This includes encouraging between 430 and 570 new dwellings on the site ranging from single storey up to 6 storey apartments, closely linked to transit. Work is currently underway, with the overall project expected to be completed in 2017. Housing SA land at Seaton and other public housing areas throughout the Council area also provide opportunities for regeneration provided sufficient Government ownership has been retained. |
| Improve north-south transport corridor | Works are underway by the Government on the South Road ‘Superway’, which is expected to be completed in 2013. |
| Complete the coastal | While the coast park has limited bearing on the Development Plan, the Government |

\(^{10}\) Prime Industrial Areas (PIAs) were identified in the Charles Sturt Industrial Land Study (April 2008) based on criteria in the Government’s Metropolitan Industrial Land Strategy (April 2007)
<table>
<thead>
<tr>
<th><strong>linear park from Outer Harbour to Sellicks Beach</strong></th>
<th>is seeking its completion by 2020. Approximately 11.5km from West Beach to Semaphore falls within Charles Sturt. Four key sections have been constructed (in West Beach, Henley Beach, Grange and Semaphore Park), leaving a further 7km remaining to be completed. Council has remained committed to the rollout of the coast park and is currently planning for connections at Henley Beach and Semaphore Park.</th>
</tr>
</thead>
</table>
| **Enhance the network of recreation trails and open space connected to River Torrens and Coast** | Further to comments regarding coast park above, the 30-Year Plan more broadly proposes to develop and enhance linear parks as open space ‘greenways’ and biodiversity corridors along fixed line public transport/mass transit corridors and waterways. This includes the City to Outer Harbour rail line and River Torrens, and incorporation of greenways in all TODs. Plans for a greenway along the Outer Harbour rail corridor is now likely to be impacted by suspension of electrification works.

Council’s ‘Active Living – Planning to Cycle Strategy’ also seeks to (among other things) improve, strengthen and establish linkages within and between the existing Bikedirect network, open spaces and adjoining councils and links directly with the Government’s own cycling strategy.

The Bowden Urban Village Master Plan also identifies potential construction of a pedestrian/bicycle bridge over Park Terrace, linking the development and greenway along the rail corridor alignment with pathways in the Parklands. This will require Government discussions with the City of Adelaide to determine the final form and its implementation.

The Best Practice Open Space Provision for Higher Density Infill Developments Study also provides a basis on which to guide the provision of open space in brownfield developments and to meet wider open space demands. The Study is discussed further in section 7 of this Review. |
| **Mitigating impacts of sea-level rise [on coastal development]** | Council prepared a Climate Change Adaptation Plan in 2009 with the Local Government Association Mutual Liability Scheme. Western Adelaide councils (with Government support) have also combined to undertake a major investigation into the likely impacts of climate change (beyond just projected sea-level rise) on western suburbs communities. The project will be undertaken over the next 2-3 years.

With specific regard to policy responses to sea-level rise, the Charles Sturt Council Development Plan currently contains a raft of General planning policies to protect development against sea level rise. These policies currently reflect the South Australian Planning Policy Library but may be updated in the future as a consequence of the climate change impact study outlined above. |
| **Promote leisure and dining in key coastal centre locations** | Council has continually recognised the increasing popularity of outdoor dining and its contribution to increased social and cultural life within the City, enhancing a sense of identity, vibrancy, security and relaxation, and its importance for economic prosperity of the City. Completion of sections of the coast park at Henley and Grange have also enhanced the vibrancy at these key locations. |

In addition to the spatial directions of the 30-Year Plan outlined above, the draft North West Corridor Structure Plan proposes establishment of a hierarchy of stations (27 in total) along a rail network that extends from the City to Outer Harbour (and Grange). It also includes a tramline extension along West Lakes Boulevard, from Hendon to (a large loop around) West Lakes (see Figure 5). Given that the draft Structure Plan could become a volume of the Planning Strategy in the near future, it will therefore provide additional spatial guidance in relation to the Government’s growth plans. The
implications of the Plan and potential indicative yields identified by the Government for key sites along the heavy rail and potential future light rail corridor are discussed further in section 5.2 below.

Figure 5 – Draft North-West Corridor Structure Plan – Proposed (draft) Station Hierarchy

Source: North West Corridor Structure Plan – Draft for Consultation (Version 3.7 – 14 September 2011), former Department of Planning and Local Government
In accordance with the Minister’s Gazette Notice from December 2010, an assessment of the relevance and implications of the strategic planning policies described in Chapter D of the 30-Year Plan is detailed in the abridged version of this SDR contained in Appendix 2. Key strategies are also discussed in the context of key local issues in section 7 of this review.

**Key challenges**

To realise the opportunities and proposals identified in the 30-Year Plan and North West Corridor Structure Plan (if and when finalised), it is clear the Government will be seeking substantial rezoning (through future DPAs and driven by Structure Planning) across a significant portion of the City of Charles Sturt. It is also unclear at this stage as to how much of this work will be required to be undertaken by councils as opposed to the State Government, but Council will actively seek to lead and prepare DPAs that affect the City to ensure wider integration and minimise land use conflicts. The significant resources required to achieve this will, however, necessitate careful prioritisation.

### 5.2 Regional Targets

As shown in Table 3 below, the 30-Year Plan is seeking to accommodate an additional population of 83,000 in Western Adelaide, with just over 62,000 people to be accommodated within transit corridors. This translates to construction of approximately 42,560 new dwellings in the region, with just over 33,060 new dwellings proposed within transit corridors, including TODs, and 6400 affordable dwellings.

The Plan also envisages creation of an additional 40,500 new jobs in Western Adelaide and estimates that 4650 hectares of land is likely to be required to accommodate residential and employment targets, primarily through infill ‘up-zonings’.

**Table 3 – 30-Year Plan Regional Targets, Western Adelaide**

<table>
<thead>
<tr>
<th>Population and dwellings</th>
<th>Net additional dwellings</th>
<th>Net additional population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within corridors (incl. transit-oriented developments)</td>
<td>33,060</td>
<td>62,100</td>
</tr>
<tr>
<td>Outside corridors</td>
<td>9500</td>
<td>20,900</td>
</tr>
<tr>
<td>TOTAL</td>
<td>42,560</td>
<td>83,000</td>
</tr>
</tbody>
</table>

**Affordable housing**

| Net additional dwellings | 6400 |

**Employment**

| Net additional jobs | 40,500 |

**Gross land supply**

| Hectares | 4650 |

*Source: The 30-Year Plan for Greater Adelaide (Table E3 – Western Adelaide targets)*
5.2.1 Residential growth

The Housing and Employment Land Supply Program (HELSP) that supports the 30-Year Plan identifies a range of major zoning changes and events that have influenced residential land supply across Greater Adelaide over the last decade. For Charles Sturt, this includes rezoning of approximately 20 hectares of land adjacent to the Cheltenham Racecourse in 2007\textsuperscript{11} from industry to residential and rezoning of the Cheltenham Racecourse site itself (49 hectares) in 2008 for residential development\textsuperscript{12}.

The latest Residential Land Development Activity Report\textsuperscript{13} released by the Government in December 2011 also confirmed that the Local Government Areas with the highest level of new dwelling approvals in the quarter ending December 2011 were Playford (263), Port Adelaide Enfield (220), Onkaparinga (202) and Charles Sturt (178). This shows a recent focus for new dwelling construction in both Charles Sturt and Western Adelaide.

The HELSP broadly estimates that Western Adelaide will just meet the targets for residential land supply over the next 5 years. In the medium and longer term, however, it suggests that a significant share of development is needed from major infill projects (approximately 8000 additional lots over 15 years) to meet estimated demand. The demand and supply analysis provided in the HELSP is summarised in Table 4 below.

Table 4 - Estimated dwelling site supply, Western Adelaide (from HELSP)

<table>
<thead>
<tr>
<th></th>
<th>Programmed development</th>
<th>Minor infill (&lt;10 dwellings)</th>
<th>Estimated major infill requirement (TODs &amp; transit corridors)</th>
<th>Estimated total supply</th>
<th>Estimated demand (15-year target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–5 yrs</td>
<td>3938</td>
<td>2500</td>
<td>0</td>
<td>6438</td>
<td>6500</td>
</tr>
<tr>
<td>6–10 yrs</td>
<td>1450</td>
<td>2250</td>
<td>0</td>
<td>7700</td>
<td>7000</td>
</tr>
<tr>
<td>11–15 yrs</td>
<td>1000</td>
<td>2000</td>
<td>0</td>
<td>7000</td>
<td>7000</td>
</tr>
</tbody>
</table>

Source: HELSP Report (October 2010), SA Government

Importantly, while initial allotment yield estimates for the Bowden Urban Village (TOD) were included in the ‘programmed development’ estimates above, yields for future TOD sites at Woodville and West Lakes (AAMI Stadium) have not been considered. The HELSP anticipates that supply figures for Western Adelaide will increase significantly in the future and reduce the demand-supply gap as planning for major transit corridors and TODs are completed. Planning for the North-West Corridor is also identified as a key priority in the HELSP but will require a focus on identifying growth nodes as opposed to widespread infill in corridors.

It is clear that the City of Charles Sturt is expected to accommodate a substantial part of the increased population growth, predominantly through infill and achieving higher densities in identified TODs and within growth nodes along a number of key transport corridors. What is not explicit in the 30-Year Plan, however, is the expected contribution required by each of the Western Adelaide councils in meeting targets for the broader Western Adelaide Region.

\textsuperscript{11} Sheridan Site PAR (Ministerial), gazetted 25 January 2007
\textsuperscript{12} Cheltenham Park Racecourse DPA (Ministerial), gazetted 14 August 2008
\textsuperscript{13} Residential Land Development Activity Report to December 2011, Department of Planning, Transport and Infrastructure
To better quantify Charles Sturt’s potential contribution to Western Adelaide dwelling targets, Council commissioned a *Residential Growth + Character Study*[^1] that involved a strategic review of residential land with in Charles Sturt that identifies where increased residential development and regeneration could occur in the context of the 30-Year Plan. Investigations focused on the breakdown of growth objectives in the Plan into areas “within corridors” and areas “outside corridors”.

To translate the Government’s regional growth objectives (targets) into the approximate number of additional dwellings that may be required to be provided in Charles Sturt over the life of the Plan, a number of assumptions needed to be made. These included:

**Household size**

- An average household size of 2.1 was adopted (the 30-Year Plan generally uses 1.9 persons for TOD areas and 2.2 persons in areas outside of TODs)

**Estimated proportion of total anticipated population growth in the Western Adelaide region received by Charles Sturt**

In the context of the 30-Year Plan Charles Sturt could be expected to receive:

- approximately 75% of the anticipated growth in TODs as it contains three out of the four nominated TOD sites (ie. Bowden, Woodville and West Lakes)

- approximately 50% of the anticipated growth in centres and nodes in corridors as it contains approximately 50% of the likely centre sites/corridors (being Seaton, Albert Park, Kilkenny, Port Road, Grange Road and West Lakes Boulevard)

- approximately 40% of the anticipated growth in areas outside of corridors and centres as it is estimated to contain approximately 40% of the areas where further densification may be possible (ie. areas not generally subject to heritage, character and other known "constraints").

**Estimated Densities in Centres/TODs**

- Densities in centres/TODs and corridors have been calculated at a net dwelling density of 60 dwellings per ha (which is recognised as high density). This means that after allowances for roads, open space and public spaces, the expected number of dwellings that would be achieved on 1 hectare of land is 60 dwellings.

Based on these assumptions, the study broadly identifies that approximately 20,960 additional dwellings may be required in Charles Sturt by 2039 if the 30-Year Plan targets are to be met. Of these:

- approximately 82% (17,290) would be located in “centres” and “corridors”. Almost a quarter of these would need to be in ‘core areas’ of TODs and centres, with the remaining 75% potentially located in growth nodes along corridors and in a wider (800m) radius around centres. This is likely to be a challenge due to the number of character areas potentially impacted as well as key industrial/employment precincts

- Only 3670 dwellings need to be located in the “areas not in centres and corridors”. This means that development of approximately 120 per annum would need to be distributed generally across the wider suburbs (but not located in centres or along train/tram lines or corridors). The *Residential
densities*

[^1]: City of Charles Sturt *Residential Growth + Character Study* (May 2011), Jensen Planning + Design
Growth + Character Study suggests that this should be achievable based on previous development trends.\(^{15}\)

Since completion of the Residential Growth + Character Study, however, the State Government has suggested a lower target of 19,100 additional dwellings to be provided in Charles Sturt over the life of the 30-Year Plan. Importantly, this target still assumes that over 17,000 dwellings would generally be provided in corridors, meaning that less additional dwellings may be required outside of these areas. This lower target has therefore been adopted as the basis for future investigations to meet the Government’s growth objectives.

Notwithstanding the above, a review of the 2011 Census data in section 4 above coupled with projections in the Charles Sturt Demographic and 30-Year Plan Analysis Report has suggested a need to review current ‘high growth’ targets in the 30-Year Plan as well as medium growth projections advocated by the Government. This will affect land supply requirements over the shorter to medium term.

**Potential development sites**

A range of planned or potential development sites have been identified within and outside of corridors through various documents, including the Government’s *draft North West Corridor Structure Plan*, Council’s Residential Growth + Character Study and a range of other scoping studies or investigations. These include major redevelopment sites (eg. Cheltenham/St Clair), higher and lower order TODs, neighbourhood and village stations, Housing SA regeneration opportunities and other sites (eg. vacant and obsolete industrial sites).

An analysis of indicative dwelling yields (and associated population growth) from these sites is shown in Table 5 below. Preliminary yields identified in the *draft North West Corridor Structure Plan* for key station precincts have also been mapped in Figure 6.

In most instances, the indicative yields suggested by the State Government are more ambitious than those identified in Council’s Residential Growth + Character Study. This is likely to be due to the differences in density typologies applied by the Residential Growth + Character Study compared to those promoted in Government policies as part of the South Australian Planning Policy Library. This includes the ‘Urban Core’, ‘Suburban Neighbourhood’ and ‘Urban Corridor’ Zones, which are proposed to apply to TODs, corridors and activity centres under the 30-Year Plan arrangements.

It should also be noted that these indicative yields may not necessarily take in account site constraints that may emerge from more detailed investigations (eg. interface with character or industrial areas, employment targets, site contamination, land consumed by new infrastructure, market expectations, etc). The merits or otherwise of developing some of these areas will also be subject to future investigations.

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\(^{15}\) The Housing and Employment Land Supply Program (HELSP) Report (October 2010) also identifies that additional supply of allotments from minor infill developments in Western Adelaide has averaged 500 a year during the past five years, and this trend is likely to continue in the medium to longer term
Figure 6 – Current and potential development sites and indicative yields identified in the (draft North West Corridor Structure Plan)
### Table 5 – Current and Potential Development site yields

<table>
<thead>
<tr>
<th>Identified Development Site/Area (A)</th>
<th>Possible Yield (B)</th>
<th>Status</th>
<th>Development / Supply Timeframe</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Major redevelopment sites</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cheltenham / St Clair</td>
<td>1200° dwellings (2640 people)</td>
<td>Rezoning completed and development underway</td>
<td>5 years (to 2017)</td>
<td>Also includes 700 dwellings identified around proposed St Clair station in <em>draft North West Corridor Structure Plan</em>. State Government has confirmed that St Clair station upgrade will proceed as planned</td>
</tr>
<tr>
<td><strong>Sub total</strong></td>
<td>1200 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transit Oriented Developments (TODs) – major sites</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowden Urban Village (16 ha)</td>
<td>2400° dwellings (4560 people)</td>
<td>Rezoning recently completed and land being released</td>
<td>10 – 12 years</td>
<td>-</td>
</tr>
<tr>
<td>West Lakes (AAMI Stadium) (23 ha)</td>
<td>1300°-1800° dwellings (2470-3420 people)</td>
<td>Draft Master Plan prepared and investigations underway for Ministerial DPA</td>
<td>Up to 25 years</td>
<td>While the HELSP identifies preparation of a DPA in 2012, achievement of a TOD is reliant on tram line extension (currently suspended) or mass transit infrastructure</td>
</tr>
<tr>
<td>Woodville Station (4.6 ha)</td>
<td>350°-600° dwellings (665-1140 people)</td>
<td>Concept planning undertaken and investigations underway for Ministerial DPA</td>
<td>Unknown</td>
<td>More recent State Government investigations suggest lesser yields in the order of 300 dwellings may be more likely for this site</td>
</tr>
<tr>
<td><strong>Sub total</strong></td>
<td>4050 – 4800 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Neighbourhood Stations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kilkenny railway station (TOD)</td>
<td>260°-600° dwellings (490-1140 people)</td>
<td>Scoping study completed. Private land owner investigations undertaken. Possible private funded DPA</td>
<td>Unknown</td>
<td>Lower range based on former Bianco site only, while higher range based on wider area (and similar to private land owner projections)</td>
</tr>
<tr>
<td>Hendon station (proposed)</td>
<td>20° dwellings (44 people)</td>
<td>Broad Structure Planning only. Future investigations required</td>
<td>Unknown</td>
<td>Proposed new station subject to Government commitment to West Lakes tram extension or mass transit infrastructure</td>
</tr>
<tr>
<td>Sub total</td>
<td>280-620 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Village Stations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Seaton Park village station</strong></td>
<td>107°-266° dwellings (235-585 people)</td>
<td>Broad Structure Planning only. Future investigations required</td>
<td>Unknown</td>
<td>-</td>
</tr>
<tr>
<td><strong>Grange village station</strong></td>
<td>65° dwellings (140 people)</td>
<td>Broad Structure Planning only. Future investigations required</td>
<td>Unknown</td>
<td>-</td>
</tr>
<tr>
<td><strong>Seaton village railway station</strong></td>
<td>205° dwellings (450 people)</td>
<td>Broad Structure Planning only. Future investigations required</td>
<td>Additional dwelling yields could be achieved through gradual infill and mixed infill north of West Lakes Boulevard. Also refer to additional yields from Housing SA regeneration site, Seaton (below). Future station dependant on Government commitment to light rail extension or mass transit</td>
<td></td>
</tr>
<tr>
<td>Sub total</td>
<td>377 – 536 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Housing SA Regeneration Sites</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Woodville West</strong></td>
<td>390 dwellings (additional) based on 570° proposed new dwellings (860 additional people based on overall estimated population of 1250 people)</td>
<td>Rezoning now completed and land being released</td>
<td>5 years (to 2017)</td>
<td>-</td>
</tr>
<tr>
<td><strong>Seaton</strong></td>
<td>1047 dwellings (additional) based on potential 1680° new dwellings (2300 additional people based on overall estimated population of 3700 people)</td>
<td>Indicative Council yield analysis only based on similar density to Woodville West (50 dw/ha) and 25% of land used for non-residential purposes. Future investigations required</td>
<td>Unknown</td>
<td>Site could come on-line following substantial development or completion of Woodville West Housing SA site. Would require State Government commitment</td>
</tr>
<tr>
<td><strong>Semaphore Park</strong></td>
<td>1055 dwellings (additional) based on potential 1680° new dwellings (2320 additional people based on overall estimated</td>
<td>Indicative Council yield analysis only based on similar density to Woodville West (50 dw/ha) and 25% of land used for non-residential purposes. Future</td>
<td>Unknown</td>
<td>Age of housing stock may be a barrier to redevelopment in the more immediate term</td>
</tr>
</tbody>
</table>
Other development sites

<table>
<thead>
<tr>
<th>Site Description</th>
<th>Dwelling Yield</th>
<th>Details</th>
<th>Timeframe</th>
<th>Outcome Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devon Park (former industrial site)</td>
<td>35+ dwellings[^f] (77 people)</td>
<td>Council-led DPA (private funded) to investigate rezoning land underway</td>
<td>5 years (to 2017)</td>
<td>Higher yields could be achieved based on a higher density outcome, but subject to final investigations</td>
</tr>
<tr>
<td>SA Water site – West Lakes</td>
<td>96 dwellings[^b] (210 people)</td>
<td>Indicative Council yield analysis only. Future investigations required.</td>
<td>Unknown</td>
<td>Former waste water treatment site adjacent Frederick Road, West Lakes</td>
</tr>
</tbody>
</table>

Sub total: 131 dwellings

Activity Centres

<table>
<thead>
<tr>
<th>Site Description</th>
<th>Dwelling Yield</th>
<th>Details</th>
<th>Details</th>
<th>Outcome Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodville Road revitalisation</td>
<td>200 dwellings (440 people)</td>
<td>Council-led DPA underway. Indicative Council yield analysis only</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>Findon</td>
<td>11[^h] dwellings (260 people)</td>
<td>Indicative yield analysis only based on Residential Growth + Character Study.</td>
<td>Future investigations required.</td>
<td></td>
</tr>
</tbody>
</table>

Sub total: 317 dwellings

**TOTAL**  
Projected 8,847 to 10,096 dwellings (approx)

**Notes:**  
Extent of “Identified Development site/area” in column A may vary between studies  
“Possible yield” in column B based on an assumption of 1.9 persons/dwelling for TOD sites or sites likely to adopt TOD principles and higher densities, and 2.2 persons/dwelling outside TODs  
[^a]: Indicative dwelling yield based on Urban Renewal Authority (URA) estimate  
[^b]: Indicative dwelling yield based on Residential Growth + Character Study estimate  
[^c]: Indicative dwelling yield based on draft North West Corridor Structure Plan  
[^d]: Indicative dwelling yield based on Ministerial Woodville West Neighbourhood Renewal DPA (gazetted 1 December 2011)  
[^e]: Indicative dwelling yield based on preliminary Council estimate  
[^f]: Indicative dwelling yield based on preliminary investigations report prepared by FYFE Pty Ltd in association with Phillip Brunning & Associates (February 2011)

Overall, the above Table suggests that over 10,000 dwellings could be delivered from growth sites already identified by Council and the State Government. This equates to around half of the dwelling growth anticipated for Charles Sturt by the State Government and Council’s Residential Growth + Character Study. Two-thirds (over 6600) of these will be delivered in sites either already zoned or where rezoning investigations have been initiated through a Council or Ministerial-led Development Plan Amendment (DPA) process. Sites such as St Clair/Cheltenham, Bowden Urban Village and Housing SA’s Woodville West
site in particular will be the focus for supply in the shorter to medium term coupled with a further 4 hectares of private land (estimated to supply an additional 97 lots over the next 5 years) currently being developed at Bowden/Brompton as part of the ‘City Edge’ project.

In addition to Bowden Urban Village, other higher-order TOD sites currently being planned, including Woodville and West Lakes, are also anticipated to provide over 2000 additional dwellings in the medium to longer term, assuming key infrastructure can be put in place to support them. In particular, extension of light rail to West Lakes will be critical to achieving a TOD in this location and other opportunities identified around future tram stations at Hendon and Seaton Village. Based on scoping already undertaken and landowner interest, development of the former Bianco site and surrounds at Kilkenny could also be realised in the medium term and could deliver a further 600 dwellings.

Other growth opportunities

In addition to the sites identified in Table 5 above, there are a range of other sites or areas that could be explored in the future to meet growth targets over the next 30 years in the context of the 30-Year Plan. These include include both potential regeneration areas (with a focus on substantial public housing areas) and sites around activity centres that may provide infill potential and are discussed below.

Potential regeneration areas

Map E3 the 30-Year Plan highlights a number of ‘potential regeneration areas’ throughout the City of Charles Sturt that could provide additional supply in the medium to longer term. Sites held in Government ownership (eg. Housing SA public housing areas), in particular, provide more immediate opportunities as opposed to ‘assembling’ sites where there is fragmented private ownership. Recent examples of this include the Westwood and Woodville West projects.

Therefore, in addition to more immediate regeneration opportunities identified in Table 5 above, other Housing SA sites that could be investigated include parts of Ridelyton/Brompton, Findon, Kidman Park, Renown Park, and Grange. These areas are likely to be less feasible in the more immediate term, however, due to their relative size and/or fragmented ownership compared to more intact areas such as Seaton and Semaphore Park.

Widespread non-corridor regeneration identified in the 30-Year Plan should not occur without careful investigation and is likely to generate local concerns, particularly around areas that contain heritage sites or Historic Conservation Areas. Indeed, concerns have already been raised in relation to proposals for regeneration around the Henley Square precinct. Council is currently preparing a Master Plan for this area with the community, the outcomes of which should not be pre-empted.

Activity and Specialist Centres

In addition to infill opportunities identified in Table 5 above around the Findon centre, the following activity centres in Charles Sturt may also provide potential for future infill subject to more detailed investigations:

- Arndale shopping centre, which has been identified as a ‘Major District’ activity centre in the 30-Year Plan. While potential dwelling yields at this location have not been identified, the *Residential Growth + Character Study* suggests that 3-5 storey residential development could extend some 200 metres from the core area, with two storey dwellings (eg. townhouses) forming an interface with the surrounding lower density development
• Queen Elizabeth Hospital (QEH) precinct, which has been identified as a ‘Specialist’ activity centre in the 30-Year Plan. The Residential Growth + Character Study suggests that, with the exception of allotments in the Residential Character Zone, medium density dwellings ranging from 2-4 storeys could be developed within 400 metres of the hospital. Possible yields in this area have not been identified at this stage.

• Hindmarsh and Fulham Gardens, which have both been identified as ‘District’ activity centres in the 30-Year Plan. While Council has not identified potential yields for these sites, background analysis undertaken by the State Government to inform the 30-Year Plan has indicatively suggested that 1200 dwellings could be accommodated within the ‘Hindmarsh triangle’ (bound by Port Road, South Road and the River Torrens). Fulham Gardens has also been the focus of some recent residential intensification in the form of apartments.

Other growth nodes in corridors

In addition to sites already identified by the State Government’s draft Structure Plan for the North West Corridor as the ‘primary corridor’, the Government has also suggested that around 3500 additional dwellings could be generated from other growth sites or nodes in the corridor. This could include former industrial sites that may become vacant and no longer viable for industrial or employment activities.

The 30-Year Plan also identifies other ‘secondary’ corridors where future growth nodes or sites could be identified, including Grange Road, Torrens Road and a section of Henley Beach Road (potentially up to South Street). Preliminary investigations undertaken by the State Government to inform the 30-Year Plan have suggested that around 5000 new dwellings could be achieved in the Grange and Torrens Road corridors. Potential within the Henley Beach and Grange Road corridors will, however, be reliant on Government investment into mass transit.

Key issues/challenges for residential growth

Overall, analysis by the State Government and Council has suggested that between 19,000 to 21,000 additional dwellings could be required to be provided in Charles Sturt by 2038 to meet wider targets in the 30-Year Plan for Western Adelaide.

The above analysis clarifies that over the next 30 years, this growth could be met through a more targeted approach that includes:

• Opportunities already identified in major redevelopment sites, higher and lower order TODs, station nodes, Housing SA regeneration sites and activity centres (potentially between 10,000-12,000 dwellings)

• Other activity centres not fully investigated (eg. Arndale, Fulham Gardens, Hindmarsh, Welland and the QEH precinct)

• Other potential regeneration areas that could benefit from new infrastructure investment and allow more comprehensive planning, such as Housing SA areas at Ridleyton/Brompton, Findon, Kidman Park, Renown Park, and Grange

• Other growth nodes in the primary North West Corridor (Port Road) and other secondary corridors not yet fully investigated (potentially 8500 dwellings)

• Continued minor infill in appropriate locations where it meets character objectives and can be supported by services and infrastructure.
Importantly, this targeted approach would ensure that growth is focused on 20% of the City, meaning that 80% of the City could largely remain unchanged in line with directions in the 30-Year Plan. It would also allow new or improved infrastructure to be planned and delivered to support anticipated development (eg. desired densities) rather than placing pressure on existing infrastructure or character in unplanned areas.

In the context of the 30-Year Plan’s ‘high growth’ residential development targets, the HELSP broadly estimates that Western Adelaide will just meet the targets for residential land supply over the next 5 years. A significant amount of this supply will occur from planned projects within Charles Sturt. Recent demographic trends and a slowdown in the real estate market, however, suggest a need for the Government to review these targets, which is likely to affect land supply requirements over the shorter to medium term. This will have implications for future planning policy priorities and rezoning.

While the draft North West Corridor Structure Plan identifies corridor opportunities beyond the major TOD sites, it is likely that the initial focus will be on meeting yields from key nodes and Government-owned sites, which generally present less obstacles to development. That is, land ownership in corridors is very fragmented, land uses are mixed, air and noise quality will need to be managed and there is likely to be major infrastructure upgrade requirements that need to be funded. Stalling of electrification of the City to Outer Harbour rail line and light rail (tram) plans to West Lakes may also impact on development potential and staging of the West Lakes (AAMI Stadium) TOD in the shorter and possibly medium term.

Development of the Bowden Urban Village TOD will also provide an opportunity to ‘test’ the market and consumer responses to higher density housing options prior to more widespread rezoning to support this form of development in key growth nodes.

### 5.2.2 Employment growth

The 30-Year Plan sets ambitious targets for jobs growth in Greater Adelaide over the next 30 Years to meet the Government’s population targets. The Plan therefore highlights an important need to set aside land critical to employment based on targets for job creation at a regional level (preferably within 15-20 minutes travel time from where people live). Indeed, significant residential growth targets and projections discussed in the preceding section of this report highlight a critical need to maintain a balance of jobs and new dwellings in Charles Sturt. Importantly, as highlighted by the *Charles Sturt Demographic and 30-Year Plan Analysis Report*, job creation is the main means of stemming the level of net interstate mobility.

**Industrial land**

The recently completed Charles Sturt *Employment Revitalization Plan* suggests that of the 40,500 net new jobs targeted in Western Adelaide, 26,750 (two-thirds) are proposed to be industrial jobs.

The HELSP Report recognises that Western Adelaide is the State’s traditional industrial heartland and still retains the second largest supply of industry zoned land in Greater Adelaide – 3151 hectares, or 22.3% in 2008. The region also contains more than 30% of the State’s manufacturing businesses, many in long-established industrial areas, as well as major air and sea ports, including Adelaide Airport, Outer Harbour and Port Adelaide.

While Charles Sturt still accommodates a significant number of existing industrial land holdings, new key industrial land sites (or potential major sites) identified in the HELSP in Western Adelaide are focused
within the City of Port Adelaide Enfield. These include Gillman (which the URA has identified as a primary land release into the next decade), Osborne, Outer Harbour, Regency Park and Wingfield. Charles Sturt’s proximity to this significant level of new industrial activity could, however, provide significant local opportunities in the near to medium term.

Significantly, however, the HELSP identifies that while Northern and Western Adelaide will have a healthier stock position than other regions in Greater Adelaide in the short term, high demand will put the regions under pressure by 2018 to 2020. Indeed, with regard to ‘potential industrial land’ (ie. current zoned vacant industrial land), Western Adelaide is forecast to have a deficit of 644 hectares over the next 30 years. The impact of this is clear in Figure 7 below.

**Figure 7 – Industrial land demand and supply by SA Government Region, Greater Adelaide 2008-39**

The HELSP also identifies that the industrial land supply in Western Adelaide is generally constrained, and with continuing demand could in fact ‘run out’ as early as 2020 if action is not taken. This is compounded by increasing competition from commercial and retail activities such as bulky goods outlets.

Notwithstanding these constraints, it will be important to maintain a balance of industrial land across the Greater Adelaide regions that is located close to freight infrastructure. For Charles Sturt, this reinforces the need to rejuvenate and revitalize brownfield sites and key existing industrial areas where feasible. It also signals a need for careful planning for residential infill in and around centres and corridors to ensure that local employment opportunities are retained and enhanced.
Retail and Commercial land

The HELSP Report broadly identifies that approximately 1.61 million square metres of retail space will be required to meet projected retail demand in Greater Adelaide over the next 29 years. Acknowledging that about a third of new retail development in Greater Adelaide has and is likely to continue to occur through redevelopment of existing sites, the Report suggests that approximately 10 hectares of new land will be required each year across the region to support new retail development.

The HELSP acknowledges that retailing is a highly dynamic industry (making land requirements difficult to estimate) and highlights a range of actions for the Government to better plan for future retail development. Importantly, it highlights that retail needs must be a key consideration of Structure Planning, planning for TODs and growth in transit corridors. This includes an assessment of the overall impact of new retail activities within designated areas. Counter to this, however, it will be important for an assessment to also be made in relation to how new residential development and associated densities may impact on existing retail employment areas.

Commercial land generally refers to land where office buildings are located and includes professional, financial and business services, collectively known as the ‘services sector’ – the sector comprises about 30 percent (or 84,900 jobs) of the total jobs growth targeted in the 30-Year Plan. While commercial office space in the Adelaide CBD is well monitored, this is not generally the case for areas outside of the CBD.

Importantly, the HELSP highlights that while the City of Adelaide should remain as the centre for peak services, planning policy should encourage the concentration of jobs growth in designated TODs, transit corridors, higher-order activity centres and new growth areas identified in the 30-Year Plan. This will ensure jobs are located close to where people live and to realise the potential of TODs as desirable living environments.

Key issues/challenges for employment growth

With regard to ‘employment lands’, the HELSP identifies a significant challenge for Western Adelaide in meeting future industrial land demands in particular. For Charles Sturt, this reinforces the need to rejuvenate and revitalise brownfield sites and key existing industrial areas where feasible.

Given the historical pattern of Charles Sturt, however, a large number of the City’s industrial precincts are located within corridors identified for growth in the 30-Year Plan. This will inevitably place pressure on many of these areas and major industrial sites for residential development.

While Structure Planning underway by the Government for the North West Corridor has acknowledged the need for jobs growth and provision of employment lands, only dwelling yields have been identified at this stage. Importantly, employment lands or vacant industrial sites should not be automatically considered for potential residential infill or mixed use outcomes without detailed investigations into the local and regional economic impacts of this.

Similarly, retail needs must also be a key consideration of Structure Planning, planning for TODs and growth in transit corridors. This includes an assessment of the overall impact of new retail activities within designated or mixed use activity areas. It will be important for an assessment to also be made in relation to how new residential development and associated densities may impact on existing retail employment areas.

Council has undertaken a range of investigations to better understand the City’s current and future economy, with a particular focus on the future of the City’s industrial land holdings. The outcomes of these investigations, including future directions, are discussed further in section 7.1 of this review.
6 Consultation and Engagement Outcomes

Community engagement on the concurrent review of Council’s Community Plan and strategic planning priorities commenced in late 2011. This process titled ‘Imagine Tomorrow’ has involved:

Stage 1

- wide community engagement that occurred between 28 October 2011 and 31 January 2012. This included a ‘Visioning’ Workshop held on 13 November 2011 attended by 40 community members to share ideas and vision for the future of Charles Sturt. During this time, Council received a combination of approximately 2500 comments, surveys and submissions

- preparation of a consultation report titled ‘What the community said’, which summarised the results and key outcomes of community engagement

- a Community Development Plan Workshop held on 27 March 2012 and attended by 82 community members to consider planning policy priorities and responses to directions in the 30-Year Plan

Stage 2

- open evenings held between 20 June and 11 July 2012 at the Woodville Civic Centre and Hindmarsh, Findon and Henley Libraries and attended by 90 community members to review the consultation outcomes and to consider key priorities, actions and strategies emerging from the engagement process. These evenings included a Strategic Directions Report themed display and feedback survey.

Discussions also occurred with Council staff and Elected Members prior to the engagement process. These identified technical Development Plan matters and other policy issues, including policy matters raised by Council’s Development Assessment Panel (DAP) in considering development applications.

6.1 Elected Member and Development Assessment Panel matters

A Development Plan Workshop was held with Elected Members on 17 October 2011, which canvassed a range of more technical Development Plan matters raised by both Elected Members and Council’s DAP. Council’s development assessment and policy staff also provided responses to these issues in order to determine a potential way forward.

Key policy issues raised by Elected Members included:

- Impacts of structures erected on common boundaries (including standards for wall lengths and heights, and potential public notification triggers)

- Overlooking, particularly from new multi-storey development (including policies to guide upper storey window locations and sill heights, and potential public notification triggers)

- Overshadowing from multi-storey development and impacts on access to sunlight/solar panels, (including policies to guide setbacks of upper storeys to side and rear boundaries, and potential public notification triggers)

- Design of new buildings in Historic Conservation Areas and demolitions in the Residential Character Zone (including design policies to promote more sympathetic development, and potential public notification triggers)

- Impact of telecommunication towers in residential areas (including policies to guide location of these facilities in industrial and commercial areas, and potential public notification triggers)
- Site contamination
- Maintaining existing views to scenic features (e.g. the coastline and lake)
- Potential need to review public notification categories for two storey group dwellings and residential flat buildings in the Residential and Residential Character Zones.
- Open space and community facility provision in medium to high density development.
- Location of licensed venues and fast food premises in relation to sensitive land uses e.g. schools.

Key policy issues raised by the DAP included:
- Built form integration with existing heritage buildings around Henley Square and its environs (a key consideration as part of the Henley Square Master Plan)
- Better clarification of building heights versus number of storeys and clarification of height limits in specific areas
- Better clarification of building height, bulk and scale within the West Lakes residential area (current policies are considered ambiguous)
- Appropriateness of using an average site area calculation to guide desired density
- Design standards for multiple dwelling developments with the Historic Conservation Area at Bowden
- Urban design parameters for medium density apartments
- Better managing the industrial/residential interface
- Better clarifying desired three storey development within Medium Density Policy Area 20 of the Residential Zone
- More responsive and timely means of effecting policy change to the Development Plan (issue for the State Government).

6.2 Community Plan review

While a broad range of issues and opportunities have been identified through the ‘Imagine Tomorrow’ engagement process, key themes relevant to the Development Plan and urban development have included sustainability, development and design, streetscapes, character and heritage, density and building heights, transport, shopping and community facilities, open space, affordability, governance, land use, and biodiversity and trees.

6.3 Community Development Plan Workshop (Stage 1)

A community Development Plan workshop was held on 27 March 2012 and attended by 82 local residents. The objective was to commence a dialogue with the local community to identify Council’s strategic direction to lead Council’s response to the 30-Year Plan, and to gain a sense of priorities for the five year land use and development policy program to inform this review.

A significant number of issues and opportunities were identified under the themes identified above. The following table provides a snapshot of key issues:
### Table 6 – Summary of feedback from Community Development Plan Workshop (27 March 2012)

<table>
<thead>
<tr>
<th>Theme and % of total comments</th>
<th>Would like MORE...</th>
<th>Would like LESS...</th>
</tr>
</thead>
<tbody>
<tr>
<td>Governance (15%)</td>
<td>Transparency in decision-making, community engagement, accountability and subsidies for sustainable dwellings. Improved public notification.</td>
<td>Secrecy in decision-making, government influence and complicated planning rules</td>
</tr>
<tr>
<td>Development &amp; Design (13%)</td>
<td>Environmentally friendly design, preservation of heritage areas and car parking</td>
<td>Division of land, multi-story buildings and ‘cookie cutter’ developments</td>
</tr>
<tr>
<td>Transport (10%)</td>
<td>Pedestrian / cycle paths, public transport / improved services and improved connectivity between transport modes</td>
<td>Heavy vehicles, speed and traffic congestion</td>
</tr>
<tr>
<td>Sustainability (9%)</td>
<td>Stormwater recycling, energy efficiency and sustainable design</td>
<td>Above-ground powerlines, air conditioned houses and uncontrolled stormwater</td>
</tr>
<tr>
<td>Density &amp; Building Heights (8%)</td>
<td>Good quality design, medium density housing of 4-6 stories appropriately located in distinct areas (including environmental sustainability) and space around the buildings site.</td>
<td>Excessive building heights, reduced block sizes and backyards, and overlooking impacts from upper level windows / balconies</td>
</tr>
<tr>
<td>Biodiversity and Trees (8%)</td>
<td>Whole eco-system – plenty of low shrubs, community gardens, wildlife / tree corridors and tree lined streets</td>
<td>Concrete paving, cutting down trees, State Government changes to large tree legislation</td>
</tr>
<tr>
<td>Streetscapes (8%)</td>
<td>Design principle improvements, preservation and recognition of character areas, trees and open space</td>
<td>Unsympathetic infill development and impact on street trees</td>
</tr>
<tr>
<td>Character &amp; Heritage (7%)</td>
<td>Restoration and re-use of existing heritage buildings. Recognition of local and contributory heritage places. Council advocacy to State Government.</td>
<td>Infill housing in established streets, pressure on character of Henley Square and dilapidated heritage places</td>
</tr>
<tr>
<td>Open Space (7%)</td>
<td>More useable open space, passive recreation, trees for shade, equipment, play areas, ‘kicking about’ areas and BBQs</td>
<td>Infill built around open space and loss of public land for development</td>
</tr>
<tr>
<td>Shopping &amp; Community Facilities (5%)</td>
<td>Swimming pools and aquatic centres, support for existing community centres and community-based organisations and vibrant shopping strips</td>
<td>Unattractive and vacant shop fronts and businesses, pokies and late night closing</td>
</tr>
<tr>
<td>Land use (5%)</td>
<td>Public space and trees, appropriate mix of land uses and land use compatible with area</td>
<td>Reduction of block sizes (ie. maintain appropriate allotment sizes)</td>
</tr>
<tr>
<td>Affordability (4%)</td>
<td>Affordable housing, ‘family’ sized blocks and financial assistance with environmental initiatives eg. rainwater tanks</td>
<td>Reliance on high rise as affordable housing, poor building design / ‘slums’</td>
</tr>
</tbody>
</table>
6.4 Elected Member ‘strategic land use and development direction’ Workshop

A further Elected Members’ workshop was undertaken as part of Council’s Strategic Development Committee meeting held on 21 May 2012. Its purpose was to discuss key strategic issues that have emerged from recent studies and community engagement undertaken as part of the Community Plan review. This included consideration of outcomes from the Community Development Plan Workshop discussed in section 6.3 above.

The views expressed by Members at the workshop were generally consistent with community and staff views. The workshop resulted in a list of Development Plan issues focused around what Members wanted to deliver ‘more of while ensuring less of’ as well as issues that could contribute to developing a strategic vision for the City.

Policy priorities emerging from discussions were then formally presented to the Strategic Development Committee on 18 June 2012 and are summarised below:

- Preserve and enhance heritage areas – **high priority**
- Identify desirable existing residential character elements, formulate desired character statements and establish policies that support and enhance character through sensitive development. This could also address many of the residential issues raised by Council and the Development Assessment Panel – **high priority**
- Identify specific residential regeneration areas, including establishing desired character statements and identifying infrastructure upgrades to promote investment – **high priority**
- Residential growth opportunities in identified areas, TODs and nodes (where appropriate) – **medium priority**
- Mixed use precincts that promote compatible land uses (eg. Woodville Road and Henley Beach precinct) – **medium priority**
- Revitalisation of industrial precincts for employment areas – **medium priority**
- Vibrant local and retail centres – **medium priority**.

6.5 Community Open evenings (Stage 2)

Stage 2 consultation involved a series of community open evenings held between 20 June and 11 July 2012 that were attended by 90 people. A Strategic Directions Report themed display and feedback survey were also included as part of the open evenings. The objective was to gather community feedback on the draft strategies and planning policy priorities identified in 6.4 above as well as the desired nature and form of future development in the City.

Key strategies and priorities identified are summarised in the table below:
### Table 7 - Summary of feedback from Community Open Evenings (June/July 2012)

<table>
<thead>
<tr>
<th>Strategies and % of total comments</th>
<th>Overview of Feedback</th>
</tr>
</thead>
</table>
| **Preserve and enhance heritage areas - high priority (23%)** | The majority of comments made supported and endorsed this strategy as a high priority.  
  – “Please make more effort to retain buildings of heritage value and interest”  
  – “Agree – very high priority to reserve historical and character areas – need planning controls which protect whole streets / locations with adequate buffer zone”  
  – “Yes, heritage areas are most important, without them history will be lost forever” |
| **Identify desirable existing residential character elements, formulate desired future character statements and establish policies that support and enhance through sensitive development – high priority (19%)** | There was mild support for this strategy but the majority of comments received were diverse with themes of car parking, outdoor space, lack of permeable surface, energy efficiency, privacy impacts and the need to maintain housing character in suburbs raised amongst many other things.  
  – “Concern about 2 storey new developments being built close to or on boundary and the impact on privacy and access to sunlight for neighbours”  
  – “For raising awareness of good health in the community have a community owned garden, any individual can plant and harvest even water. Some fruit trees in the street”  
  – “Where can children play outside in new developments? Not enough outdoor space” |
| **Identify specific residential regeneration areas and establish desired future character statements and infrastructure upgrades to promote investment - high priority (13%)** | There was moderate support for this strategy with a variety of comments made on the themes of maintaining ‘character’ of housing in suburbs, lack of permeable surfaces on modern housing developments, preserving existing trees and more open space.  
  – “Sensitive and sympathetic development in ‘character’ areas eg. East Terrace at Henley Beach, good examples of new housing amongst the older”  
  – “The new houses are too big, they take all the good land so they can’t plant any trees and the water doesn’t penetrate into the soil” |
| **Residential growth opportunities in identified areas, TODs and nodes. – medium priority (18%)** | There was varied support for this strategy, with a lot of diverse comments received on the themes of the future of AAMI Stadium, TODs, green corridors along the train line, residential growth not being at the expense of existing community, tasteful high quality development and the Bianco site.  
  – “Agree to a point – don’t over develop or introduce poor design concepts”  
  – “Should be high priority”  
  – “I wish the State Government would not interfere with Local Government” |
| **Mixed-use precincts that promote compatible land uses (Woodville Road and Henley Beach precinct) – medium priority (11%)** | There was moderate support for this strategy, with Woodville Rd and Henley Beach referenced as needing improvements.  
  – “Woodville Road precinct is an opportunity sadly waiting to happen. Don’t wait until its resuscitating”  
  – “Henley Beach Road leading to the beach needs a lot of work ‘gateway to the beach’” |
### Key challenges and priorities

Broadly, there appears to be a strong community desire to remain engaged and help shape the future of the City, with strong and open leadership from Council.

Preservation of heritage and character and more ‘sympathetic’ new development has consistently remained a high priority as part of early engagement. There also appears to be reasonable support among community members for residential growth opportunities to be identified in clearly defined areas (as opposed to widespread infill) where infrastructure improvements can be realised and valued heritage and character is not threatened.

There is also strong community agreement that this growth must be balanced with the preservation of employment lands and jobs, including protection and revitalisation of the city’s vital industrial precincts, and supported by creation of more vibrant spaces and quality social infrastructure.

Other elements such as sustainability, protection of large trees and quality design (including minimising impacts on existing development) are also seen as key aspects of new development as the City moves forward.

A key challenge for Council will be managing community desires and expectations relating to how the planning system can respond to issues identified through consultation and acknowledge the system’s limitations. This includes responding to social issues (eg. licensed venues, appropriate land uses in proximity to schools, etc) and balancing desires for greater public notification of some developments against what is allowed ‘as of right’ under the Government’s Residential Development Code. The Code is being further streamlined to make it easier to meet requirements. For example, including more onerous notification requirements in the Development Plan could artificially increase the level of ‘Codified’ developments, which may result in less desirable forms of development in some instances.

These initial priorities and issues are considered further in the context of ‘key issues’ and further analysis provided in section 7 of this review.
7  Key Issues

The current review of Council’s Community Plan has identified a number of emerging issues that will influence the physical form of the City and impact on urban development. Many of these issues have emerged in light of the directions of the Government’s 30-Year Plan and the changes that the Plan will have on the future form of Charles Sturt and Western Adelaide.

Further to this, Council has also commenced a number of investigations and studies that have either emerged from its last Section 30 Review in 2008 or in response to specific proposals in the 30-Year Plan.

Key issues identified through recent consultation and emerging directions from recent investigations are discussed below. It should be noted that this information is primarily focused on issues that will influence urban development. Consequently, broader strategic issues that require an alternative response from Council will be considered separately as part of the Community Plan review.

7.1  Economic Prosperity

The Charles Sturt economy is rapidly changing as a consequence of global competition and technological changes. Competition exists not only globally and nationally, but also locally to attract, retain and grow business. Significantly, the Australian economy has a declining share of manufacturing in its industry mix, together with rising shares in mining, health, professional, scientific and technical activities.

Local Government policy and actions can directly influence the local economy. Consequently, the economy and jobs growth has been a key focus of Council over recent years, particularly in relation the City’s many and vital industrial precincts. This focus has led to the preparation of a suite of studies to gain a better understanding of Charles Sturt’s economic future and ways in which Council can help shape this future.

Three major studies have been prepared on this issue, including the Charles Sturt Industrial Land Study (2008)\textsuperscript{16}, Quantitative Assessment of Charles Sturt and Economic Models of Engagement and Delivery Report (2010)\textsuperscript{17}, and more recently, an Employment Revitalization Plan\textsuperscript{18} that was completed in October 2011. The latter Plan builds on the previous two studies and has been prepared in the context of the 30-Year Plan and its regional employment growth targets, and the draft North West Corridor Structure Plan (yet to be released).

These studies are discussed in more detail below.

\textit{Quantitative Assessment of Charles Sturt and Economic Models of Engagement and Delivery Report (2010)}

The Quantitative Assessment report was prepared at the time when the 30-Year Plan was emerging. It broadly identified that:

\textsuperscript{16} \textit{Industrial Land Study Volume 1}, Colliers International Consulting Services (SA) in conjunction with Urban and Regional Planning Solutions, Economic Research Consultants and Alistair Tutte (Urban and Regional Planner), April 2008

\textsuperscript{17} \textit{A Quantitative Assessment of the Economy of Charles Sturt and Economic Models of Engagement and Delivery}, Richard Blandy (Australasia Economics Pty Ltd), December 2010

\textsuperscript{18} \textit{Employment Revitalization Plan}, Colliers International Consulting Services (SA) in conjunction with Urban and Regional Planning Solutions and Barry Burgan, October 2011
• the Charles Sturt economy is no longer dominated by manufacturing, commensurate with national trends

• back office financial services and professional, scientific and technical services are expanding rapidly in the city’s fringe areas such as Bowden and Hindmarsh

• the wholesale, retail, transport and hospitality sectors are burgeoning

• the area’s most notable feature is the blossoming of small businesses across all sectors, accounting for almost 60 percent of all new jobs.

The Report also broadly concluded that desired employment and associated benefits will only occur with the right policy and planning approaches in the region. This includes (among others):

• facilitating major improvements in the quality of housing and residential amenity to attract and retain the professional and skilled population

• focusing on supporting competitive, high quality, small businesses which, it is suggested will be the source of 50-60% of all new jobs

• continuing to support the evolution of Bowden and Hindmarsh as a high tech, research and development, professional services and back office precinct, interacting closely with the Thebarton research precinct and the City of Adelaide.

Charles Sturt Industrial Land Study (2008)

The Industrial Land Study preceded the above study and also broadly reviewed the economic settings of the City at the time. In terms of industrial development, the Study reviewed Development Plan policy applying at the time (which has not substantially changed) for the City’s industrial areas to assess their contemporary relevance. It also reviewed the whole of Charles Sturt’s industrial land stock against the Rezoning Assessment Framework established by the State Government’s Metropolitan Industrial Land Strategy, which has now been incorporated into the Housing and Employment Land Program (HELP).

Most notably, however, the Study identified nine (9) ‘Prime Industrial Areas’ based on criteria in the Metropolitan Industrial Land Strategy. These areas, which formed the foundation for the recent Employment Revitalization Plan include Royal Park, Hendon, Woodville North, Athol Park, Arndale, West Croydon/Kilkenny, Beverley, Port Road/South Road and Hindmarsh. These areas and their relationship to growth corridors identified in the 30-Year Plan are shown on Figure 8.

Acknowledging that the Industrial Study was finalised prior to the release of the 30-Year Plan, key implications of the report’s findings included:

• from an industrial viewpoint, there is no need for any fundamental shift in Charles Sturt’s underlying economic settings, but there is a need and opportunity to modernise its economy in order to sustain current levels of economic activity

• via this path, there is an opportunity to achieve either increased economic output from the same industrial footprint of the same output from a smaller footprint – with the latter suggesting a consequent opportunity for non-industrial renewal in some sectors
more change should be anticipated in desired land use and development patterns over the next decade for both industrial and non-industrial uses (eg. the demand for residential land supply, particularly in the context of urban infill, will put pressure on existing industrial land)

there will be a need for both capital expenditure in some industrial precincts, especially if there is to be enhanced transport infrastructure, and for resources to be applied to proactively work on the renewal of ‘priority’ precincts.

Figure 8 – Location of Prime Industrial Areas (and other Industrial Precincts)
that should be addressed, many of which remain pertinent. These include (among others):

- the need to provide for a range of industries but, at the same time, to lean towards the most economically appropriate industries
- the substantially low impact nature of much of the City’s industrial zoning and the strategic implications and opportunities this gives rise to
- the failure of Home Industry policy areas to produce worthwhile development or economic outcomes – and, in some cases, their tendency to inhibit broader industrial land use outcomes (eg. at Athol Park)
- the degree of misalignment between current zoning and policies and the situation on the ground – especially along arterial roads, where non-industrial uses tend to predominate
- the commonality of land uses between zones, especially between Industry and Mixed-Use zones, and the need for a more integrated policy approach
- the extent to which community uses are causing industrial capacity to be ‘bled off’ and the best policy approach to dealing with such uses in the future
- the need to address residential interfaces in some areas, either to ameliorate the harshness of existing situations or to avoid repeating these situations in the future
- potential rezoning of areas with no long term industrial future (eg. Devon Park, Seaton Park and SANFL land adjacent AAMI Stadium.

Employment Revitalization Plan (October 2011)

The recently prepared Employment Revitalization Plan furthers the investigations from the above two studies. Importantly, it has been prepared in the context of the 30-Year Plan and its regional employment growth targets, and the draft North West Corridor Structure Plan. It reinforces that of the 40,500 net new jobs targeted in Western Adelaide, approximately two-thirds (26,750) will be industrial jobs.

Against a broader context of continued pressure on oil prices and changes in cost structures (eg. carbon tax), the Revitalization Plan acknowledges that Charles Sturt has faced a substantial fall in sustained employment in its traditional manufacturing base over the last 20 years, which has resulted in either large areas/land parcels being underutilised or lost to other land uses. It also reinforces that a focus on small business presents some risks from a social outcomes perspective given high failure/bankruptcy rates, even in a normal situation. Current economic conditions may mean that the likelihood of such outcomes will be intensified over the next few years.

The primary purpose of the Employment Revitalization Plan was to select a ‘Priority Precinct’ from the nine Prime Industrial Areas identified in the 2008 Industrial Land Study above, and to prepare an Employment Revitalization Plan for that precinct that could be replicable elsewhere in the City. Importantly, the focus was on how to extract the best economic value from the precinct’s use for industrial purposes.

Of the nine Primary Industrial Areas identified, the three (3) that emerged as being the most prospective for employment revitalisation were Beverley, Athol Park and Hendon. The reasons for their selection are summarised in the Table below:
Table 8 – Industrial precincts identified as most prospective for employment revitalisation

<table>
<thead>
<tr>
<th>Prime Industrial Area (PIA)</th>
<th>Reason for selection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverley</td>
<td>Has large scale (size and number of enterprises), relatively high density of development, is on Port Road, close to rail line and central to Council area, highly accessible (transport and workforce), but relatively poor urban character with greater potential for improvement midway between Bowden Village and St Clair/Woodville West infill and renewal project areas</td>
</tr>
<tr>
<td>Hendon</td>
<td>Reasonable scale, proximity to Grange rail line and beachside suburbs’ workforce, moderate intensity of existing enterprise and second largest average assessment size of all PIAs</td>
</tr>
<tr>
<td>Athol Park</td>
<td>Identified as having problematic local access and often poor urban character, thus Development Plan policy settings needs urgent review</td>
</tr>
</tbody>
</table>

Source: City of Charles Sturt Employment Revitalization Plan (2011)

Of the three areas above, Beverley was considered the highest priority for revitalisation/renewal given its overall character and innate potential - and its potential to be supplemented by West Croydon/Kilkenny and Allenby Gardens to create a larger ‘West Central’ precinct. Beverley was therefore the focus for the Plan.

In terms of other precincts, the Plan identified that:

- Arndale, Croydon/Kilkenny and Port Road/South Road do not provide the scale required to achieve the desired revitalisation outcomes
- Woodville North requires a significant degree of disaggregation and redevelopment before it will be able to accommodate growth sector or small/medium sized enterprises
- Royal Park is prospective on account of its scale and intensity of activity and development, but is currently presented and functions reasonably well. This precinct is also located outside of growth corridors and therefore should be subject to less pressure from competing uses in the context of the 30-Year Plan
- Hindmarsh rates well as a revitalisation prospect, but currently has its own momentum (ie. near city location and recent arrival of the tram, high intensity of existing enterprise, proximity to Thebarton Bio-Science precinct, and pending development of Bowden Urban Village).

The Revitalization Plan recommends a range of priority actions through both the economic development stream (including a need for an economic strategy as a priority) and, importantly, the urban development stream to manage Beverley as the priority. The latter will have implications for the Development Plan and a potential DPA and includes:

- considering a more contemporary planning approach for the area to provide greater land use planning flexibility and to underpin future employment and investment. This could include investigating application of the new Urban Employment Zone from the State’s Planning Policy Library
- improved transport connectivity (as the highest priority) from the north and from the south as well as improved local traffic legibility and accessibility
- public realm improvements (eg. streetscapes, pedestrian connectivity including to Kilkenny Railway station) and the precinct’s address to Port Road – this could be encouraged through Desired Character statements and other policies.
While the immediate focus is on Beverley, the Plan also identified other planning policy opportunities to address issues across the Prime Industrial Areas. These include:

- the current Development Plan structure (ie. an Industry Zone overlaid by policy areas and industry interface area) is somewhat complex and creates difficulty in understanding the overall policy intent of the Zone. Planning policy needs to be easily understood and provide the necessary flexibility to support emerging industrial trends and investment that will bring employment revitalisation and new jobs to these areas

- there is scope to refine Desired Character statements for all Prime Industrial Areas to reflect both the changing nature of industry and future policy directions stemming from strategic planning processes. That is, industrial development is diversifying to include more specialised, innovative and knowledge-based products (and often smaller production units), which are tailored to the individual need of markets and consumers. This means that industry categories are becoming more “blurred” and tightly defined land use zonings may no longer be appropriate and could deter future investment. There are also increasingly demands for a quality physical environment to support ‘knowledge workers’ in higher technology industries. Urban design will therefore be important and can be articulated through Desired Character and supported by Concept Plans for precincts

- the Home Industry Zone in Royal Park, Woodville North and Athol Park is not particularly effective in encouraging quality employment outcomes (ie. industrial activity must be associated with a dwelling)

- there is a need for a well thought out and integrated review and re-application of the Industry, Commercial and Mixed Use Zone policies in Charles Sturt. For example, largely redundant development along the Torrens Road frontage at Woodville North will soon interface with residential redevelopment of the former Cheltenham Racecourse, where pressure for new main road commercial uses is anticipated. There is also opportunity to consider rezoning the Port Road frontage to either Mixed Use or Commercial, to better recognise existing development and provide flexibility for future development that requires arterial road frontage (eg. commercial development, bulky goods, etc)

- investigating opportunities to develop a high technology precinct at Hindmarsh, leveraging off the existing Bio-Science precinct and the University of Adelaide facilities in Thebarton in the City of West Torrens (possibly beginning with a new footbridge over the River Torrens to provide immediate pedestrian connectivity).

### 7.1.1 Centres

Direction from the State Government with regard to activity centre development has changed significantly over recent years, with a new ‘activity centre typology’ introduced by the 30-Year Plan.

Previous iterations of the Planning Strategy emphasised the importance of a hierarchy of centres across metropolitan Adelaide. These centres ranged in relative size, scale and function from the Adelaide CBD, to Regional, District, Neighbourhood and Local scale centres. Significantly, ‘strip’ retail and commercial development along road corridors was strongly discouraged by the Government due to more complex transport and access arrangements, and potential impacts on established centres. Trends in recent times, however, have moved towards a focus back on main streets as providing a more diverse and vibrant shopping and leisure experience.
The typology introduced by the 30-Year Plan favours creation of more mixed use arrangements along corridors and in TODs, with less focus on traditional centres. This creates opportunities for providing daily goods within walking distance to communities, reducing reliance on the car for daily shopping needs (eg. food shopping).

While the new typology continues to recognise elements of the centres hierarchy, it also introduces a range other centres that provide an economic function. These include ‘Specialist Centres’ that perform a vital economic and employment role such as the Queen Elizabeth Hospital and ‘Bulky Goods Centres’ that recognise the significant trend toward bulky goods retailing in Australia, main road exposure requirements and the transport focus of this land use.

District Centres have also been divided into both ‘District’ and ‘Major District’ to differentiate between size, catchment and function.

Major District Centres generally include major shopping and business centres serving the immediate sub-regional population, but where expansion opportunities are limited (unlike regional centres). West Lakes and Arndale shopping centres have been included in this category.

District Centres generally include large centres that provide a range of retail, office, community and entertainment facilities (with shopping usually being the primary focus). District Centres identified in Charles Sturt include Fulham Gardens and Hindmarsh. Directions in the 30-Year Plan suggest potential for further intensification or infill around these centres. Indeed, new residential development (in the form of apartment buildings) has already emerged around the Fulham Gardens shopping centre.

Lower order centres (ie. ‘Local’ and ‘Neighbourhood’) are not specifically identified in the 30-Year Plan, but remain within its typology.

The new approach advocated by the 30-Year Plan would largely remove controls often previously placed on the ratio of commercial or retail land uses in particular areas or zones, favouring a more flexible approach. Significantly, given the Plan’s recent adoption, it is unclear how this approach may impact on encouraging or discouraging competition. Similarly, potential impacts on the viability of existing centres is not yet clear as greater pressure is placed on them from competing land uses or more dispersed commercial and retail arrangements (and less certainty for investment).

Given the dynamic nature of retailing, the HELSP also provides limited guidance regarding future retail land requirements.

7.1.2 Workforce Mobility (journey to work)

The 30-Year Plan proposes to reduce journey-to-work times by setting jobs targets in areas close to residential areas and existing and planned transport infrastructure.

While journey to work data from the 2011 Census is yet to be released, Council’s estimates suggest that in terms of inward commuting (ie. workers coming into Charles Sturt from other areas):

- In 2009 about 40,000 persons regularly commuted to work in Charles Sturt. Of these, approximately 4,400 (11%) are absent for various reasons on a typical workday. This suggests that around 36,000 persons typically travel to work in Charles Sturt each day
- Around 30,000 (almost 85%) travel by car, generating approximately 28,000 cars for this purpose
• On average, one car in 13 carries a passenger apart from the driver
• Fewer than 1000 persons (about 3% of those working in Charles Sturt) use a bus or train
• The remaining 12% working in Charles Sturt go by bicycle, motorbike, tram, use various combinations of transport or walk.

This means that the biggest inward commuting issue for Charles Sturt is road access by car – and parking for the inward commuting car fleet during working hours.

In terms of outward commuting, Council estimates that:

• In 2009, about 46,000 persons commuted to work from Charles Sturt on a regular basis. Of these, about 5,500 (12%) are absent for various reasons on a typical workday. This suggests around 40,500 persons typically travel to work from Charles Sturt each day (ie. to other work destinations outside the council area)
• Around 26,500 (about 58%) of these people go by car, using about 24,000 cars for this purpose
• On average, one car in 9 carries a passenger apart from the driver
• More than 6800 persons (about 15% of those commuting from Charles Sturt) use bus or train
• The remaining 27% commuting to work from Charles Sturt go by bicycle, motorbike, tram, use various combinations of transport, or walk.

Importantly, the above data demonstrates that commuters from Charles Sturt are less car dependent and use public transport more than commuters coming into Charles Sturt. The use of cars to commute into the Adelaide CBD is also much less than for other commuting destinations, mainly because of the greater use of train and bus transport. This augers well for the likely take up of public transport options for City-bound commuting from new TODs and higher density living environments proposed in the 30-Year Plan.

7.1.3 Skills

If residents are to easily access local jobs, they must possess the relevant skills required by local business. From 1991-2006, the pattern of economic development in Charles Sturt better matched the employment capabilities of people outside Charles Sturt than of people living within the City. Similarly, the employment capabilities of people living in Charles Sturt better matched the opportunities provided by the South Australian economy outside Charles Sturt.

Manufacturing, wholesale trade, health care and social assistance are less dominant skills, while financial and insurance services, public administration, safety, professional, scientific and technical services play a more significant role in the productive endeavours of the residents of Charles Sturt than the economy of Charles Sturt itself.

This suggests that further industrial diversification of Charles Sturt’s economy (away from manufacturing) based the above studies could provided a good fit with the capabilities and skills of the City’s residents into the future.

Rising digital literacy skills among local residents could also provide a base for economic development to take place at a faster rate and will be critical to supporting jobs growth. Indeed, Council is preparing a
Digital Economy Strategy that, among other objectives, will seek to improve the digital literacy of the local community and provide greater local employment options.

**Key Implications for the Development Plan**

While the 30-Year Plan focuses more strongly on increased residential densities in inner areas and along major transit corridors, the Economic Revitalization Plan makes a significant point in the following statement:

‘...the preservation of employment lands and the revitalisation of the local economy is important if the local population is to be afforded opportunity to work both close to home and in industry sectors which are on a growth path rather than in long term decline’

This is significant in that six (6) of the City’s nine Prime Industrial Areas are located either wholly or partly within potential growth corridors (road and rail) identified in the 30-Year Plan. Precincts such as Croydon/Kilkenny and Port Road/South Road in particular sit right on the rail corridor and are likely to come under future review for higher value and higher intensity uses. Implementation of the 30-Year Plan is therefore likely to shift local land economics in a way that will continue to push larger users out of, or discourage them from entering, the local market and thereby foster the intensification of land use. As identified in the HELSP analysis, it may take 5-10 years for the real pressures to begin to emerge in some precincts.

While preliminary Structure Planning for the North West Corridor has recognised the need for jobs growth as an underlying feature of the 30-Year Plan and identified some opportunities for mixed use or upgrade of commercial precincts, the focus has primarily been on residential development yields.

This highlights a significant need for Council to both actively participate in growth projects being pursued by the Government to ensure employment remains integral to the growth equation, and review the Development Plan to ensure policies are clear and provide the appropriate level of flexibility to accommodate changing industrial markets in advance of need, while also addressing interface impacts. The challenge is in developing a land use strategy that will maximise the opportunities presented by Charles Sturt’s location in the context of Greater Adelaide and linked to that increased value.

In terms of priorities, the Employment Revitalization Plan identifies that a DPA for Beverley could be prepared as a priority, including investigating application of the new ‘Urban Employment Zone’ policy module to provide greater land use flexibility and to underpin future employment and investment. In preparing the DPA, structure planning would be required to provide an early focus on local area traffic management and, more specifically, on how best to optimise long term accessibility in the short term. Master planning should then follow with a view to identifying public realm upgrades and implementing the first on-ground improvements. This process would also allow Council to monitor the effectiveness of a new policy approach prior to more widespread application across other industrial precincts.

The study area could also be expanded to cover West Croydon/Kilkenny, Allenby Gardens and East Terrace given their proximity to Beverley and similar range of issues. Mixed use and commercial opportunities could also be investigated along the Port Road frontage to better recognise existing development and provide flexibility for future development that requires arterial road frontage (eg. commercial development, bulky goods, etc).

Amendments to planning policies will also need to be supported by an economic development strategy, which should be prepared concurrently with a DPA.
With regard to centres and retailing, there is need for Council to better understand the impacts of the activity centres typology identified in the 30-Year Plan and to identify opportunities for intensification around key centres (eg. Arndale and Fulham Gardens). Access to daily goods in walking distance to residential neighbourhoods should also be considered to promote more walkable communities.

Council will also need to ensure that retail needs are a key consideration of Government Structure Planning, planning for TODs and growth in transit corridors. This includes an assessment of the overall impact of new retail activities within designated areas, and how new residential development and associated densities may impact on existing retail employment areas.

7.2 Liveability and Place

Liveability generally refers to the extent to which a place meets the needs of the residents who live there. Many of the factors that contribute to liveability are influenced by local planning policies and the Development Plan. These include:

- housing affordability and choice
- public transport and traffic management
- recreational and cultural opportunities
- quality of streetscapes and design of buildings
- land use planning (including minimising impacts between uses)
- community safety.

Other factors can also include access to services, community health, employment, natural environment and sense of place, which are discussed in other sections of this review.

7.2.1 Housing Diversity

Housing diversity contributes to liveability through housing choice. It relates to the overall mix of housing in terms of size, type and cost and the extent to which housing meets the needs of a wide cross section of the community, from first home buyers to homes for families, singles and older residents. The 30-Year Plan identifies policies and targets that aim to achieve a greater diversity of dwelling types to cater for the changing composition of the Adelaide population.

The City of Charles Sturt is still characterised by a large number of separate homes that relate back to settlement of the local area with large tracts of housing developed in the post war period to cater for families (including newly arrived migrant families) and the ensuing ‘baby boom’.

Notwithstanding trends in recent times for development of more intensive infill housing products, 2011 Census data shows that separate houses still account for over 72% of occupied private dwellings in the City, albeit a slight decline proportionally from 2006. Correlating with this there has been a slight increase number of flats, units or apartments and semi-detached, row or terrace houses, showing a progressive move away from more traditional housing forms (ie. separate houses) in the area that can cater for growing families.
Trends toward increased supply of higher density (and potentially smaller) housing forms is likely to continue based on the new urban form encouraged by the 30-Year Plan, with a particular focus within TODs, growth nodes within corridors and around activity centres. The latest Residential Land Development Activity Report released by the Government in December 2011 also shows that while the median size of residential lots created in Greater Adelaide in 2010/11 was 385m$^2$, the median lot size created in Western Adelaide over this period was 353m$^2$. Significantly, Western Adelaide represented the smallest median lot size followed closely by Northern Adelaide (360m$^2$), Eastern Adelaide (387m$^2$) and Southern Adelaide (388m$^2$).

While the 2011 Census data has also shown that the City of Charles Sturt’s family composition remained relatively stable between 2006 and 2011, a very marginal change is evident when compared with the 2001 to 2006 period. In particular, while the 2001 to 2006 period showed a small but noticeable decrease in the proportion of couples with children in favour of couples with no children, there has been a slight reverse in this trend between 2006 to 2011. This may be due to the mini baby boom experienced in recent years whereby fertility rates have increased as those members of ‘Generation X’ who deferred childbearing, are starting to have children. While this change has been marginal, it will have implications for retaining a supply of housing capable of accommodating growing families in the local area to minimise the risk of future displacement and retain a sustainable population.

Census data has also shown that semi-detached, row, terrace and townhouses were more likely to be occupied by family households and this increased 2006 to 2011. Similarly, flats units and apartments were more likely to accommodate lone persons. However, the proportion of couples with children living in flats, units or apartments increased between 2006 to 2011. The growth in families living in smaller dwellings may be attributed to lifecycle changes and the slowing of the housing market over this period rather than any major shift in housing preferences. For example, market conditions may have resulted in couples who have had children choosing to remain in smaller housing either because of the cost associated with a larger house in the same community, or because of the lack of family housing on the market.

While separate dwellings have traditionally been occupied by families, the proportion of lone person households living in separate dwellings in Charles Sturt between 2006 and 2011 increased and families decreased. The growth in lone persons living in large houses may be a factor of ageing in place, with couples losing a partner or going through a divorce remaining in the family home either because of the downturn in housing returns, or because of the lack of suitable housing on the market in the same community.

The main existing policy areas within the Residential Zone that will not largely be affected by targeted growth areas are the Mid Suburban, Western Edge and West Lakes General Policy Areas. Importantly, as shown in Figure 9, these areas still largely accommodate a substantial number of allotments over 500m$^2$ that could support family housing, with the exception of some pockets within or adjacent corridors and the coast.
Figure 9 – Allotment sizes within selected areas of Charles Sturt (Mid Suburban Policy Area 16, Western Edge Policy Area 17 and West Lakes Policy Area 18)
As identified in the Residential Growth + Character Study, the Mid Suburban and West Lakes policy areas in particular provide for limited growth, which is currently generally taking place in the form of demolitions and replacement with one house for two or sometimes one house for three (ie. semi-detached and group dwellings). This is often resulting in replacement of a medium size house on a large allotment with two large houses on smaller lots, which adds limited value to (or negatively impacts on) the streetscape, fails to allow for trees to be planted in rear yards and often results in pressures for on-street visitor parking. Importantly, the Study notes that:

“The policy implication of this is that, over the long term, the vast majority of the Council area, apart from the Residential Character Area Zones, will be replaced by new homes on a generally small (or smaller) allotments. The Character Area Zones will provide for generally slightly larger allotments (family housing), while high densities will be located in all of the growth areas.”

Based on the above and to provide a more balanced approach that would retain a more sustainable housing mix, the Study recommends an alternative policy approach that could strengthen residential policies in these areas (ie. outside of growth areas or part thereof) to better protect the supply of family housing and create better quality streetscapes. For example, this could require infill housing sites to be of a larger size (ie. increase minimum lot sizes) in order that more comprehensive and better designed new housing can result. Policies could also encourage larger backyard spaces to encourage planting of large trees that can add to streetscapes, biodiversity and the general ‘greening of the city’.

This approach could be balanced by a more targeted approach to infill in non-growth areas through identification of regeneration opportunities that could support greater densities and benefit from improved infrastructure. This would also allow planning for local services to be more targeted and the local street network to be redesigned to better support infill and achieve better quality streetscapes, similar to what is occurring at Woodville West.

**Key implications for the Development Plan**

While a more compact urban form linked to transport will have sustainability benefits, there is an important need to maintain a suitable mix of housing to provide choice and retain a sustainable demographic balance in Charles Sturt. It is important to provide housing choice and adaptability to allow for aging in place and flexibility. This will also ensure the City’s services and spaces remain viable and well used. There is also likely to be an ongoing consumer demand for larger detached homes in the City.

While new TODs and higher density areas may provide opportunities for young families, it is likely that local families will seek out larger accommodation as their family grows.

As the Residential Growth + Character Study points out, in the context that so much of the City of Charles Sturt lies within the growth areas (due to the number of potential growth nodes identified in corridors, TOD sites and other major infill sites identified in the area), a policy approach that both limits and strengthens policies controlling infill development in areas outside of these growth areas is justified. This would also be more consistent with the 30-Year Plan’s policy that the neighbourhood character of 80% of the metropolitan area will remain unchanged.

The Mid Suburban and West Lakes General Policy Areas should be a particular focus for investigations into this policy approach, coupled with investigations for more comprehensive regeneration opportunities in other areas of the city (eg. Housing SA land) that could be designed to better accommodate infill.

While the Western Edge Policy Area is also largely removed from identified growth area, this policy area is promoting new housing in areas close to the coast. It is therefore appropriate to retain the current policy approach to allow for more infill opportunities subject to appropriate design and siting.
7.2.2 Housing Affordability

Coupled with housing diversity, affordability contributes to:

- Community health and diversity through provision of housing for the full range of family types and income levels
- Social equity and community vitality.

During consultation undertaken as part of the update of South Australia’s Strategic Plan, participants identified ‘access to affordable housing’ as the second most important priority for the State, second only to ‘feeling and being safe’\(^{19}\), something which is also linked to housing. Access to affordable housing has also remained a key local theme as part of community engagement for the revised Community Plan. Importantly, if housing is unaffordable, people can be forced out of an area and may need to travel longer distances to employment, education and to access services, family and other networks.

In Charles Sturt, median house prices have more than doubled over the last decade from just under $200,000 in 2001 to $450,000 in 2010. Latest census data also shows that while income levels in Charles Sturt have increased on average by around 25% over the last 5 years, median monthly mortgage repayments have increased by 54.5% over the same period. This could present significant barriers for new families, migrants and other households entering the market or upgrading to a new home within the local area (and remaining in the area). It can also result in displacement of some sectors of the community such as forcing younger families currently living in smaller dwellings in the city to seek larger family housing in more affordable fringe locations to accommodate a growing family. This also has implications for local service provision and schools.

Affordable housing generally refers to housing that is sold to low/middle income purchasers at a given price point or rented to low/middle income earners. Criteria for affordable housing are published in the Government Gazette and reviewed annually.

State Government legislation now requires that a minimum 15% affordable housing (based on criteria in the Government Gazette) is provided in all new significant developments. These include developments on Government land, major developments and Development Plan policy as a result of rezoning. The provision of 15% affordable housing is also encouraged outside of significant developments through various incentives.

Recent amendments to the Charles Sturt Development Plan have introduced new General (city-wide) policies to encourage provision of affordable and adaptable housing, as well as more specific policies in a number of locations in the City to coincide with plans for redevelopment or regeneration. These include:

- the Mixed Use Zone (Urban Village Findon Policy Area 9)
- the Residential Zone (Woodville Medium Density Policy Area 21, Cheltenham Park Policy Area 22, Woodville West Policy Area 23)
- the new Urban Core Zone applying to the Bowden Urban Village site.

Identified development sites or nodes along major growth corridors will also provide significant opportunities for greater local housing diversity and affordability.

\(^{19}\) Source: Department for Families and Communities
Key implications for the Development Plan

The completion of Council’s Better Development Plans conversion of its Development Plan in 2009 has resulted in the inclusion of new policies to encourage provision of affordable and adaptable housing in appropriate locations in the City. Additional policies to encourage affordable housing outcomes in Woodville West (Housing SA land) were also recently introduced through the Ministerial Woodville West DPA approved on 1 December 2011, as well as the Bowden TOD through recent approval of the Bowden Urban Village and Environments DPA by the Minister. This includes a requirement for 15% affordable housing supply in these areas.

Opportunities for affordable housing will continue to be a priority in precinct planning (eg. for identified regeneration sites/areas) and Structure Planning investigations for growth areas in the City, and future DPAs to rezone these areas. This includes potential to expand application of the new Affordable Housing Overlay recently introduced for the Bowden Urban Village TOD site to other key development areas.

7.2.3 Housing Density and Building Heights

To manage growth and limit unsustainable urban sprawl, the 30-Year Plan proposes that a significant amount of growth will be required to occur within existing urban areas. As identified in section 5, of the 83,000 additional people targeted for Western Adelaide by 2036, 44,000 of these may need to be accommodated in the City of Charles Sturt. This will ultimately result in significant increases in residential density in targeted areas in the city, particularly within identified TODs, growth nodes in corridors or close to centres.

The 30-Year Plan defines low, medium and high density as follows:

- **Low density:** less than 35 dwelling units per hectare (du/ha)
- **Medium density:** 35-70 du/ha
- **High density:** more than 70 du/ha

Building heights are also defined as follows:

- **Low rise:** 1-3 storeys
- **Medium rise:** 4-10 storeys
- **High rise:** more than 10 storeys

While proposals in the 30-Year Plan provide some significant opportunities to deliver more sustainable, connected and walkable communities it will also require careful planning to ensure new housing forms and buildings appropriately integrate with and do not “overwhelm” adjacent lower density or low rise development (including character or heritage places). Potential impacts can include overlooking and overshadowing, with the latter also having implications for solar access to photovoltaic cells, which are becoming a more accepted and utilised form of electricity supply based on Government incentives.

A transition of building heights is likely to be required in major developments sites whereby lower-rise buildings (up to 2-3 storeys) are located at the interface with lower rise areas, and transitioning up to higher (taller) buildings located more centrally or further away from these areas.
Implications for the Development Plan

New General (council wide) policies were recently introduced into the Charles Sturt Council Development Plan as part of the Minister’s Bowden Urban Village and Environs DPA (approved 5 July 2012), which provide greater policy guidance in relation to the design of medium and high rise development above 3 storeys and its interface with adjacent land and buildings. These policies are, however, less prescriptive in terms of appropriate building heights within proximity to lower density areas.

The Residential Growth + Character Study identifies that a reduction in height within higher density development sites should be such that the height at the boundary should be similar to or only slightly above (maximum 3 metres) the maximum height permissible within the adjoining lower density zone. Apart from height of buildings, there are also a number of other design techniques available to improve compatibility between higher density and lower density zones, which are not well addressed in these new policies. These include location of landscaping / tree planting, building articulation, selection of building materials and compatibility of roof form.

Scope therefore exists to review policies to better address the transition between TODs and major development sites with lower density areas to maintain character and reduce the impacts of higher density housing forms.

7.2.4 Public Transport

A key focus of the 30-Year Plan and State Infrastructure Plan is the integration of transport and land use planning to generate a more compact and sustainable urban form. The provision of public transport is a responsibility of the State Government, and Charles Sturt is serviced by heavy and light rail (including recent extension of the tram to the Entertainment Centre) and bus services.

As highlighted above, journey to work data demonstrates that commuters from Charles Sturt are already less car dependent and use public transport more than commuters coming into Charles Sturt. Recent investigations undertaken by Council have also identified that the proximity of the North West Corridor to existing rail public transport services and the Adelaide CBD results in a higher than average use of public transport for the journey to work, and that car ownership in the area is slightly lower than the metropolitan average. This augers well for the likely take up of public transport options for City-bound commuting from new TODs and higher density living environments within corridors proposed in the 30-Year Plan. Access to public transport is also a critical issue for older residents, aligning with profiles for an ageing population in some locations of the city.

In addition to the North West Corridor, the 30-Year Plan also identifies potential for mass transit along Henley Beach Road and Grange Road. The form of this transit is still unknown, but could be in the form of light rail or enhanced public bus services. Until investment in this infrastructure by the State Government is more certain, it would be premature for Council to pursue planning policy reforms along these ‘secondary’ corridors.

As noted earlier, completion of electrification of the Outer Harbour rail line has been suspended by the Government, along with light rail plans to Port Adelaide, West Lakes and Semaphore. While it is likely that these projects will be commenced some time in the future, timing is now unclear. This may impact on

20 Source: Draft City of Charles Sturt North-Western Growth Corridor Transport Study (October 2011), GTA Consultants in association with URS, WAX and Intermethod
21 Refer Map D14 ‘Mass transit infrastructure’ from The 30-Year Plan for Greater Adelaide
planning and delivery of a TOD at West Lakes, as well as other potential development sites or regeneration along the proposed tram line extension.

7.2.5 Movement Systems and Parking

Traffic congestion can negatively impact on liveability. Council has recognised that it is important to provide for people’s daily needs (eg. food shopping) and employment opportunities in close proximity to their homes to avoid an over reliance on cars.

Council also recognises that the ability to walk and cycle in a neighbourhood contributes significantly to liveability. Indeed, Council’s ‘Active Living – Planning to Cycle Strategy’ seeks to improve, strengthen and establish linkages within and between the existing Bikedirect network, open spaces and adjoining councils and links directly with the Government’s own cycling strategy. It aims to encourage greater participation in cycling activities across the city.

Making movements through our urban environment easier and more efficient also has substantial economic benefits, with improvements in the movement of people and goods reducing running costs generally. TODs have a principal focus on alternative modes of transport to private vehicles. This requires a move away from the car dominated models of inward focused, single use, low rise centres surrounded with large areas of at grade car parking.

The Residential Growth + Character Study has identified that while identified major development areas are adjacent to the arterial road network which generally has adequate capacity, increased densities may impact on capacity, design and layout of the local street network. Locations within the wider existing road network that have been identified as being of potential concern include:

- Intersection of Port Road, Cheltenham Parade and West Lakes Boulevard, which is known to have limited capacity and may require future upgrade. Current and potential development areas at Cheltenham, Albert Park, Woodville West and West Lakes will have the greatest impact on this location
- West Lakes Boulevard, between Clark Terrace and Port Road. This section of road is only one lane in either direction and connects West Lakes Boulevard to Port Road and consequently has significant capacity limitations. Future development at Albert Park and West Lakes will have the greatest impact on this road section
- Woodville Road, which has limited capacity due to its functionality in providing access to the adjacent business and shopping precinct. The train level crossing also disrupts traffic flow. This needs to be a key consideration of the Woodville development area and TOD
- Kilkenny Road/David Terrace. The capacity of Kilkenny Road is limited due to its functionality in providing access to the adjacent businesses and industrial land. Therefore, further consideration should be given to the appropriate size and likely traffic generation of the Kilkenny development area and possible increased traffic demands on Kilkenny Road.

TODs and the new urban form anticipated by the 30-Year Plan will therefore require a significantly different transport response, and Charles Sturt’s population is likely to grow significantly along the City’s major transit corridors.
Draft North-Western Growth Corridor Transport Study (2011)

Council has undertaken the draft North West Corridor Transport Strategy in the context of the 30-Year Plan. The strategy will update two previous traffic and transport strategies prepared by Council in 2005 and 2006 and specifically responds to future population growth and associated travel demand for the corridor between the Bowden and Woodville stations and surrounded by Port Road, Woodville Road, Torrens Road and Park Terrace.

Importantly, the Study recognises that a ‘business as usual’ approach, relying on private motor vehicles, could not adequately, sustainably or equitably respond to the travel task without significantly impacting on quality of life. It therefore proposes to accommodate future travel through walking, cycling and public transport modes to encourage choice in transport options in growth areas. This furthers thinking as part of the Residential Growth + Character Study that future development areas should be integrated with alternative transport modes, including rail, light rail (trams), bus and cycling routes (connected to a broader city network) where available. Indeed, the existing North West rail corridor and its likely future upgrade already provides a good relationship between major development sites identified by the Government and alternative transport modes.

The draft study specifically identifies best practice in transport planning for TODs and speculates best practice design for the local road network to support sustainable transport modes. Planning and design models have been based around the following broad objectives:
- Balance demand for street space for all users
- Create walking environments that connect local communities
- Create cycling environments that encourage cycling for commuting, visiting and recreation
- Reduce dependency upon the car
- Strengthen access to public transport.

A ‘street typology’ (based around a ‘Link and Place’ concept) is currently being considered within corridors, which will help to inform both Structure and precinct planning for key development sites and areas (ie. planning and designing streets in the corridor) to ensure connectivity across the broader corridor and city. When applied to streets within the corridor, this typology should enhance and encourage best use of streets for walking and cycling based activity, and lessen the impact of motor vehicles. To clarify what is meant by ‘Link and Place’:

- as a ‘Link’, streets provide a conduit for through movement and form part of the wider urban street network and other, more specialised, urban transport networks (eg. on-street light rail). A link user might travel by a variety of modes (eg. private car, truck, bus, bicycle, walk) – the focus is to minimise travel times through more direct routes
- As a ‘Place’ a street is a destination in its own right (ie. a location where activities occur on or adjacent to the street).

Streets have both a ‘link’ and ‘place’ function of varying degrees. Previously, streets have been considered in a hierarchy based on traffic volumes. This method considers another dimension and ranks streets according to both through traffic and their role as a destination.

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22 Application of the ‘Link and Place’ concept in Adelaide has recently been trialled by the former Department of Transport, Energy and Infrastructure and the City of Adelaide
The draft street typology templates therefore aim to provide desirable characteristics with respect to:
- Carriageway widths and lengths
- Footpath and verge widths
- Crossing points where applicable
- Use of single surface or vertical separation with kerbs
- Examples of streetscape opportunities, including trees, seats, etc.

### 7.2.6 Parking

Inadequate car parking provisions in the Development Plan can lead to congested streets and conflicts between neighbours. Car parking standards in most metropolitan Development Plans, including within Charles Sturt’s Plan, have been based on provisions promoted in the 2001 Planning SA Parking Provisions for Selected Land Uses Planning Bulletin. This may not appropriately respond to needs within more mixed and higher density environments, or recent trends in retail shopping and extended trading hours.

While the focus for TODs will be on promoting alternative transport modes, the Residential Growth + Character Study confirmed that accommodating vehicles is still important in the success of a vibrant mixed use TOD or activity centre, particularly with regard to convenient shopper parking and drop-off zones adjacent public transport stops and stations. The provision of bicycle parking and rider end of trip facilities will also be important in encouraging this form of transport within and around the growth areas.

Increased use of public transport and alternative transport modes, and reducing dependence on motor vehicles within TODs could be encouraged through various means. In terms of planning policies, this could be achieved by reducing the number of off-street parking spaces that are provided for in private properties (eg. adopting maximum rather than minimum parking standards). This may, however, require short, medium and long term responses until changes in attitude occur. Shared car parking should also be more strongly encouraged.

Council has also started to explore opportunities for shared transport arrangements (eg. car and bicycle sharing) that could be incorporated into TODs or major development sites. While denser urban environments in CBD locations (as opposed to more suburban locations) are more conducive to car sharing, the success of these schemes in other areas in Australia has generally required a commitment and support from the relevant local council. This includes planning policy change (eg. lower parking standards), provision of dedicated or exclusive on-street parking spaces for car share vehicles and, more recently, provision of public charge points for shared electric vehicles (EVs).

With support funding through the Local Government Association, the City of Port Adelaide Enfield is also currently preparing a study titled ‘Parking Places – Urban Places’ that will review land-use based car parking rates within the context of a changing urban environment sought by the 30-Year Plan.

Importantly, the study is intended to result in a guidelines document with more contemporary car parking rates, traffic management and policy directions as well as design solutions and strategies for low, medium and high density residential developments, schools and shopping centres. The guidelines may then be incorporated into the State’s Planning Policy Library, which provides a suite of standardised planning policies for inclusion within council Development Plans.

In terms of locations outside of growth areas, some issues have emerged in relation to the impact of an increased number of driveways created by semi-detached and row-dwellings in particular, and the consequent loss of on-street parking. While there has been some reliance on available on-street spaces across the road from new semi-detached and row-dwelling developments, future development on the...
Other side of the road would inevitably result in these spaces being lost. The Residential Growth + Character Study has therefore suggested that visitor parking should be available on the same side of the street and either directly in front of dwellings or immediately adjacent. Policies should therefore encourage the following:

- Typically, driveways for row dwellings should be via rear lanes or rear shared driveways only
- For semi-detached dwellings, there should be sufficient space between the two driveways to ensure one on-street vehicle space. It is not considered sound practice to assume visitors will park in the driveways of the people they are visiting (as often these areas are used by residents), and therefore visitor spaces for Torrens Title lots should be on-street
- For group dwellings and residential flat buildings, visitor spaces should be on-site in separately marked spaces, not in front of the garages of individual dwellings. The only time spaces in front of individual garages should be counted for visitors is where a double garage exists (ie. residents have two undercover spaces). Street spaces in front of group dwellings and residential flat building sites can also be counted, particularly where there is a dwelling or dwellings facing that street.

**Implications for the Development Plan**

There is a clear shift toward, and need for, integration of transport and land use planning to generate a more compact and sustainable urban form – and to encourage choice in transport options in growth areas. The draft street typology developed as part of Council’s draft North-Western Growth Corridor Transport Study proposes a tested ‘link and place’ model that could provide a sound basis for transport planning within development sites along the rail corridor. Subject to final agreement within Council, this could be applied more universally across other growth areas and precincts.

Most importantly, however, future DPAs should be triggered by infrastructure solutions and investment (or a commitment to invest). Therefore, in setting future DPA priorities, it is proposed that corridors identified in the 30-Year Plan should be treated as follows:

- ‘Primary’ corridors / growth areas’ where infrastructure requirements have been confirmed or committed (eg. within the North West corridor)
- ‘Secondary’ corridors / growth areas where infrastructure investigations and commitment is still required (eg. Grange Road and proposals for mass transit along the corridor).

The absence of a tramline extension to West Lakes is unlikely to deliver a successful TOD and may result in further car-oriented development. Planning for this TOD should therefore not be finalised, or a careful staging plan put in place, pending a future commitment to the tram line works and final confirmation for the location of the designated corridor and stations.

Given existing constraints in the road network, there is also a significant need to assess the impacts of major development sites and regeneration areas on the local street network and higher order roads/key intersections (in particular Woodville Road, West Lakes Boulevard and Kilkenny Road). This should occur through structure planning, with potential design solutions addressed through precinct and master planning. For example, the recent Woodville West urban renewal project provided an opportunity to review the local street layout in that particular location. This can then translate through to Concept Plans and Desired Character in the Development Plan.

Shared parking arrangements should also be encouraged in TODs where feasible and there is a significant opportunity to explore car sharing schemes in these developments and major development sites. A
strategy to achieve this will require a range of actions to be implemented, including a review of Development Plan car parking rates applying to these sites. Investigations currently underway by the City of Port Enfield may provide further guidance in this regard.

Council is currently developing transport and parking plans for the following areas that could translate through to the Development Plan:

- Welland (includes Welland, Allenby Gardens, West Hindmarsh)
- Henley Precinct with actions proposed in 2012/13
- Woodville West (for the Woodville West urban regeneration project)

Policies in relation to visitor parking for various forms of infill residential development outside of growth areas also require further consideration.

### 7.2.7 Open Space

Council recognises that quality, usable and accessible open space is important to people’s health and overall amenity and liveability of an area. It also has highly valued recreational and aesthetic value.

Growth in housing and urban densities envisaged by the 30-Year Plan and the consequent reduction in private open space will require a focus on delivery of high quality public open spaces. There are currently various forms of public open space across Charles Sturt that serve a range of needs, ranging from pocket parks to regional reserves and the Coast Park. Local school ovals also provide opportunity for shared use arrangements (eg. accessible to the community out of school hours).

Private open space also makes a valuable contribution to the liveability of a city and well being of its residents. Large trees planting in back yards, coupled with street trees, also provides an important contribution to streetscapes, biodiversity and the overall ‘greening’ of suburbs.

Council’s current Open Space Strategy has assisted in the management of open space over that last 5 years, but is currently under review.

The draft Community Plan 2027 contains a strategy to increase open space and seek opportunities for shared use to respond to the recreational and sporting needs of the community.

**Best Practice Open Space in Higher Density Developments Project (2011/2012)**

In response to the directions of the 30-Year Plan for a new urban form and higher density living in TODs and transit corridors, Council recently led a study using funding support from the Local Government Research Scheme that provides a basis on which to guide the development of open space (ie. appropriate provision, form, design and management) in brownfield developments in the City and other metropolitan councils. The project was overseen by a Reference Group comprising membership from the City of Charles

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23 Charles Sturt Open Space Strategy Directions and Strategic Actions (October 2006), prepared by Suter and Associates, WAX Design and Hassell

24 Best Practice Open Space in Higher Density Development Project (2011/12), prepared by Suter Planners in association with WAX Design, URS, Tectvs and Ric McConaghy
Sturt and Cites of Port Adelaide Enfield, Salisbury, Onkaparinga, Marion and key State Government agencies.

The study challenges the generic provision of 12.5% open space requirement and focused on planning for two key TOD sites in Charles Sturt, namely the higher order West Lakes TOD (AAMI Stadium/surrounds) and the Kilkenny TOD. This acknowledged that planning for sites such as the Bowden TOD and St Clair has already progressed beyond an initial demand and supply assessment and transit corridors will be more complex given their linear arrangement, limited clarity around potential population figures within them and fragmented land ownership.

In order to determine open space requirements, the study establishes urban typologies in the context of the 30-Year Plan and directions for growth planning and urban regeneration, including:

- Large Scale Brownfield Development (eg. Bowden Urban Village and Cheltenham)
- Industrial regeneration sites (eg. Kilkenny)
- Large scale urban infill (eg. Woodville West, Seaton, Ray Street at Findon)
- Transport Corridors (eg. along Woodville Road and Port Road)
- Small-scale infill developments.

It also analysed potential sporting field requirements likely to be generated by the above redevelopment sites, but notes that it is not appropriate to simply focus on redevelopment areas or sites in isolation as facilities may need to be provided within the broader environs. Notwithstanding this, the following needs and opportunities were identified:

- Provision of an oval that is accessible to the community within the AAMI site on the basis that this facility could cater for the AAMI development area and Seaton Housing SA site populations (a flexible playing field would be required to meet various sporting demands)
- Provision of an additional oval and playing field in the Woodville area to cater for the St Clair, Woodville Village and Woodville West populations
- Access to an oval and playing field in the Adelaide Parklands to cater for the Bowden Urban Village and Kilkenny future populations. This would require collaboration with the City of Adelaide
- Connecting rather than spreading the outdoor courts across development areas to assist in management, use and viability (ie. could include increasing the number of courts at existing sporting complexes).

In relation to the above, the study confirmed that provision of additional ovals and fields could be achieved through the development of a new sportsground, the expansion, modification or upgrade of an existing sportsground or access to ovals and fields through schools as part of a shared-use arrangements.

In addition to active sporting demands, an assessment of recreation demands was also undertaken based on potential new population in the above precincts, likely age structure and accepted participation rates (from ABS and Australian Sports Commission). This analysis:

- reinforced the need for walking and cycling pathways linked to linear open space, connections to surrounding areas through linear networks and paved areas that support scooters and roller activities (ie. skate, scooter, rollerblading, etc)
• Highlighted a likely need for play spaces to support children living in the development areas as well as children visiting grandparents and other relatives. Places for gatherings and relaxation that include picnic areas, shady seating and activity opportunities will also be important to compensate for small or no backyards and to encourage social interaction.

Importantly, in order to meet open space demands for growth areas and recognise wider needs across the city, the study has established three (3) key planning stages for open space provision which need to be integrated into structure, precinct and master planning. These include:

• Open space provision framework (determine broad requirements based on existing provision and likely demands)

• Open space precinct plan (including planning for base 12.5% open space that is defined, available and appropriately located at time of development)

• Open space master plan (includes planning for ‘contributory’ open space based on projected population, type of housing and provision in neighbouring areas)

*Private open space outside growth areas*

Based on consultation preceding this review, there is growing concern regarding the impact of smaller backyards resulting from infill development in Charles Sturt. In addition to the importance of backyard spaces for family recreation, amenity and well being of occupants, large tree planting in backyards provides significant community benefits (eg. streetscape, biodiversity, natural drainage, microclimates, and air quality) and contributes significantly to the character of suburbs. However, smaller backyards are unable to sustain the root systems of larger trees.

This trend appears to be driven by factors such as:

• increased dwelling sizes (which is also confirmed by ABS statistics) and policies that facilitate significant site coverages and poor minimum dimensions for open space (which appear to have been largely been derived from reiterations of the AMCORD25 which were not necessarily intended to apply to suburban areas)

• water restrictions and working hours/lifestyles that may have impacted on an occupant’s desire to maintain larger gardens

• impacts of the State’s significant tree legislation on the desire to plant new large growing tree species.

With regard to the first dot point above, latest Census data has conformed that the number of bedrooms per house increased for all types of households and dwellings in Charles Sturt between 2006 to 2011. In particular, there was an increase in four-bedroom separate houses, three bedroom semi-detached, row, terrace and townhouses, and two and three bedroom flats, units and apartments. This appears to be a national trend and there is still a clear preference in the market for 3+ bedrooms, even at the sacrifice of private open space.

Notwithstanding the above, however, there is also a growing trend toward fresh produce and more self-sustaining lifestyles (eg. rise in demand for community gardens in urban areas), which could reverse these other trends and the way backyard spaces may be used in the future.

25 *Australian Model Code for Residential Development (AMCORD), Model Code Taskforce & Green Street Joint Venture, 1989*
Council has been exploring policy options to encourage provision of larger back yards in areas outside of targeted growth areas, medium density and regeneration areas. This research is largely linked to an identified need to continue to protect and provide family housing options identified in section 7.2.1 above that may not be strongly offered in TODs and growth corridors. Investigations have largely focused on the Mid Suburban Policy Area and West Lakes General Policy Area of the Residential Zone.

**Implications for the Development Plan**

The Best Practice Open Space in Higher Density Developments study will inform development of a revised Open Space Strategy for the city to guide future provision of open space. Importantly, the methodology and planning stages proposed in the study for open space provision both within, or as a consequence of, major development sites needs to be integrated into structure, master and precinct planning. This will need to be undertaken by the Government, Council and private developers.

The Residential Growth + Character Study also identified that an increase in residential densities around Seaton, Albert Park, Woodville and Cheltenham are likely to further exacerbate the current gap in open space provision in those areas. This reinforces the need to adopt a similar planning approach to these areas, particularly where medium or higher densities may be envisaged.

Growth requirements predicted in the Residential Growth + Character Study suggest that a significant portion of the expected residential targets outlined in the 30-Year Plan will occur in targeted growth areas (corridors, TODs and major infill sites). It therefore suggests that limited increases will be required in residential areas outside of nominated growth areas. An opportunity exists to better protect the character and family housing opportunities in these areas (particularly the Mid Suburban and West Lakes General policy areas), offset by identification of key regeneration sites that could achieve further levels of infill. A review of private open space requirements would support this objective.

### 7.2.8 Streetscape and Character

In planning for growth, the 30-Year Plan suggests that population growth will be managed in such a way that 80% of the existing metropolitan area will largely remain unchanged\(^\text{26}\). It then goes on further to state that concentrating growth to transit corridors, TODs and activity centres will result in the urban character of the majority of neighbourhoods remaining largely unchanged\(^\text{27}\).

As a result of the area’s history and evolution, Charles Sturt contains a significant number of character places and areas that the Development Plan seeks to protect and further enhance. To put this into context, around 4000 (just under 10%) of all homes in Charles Sturt are located in Residential Character Zones and Historic Conservation Areas.

The evolution of the city has also meant that the majority of the city’s Historic Conservation Area is located within growth corridors (800m radius) identified in the 30-Year Plan (see Figure 10 below). Indeed within the North West Corridor (which has been identified as a priority for Government), suburbs such as Bowden/Brompton, Croydon, Woodville and Kilkenny still contain large character areas with a high.

\(^\text{26}\) Target A, page 72 of The 30-Year Plan for Greater Adelaide

\(^\text{27}\) Policy 3, page 71 of The 30-Year Plan for Greater Adelaide
volume of housing dating from Victorian to Inter War periods as well as some high quality commercial or civic buildings. This will pose significant challenges for locating and successfully integrating infill into these areas, and managing the interface with character development.
With regard to the approach to growth advocated by the 30-Year Plan, the *Residential Growth + Character Study* makes an important point in relation to the Residential Character Zone and Historic Conservation Area and the character of areas outside targeted growth areas:
"The context for this policy approach is that a very large part of the Council area is identified for urban infill / growth areas. In this context it is considered reasonable to assume that future development outside of these growth areas should focus on the retention of lower densities with family accommodation, larger gardens, increased opportunities for vegetation, etc. This is particularly the case given the Residential Character Zone Objectives and those of the Historic Conservation Area, where it is reasonable to expect that, over time, the general built form is retained, with new development limited and in character with the older buildings. It is futile having policy that results, over time, in the replacement of many or most of the existing older buildings in the Residential Character Zone that it seeks to protect."

Notwithstanding the above comments, the Study acknowledges that there should be potential to develop some additional dwellings in these areas, provided that the main parts of contributory items are retained as part of the process and that garaging and driveways do not dominate the streetscape.

**Character area boundaries**

A number of existing precincts within the Residential Character Zone and Historic Conservation Area of the Development Plan were reviewed as part of the *Residential Growth + Character Study* in the context of growth targets identified by the 30-Year Plan. Its primary purpose was to identify opportunities for the refinement of the Residential Character Zone boundaries and whether some consideration should be given to removing the Zone in particular locations (eg. due to demolitions that have occurred or significant changes to urban form in these areas over time).

Key conclusions and recommendations of the Study are summarised in **Table 9** below. These recommendations should be treated as preliminary only and would require more detailed analysis and justification from a qualified heritage consultant.

As identified in section 5, some issues have also been raised locally in relation to proposals in the 30-Year Plan for regeneration (and likely higher densities) around heritage conservation areas. **Table 9** below clarifies that heritage precincts in coastal locations as well as some other areas such as Cheltenham, Pennington and the Kilkenny environs should be retained. Other historic conservation areas not included in the table will be retained and reviewed to determine if any change is required.

**Table 9 – Residential Growth and Character Study - Recommended changes to Residential Character Zone and Historic Conservation Area for further investigation**

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Recommendation (in relation to Residential Character Zone)</th>
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</table>
| **Bowden/Brompton Precinct 66** | **Bowden/Brompton East**  
- Possible exclusion of area near the Ovingham Station due to extent of non-conforming places and potential for higher density development. New policies should be developed to ensure any infill development is respectful of character of adjoining areas  
- Inclusion of area around Chief and East Streets (north of Hawker Street)  
**Bowden/Brompton West**  
- Exclusion of portion of Zone along Green Street due to recent development and significant number of non-conforming places. New policies should be developed to encourage retention of existing contributory places located within West Street if removed from the Zone |
| Brompton Park Precinct 67 | • Possible removal of part or all of this area from the Zone given extent of non-conforming buildings (over 60%), extent of contributory places in the Development Plan that do not represent current circumstances and significant current (and continued) transformation to support infill |
| Early SA Housing Trust Precinct 68 (Pennington) | • Retain areas of Bell Street, some parts of Tulloch Avenue and Sinclair Square in the Zone, but consider removing other areas from the Zone to enable improvement of the area and meet expectations for diversity of demographics, tenure and housing mix |
| Pre World War One Precinct 71 (Pennington West) | No change. Retain full area in Zone given high proportion (90%+) of contributory places remaining |
| Kilkenny Precinct 74 | No change. Retain full area in Zone given high proportion (80%+) of contributory places remaining |
| Cheltenham East Precinct 77 | No change. Retain full area in Zone given high proportion (80%-90%) of contributory places remaining |
| Cheltenham West Precinct 78 | No change. Retain full area in Zone given high proportion (80-90%) of contributory places remaining |
| Henley Beach Precinct 79 | No change. Retain full area in Zone given high proportion (80-90%) of contributory places remaining |
| Grange Precinct 80 | No change. Retain full area in Zone given high proportion of contributory places remaining |

**Key implications for the Development Plan**

It is unclear whether proposals in the 30-Year Plan suggesting that the urban character of the majority of neighbourhoods remains “largely unchanged” is intended to mean that existing densities will be retained or the existing zoning that applies to these areas will remain unchanged.

The location of the majority of this city’s Historic Conservation Area within the North West and Port Road corridors is a significant issue. While this can offer significant advantages to the quality of streetscapes and the urban environment, it requires careful policy consideration to ensure new development is sensitively designed and respects heritage places (eg. staggering building heights near transition of lower density/character developments and careful choice of building materials, etc).

The *Residential Growth + Character Study* also confirms that the heritage and character areas of Cheltenham, Woodville, Henley Beach, Grange, Kilkenny environs and Pennington (to a large extent) are areas where it is not considered appropriate to change the character of the built form in order to achieve higher residential densities. Importantly, given significant opportunities elsewhere across the City to achieving higher residential densities (eg. including potential regeneration sites and infill opportunities around activity centres such as Arndale and Fulham Gardens), the Study reinforces that the costs of losing built form that is highly valued by the community does not outweigh the benefits that would be gained from relatively minor increases in dwelling numbers that would be achieved if these areas were developed.

Therefore, noting that rezoning of the Bowden Urban Village has now been completed and will start to deliver new housing opportunities in the shorter to medium term, it may be more appropriate to focus on other opportunities around centres or areas with regeneration potential that are less constrained by character areas.
Given that the current Heritage DPA has been based on heritage reviews undertaken some time ago (including prior to council amalgamations) and prior to the release of the 30-Year Plan, Council has identified a need to undertake a heritage review as a matter of priority in light of the pressures that growth envisaged by the Plan may place on the city’s identified heritage or potential future heritage sites. While this heritage review should consider precinct recommendations from the Residential Growth + Character Study identified above, the Government will be seeking a more contemporary approach to heritage conservation and identification that incorporates strategic goals but also maps out and establishes the historic patterns of development within the city as a basis for reviewing heritage values.

7.2.9 Public Infrastructure

The 30-Year Plan is focused on the efficient and cost effective use of existing infrastructure and, coupled with the State Infrastructure Plan, places greater emphasis on the alignment of land use planning with infrastructure provision. Structure Planning has also been promoted as a means of identifying infrastructure requirements for development and growth areas, and where Government funding may need to be focused for new or improved infrastructure (eg. public transport).

Council has a responsibility for the installation and maintenance of a range of public infrastructure including roads, footpaths, stormwater and public lighting. While the significant level of growth anticipated for Charles Sturt under the 30-Year Plan and future regeneration areas will make better use of existing infrastructure and provide major opportunities for new and upgraded infrastructure, the upfront and ongoing costs associated with this will be significant. This will require careful planning and a strategic approach to prioritise works and enable effective and timely delivery.

While Charles Sturt is equipped with physical infrastructure and productive assets, Council has identified that the national broadband optical fibre rollout, low carbon technologies and accessibility to cheaper recycled water through the ‘Water Proofing the West’ project are three examples of new technologies and practices offering new opportunities.

High-speed, big capacity telecommunications links in particular will be a key focus (including for businesses’ access to markets) and will be important in new growth areas and higher density living environments and centres. While limited rollout of the National Broadband Network (NBN) is proposed to occur in the south-eastern edges of Charles Sturt (eg. around Bowden and parts of West Croydon, Flinders Park and Fulham Gardens) over the next few years, new major planned development sites and rejuvenation of the city’s prime industrial precincts provide significant opportunities to attract this infrastructure and benefit the wider city. Council is currently progressing a Digital Economy Strategy along with an Economic Development Strategy that will consider how high speed broadband can benefit the community and business.

The Water Proofing the West – Stage One project involves a $62 million water recycling project, which will result in an extensive network of wetlands, aquifer storage and recovery and distribution networks providing water at reduced cost. Importantly, this will provide opportunities for businesses dependent on water to reduce costs and increase their competitiveness. It’s the first stage of a region-wide system. As acknowledged by the 30-Year Plan, the overall project is anticipated to treat around 2400 megalitres of recycled water each year. Council propose to use around 555 megalitres of recycled water annually to water reserves and sports grounds. Stormwater collected would otherwise drain untreated to West Lakes, Port River Estuary, Barker Inlet and the metropolitan Adelaide coast, further degrading seagrass meadows and polluting Gulf St Vincent’s coastal marine environment. Importantly, in addition to being used for irrigation of ovals and reserves (including West Lakes Golf Course), there is significant opportunity for new
developments such as St Clair, Cheltenham and Woodville West as well as revitalised industrial precincts to utilise this resource.

**Key implications for the Development Plan**

General policies in the Charles Sturt Council Development Plan currently provide guidance on delivery of physical or ‘hard’ infrastructure. This includes its efficient delivery in advance of need and possible requirements to set aside land for this purpose (including through easements in new development areas), as well as ensuring infrastructure is delivered in an environmentally sensitive manner.

DPAs to rezone identified development areas will be a key driver and determinant of where new or improved infrastructure will be required and, in this regard, will therefore require careful prioritisation. Importantly, more immediate planning policy priorities will need to focus on areas where there is a clear Government commitment to provide, and arrangements are in place to fund, required infrastructure ahead of need.

### 7.2.10 Place

The City of Charles Sturt is growing and changing at a rapid rate and this trend will continue as the Government’s 30-Year Plan is progressively rolled out. While there can be significant advantages for the City (eg. enhanced infrastructure and new spaces), continued growth and change can place pressures on neighbourhoods and has the potential to cause a loss of sense of community.

While the term ‘place’ can mean different things to different people, it has been used in the current Community Plan review process to describe any physical location that has some function that matters to the community. In Charles Sturt, places can be neighbourhoods, streets, the local shop, shopping malls, the beach or even resident’s own backyards. Importantly, they can be the way the City and community expresses its personality and tells its story, and allows us to connect.

Council recognises that placemaking and cultivating a unique sense of place has the following key benefits:

- Designing places with and for people who live in and use those places results in better places and more satisfied, healthier communities (eg. walkable neighbourhoods, parks and reserves)
- Economic outcomes (eg. through cultural tourism or attracting a specialist workforce)
- Expression of the diversity within communities
- Facilitating more sustainable development outcomes
- Creating more beautiful, vibrant, enjoyable and soulful places.

Council considers a good place to be one that is vibrant and well used by the community. Therefore, in terms of the urban environment, good planning and urban design is important for the city’s places and spaces and cultural recognition.

Major development and regeneration sites provide a significant opportunity to create new and more vibrant spaces, which needs to be recognised through precinct and master planning in particular. Similarly, the protection of the city’s heritage assets and adapting and re-using historic buildings through
Innovative and creative design is equally important to continue to tell the story of the city and its evolution.

Main streets have also gained popularity, but their success is generally reliant on a complex and interrelated range of economic, cultural, social and environmental factors. A good example of this is Queen Street/Elizabeth Street in Croydon.

Council has taken a coordinated and multi-disciplinary approach to the design of new places and spaces across the city, working closely with the State Government and the community to ensure the community’s vision for the future of these places is realised. Key projects include:

- Bowden Urban Village
- Woodville West
- Henley Square
- St Clair and the revitalisation of Woodville Road as a vibrant and connected ‘main street’ (Woodville Village Master Plan)

In addition to the above projects, Council has also commenced the Inner West Precinct Place Making Urban Design Framework (WAX Design) to investigate opportunities for placemaking beyond the Bowden TOD site, and to consider future policy amendment to facilitate placemaking opportunities. The project will also integrate with the ‘link and place’ concepts identified in the recent draft North-Western Growth Corridor Transport Study, which focuses on balancing transport and community place needs that can be accommodate in streets in the study area.

Opportunities to enhance the public realm as part of future revitalisation of the city’s major industrial precincts and employment areas has also been identified through the Employment Revitalization Plan.

While place making has traditionally fallen to urban designers, planners and engineers, upfront and ongoing community involvement in major projects is important to reinforce a sense of community and sense of place in new neighbourhoods. A flexible and adaptive approach is also required that continues to evolve over time. The Community Co-op model used for projects such as Christie Walk in the Adelaide CBD has been recognised as one successful example of this. This extended beyond the ‘charrette’ model used to develop the Bowden Urban Village and Woodville Village master plans as it allowed the community and future residents to partake in decision-making for both the project design and its continual implementation and management.

**Key implications for the Development Plan**

Effective placemaking will be critical to the success of all major development and regeneration projects (and their integration with surrounding neighbourhoods) and development of the new urban form anticipated by the 30-Year Plan. Quality streets and spaces for social gathering and community connection will be particularly important in higher density living environments where private open space is limited. These elements need to continue to be a key focus of structure, precinct and master plans.

In terms of the Development Plan, DPAs and new planning policies for these areas should establish a Desired Character that outlines the vision for key spaces and places within development sites based on sound community engagement (both upfront and ongoing).

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28 Source: Mainstreet Australia
Council will continue to progress projects such as the Inner West Precinct Urban Design/Place Making Framework (expected for completion in late 2012), Henley Beach Precinct Master Plan and Woodville Village Master Plan with the involvement from the community. The outcomes of these projects and policy responses will need to be incorporated into the Development Plan via future DPAs.

As highlighted in section 7.2.8 above, Council has identified a need to take a ‘fresh look’ at the City’s heritage assets in light of the 30-Year Plan and its focus on major corridors (which contain the majority of Charles Sturt’s heritage places). Aligning with the ideals for ‘place’ described above, a more contemporary approach to heritage conservation and identification is required based on Council’s Local History Thematic Framework.

The Employment Revitalization Plan (outlined in section 7.1) has also identified opportunities to improve the public realm in the city’s key industrial and employment areas, with Beverley seen as a particular opportunity. This could help to attract emerging forms of industry (eg. knowledge-based or green industries) and would need to be achieved initially through precinct planning and a DPA to establish a clear Desired Character for these precincts.

### 7.3 Community and Wellbeing

The 30-Year Plan seeks to create inclusive, vibrant and liveable communities across Greater Adelaide. The promotion of healthy, safe and connected communities is vital to achieving this vision as well as a recognition that local communities will always want to shape their environment.

Through its Public Consultation Policy, Council also recognises that the community engagement and broad civic participation in decision-making makes for strong, engaged communities.

Western Adelaide has also had a long tradition of new arrival communities settling in the area, which has shaped a diverse community. More recently, Charles Sturt has welcomed new arrivals from countries include Africa, India and China. Significantly, the 2011 Census data shows that the number of new residents born in India increased 266.2% since 2006, making up 26.8% of all overseas born new arrivals to the City of Charles Sturt between 2006 and 2011. New residents born in India and China in particular are more likely to be in the younger age cohorts than those born in other countries, and either arrive with children or are likely to have children in the near future.

Similar to state and national trends, Charles Sturt also has an ageing population. Council has an Ageing in Charles Sturt Policy, which recognises the need to consider the needs of older people in the design of Council services and facilities.

While the cultural and age structure diversity of Charles Sturt is celebrated, it presents significant challenges for the provision of services to the community.

It was identified through consultation that the location of licensed venues, gambling facilities and fast food outlets in proximity to sensitive land uses such as schools and social housing was an area of concern. When a development proposal is assessed it can only be assessed against the provisions of the Development Plan. Policies in the Development Plan control land use, built form and amenity impacts. Health and nutritional impacts of fast food outlets and social impacts of gambling facilities and licensed premises in close proximity to sensitive land uses such as schools cannot be controlled under the Development Act. However, there may be scope to control the uses and location under other State Government legislation. Where there are significant social impacts and gaps in the controls on these land uses, Council can lobby the State Government to promote legislative change.
7.3.1 **Social infrastructure**

The Government’s 30-Year Plan and the proposed infill development that is planned for many areas within the City of Charles Sturt will have a significant impact on the provision of human services and social infrastructure.

Social infrastructure includes a wide range of services and facilities that meet community needs for health, education, recreation, social support, cultural expression, social interaction and community development. In terms of physical buildings or assets that may be influenced by the Development Plan, this includes schools, community centres, libraries, community centres, health centres and recreational facilities.

In addition to open space needs identified in section 7.2.7 above, Council has therefore also begun to look more closely at the role that social infrastructure has in supporting new and existing communities in order to determine likely needs into the future based particularly on the new urban form anticipated by the 30-Year Plan.

**Planning for Social Infrastructure and Community Services for Urban Growth Areas**

With funding support from the LGA, Charles Sturt coordinated a study with other Greater Adelaide councils that aims to clarify where social infrastructure should be located and how to encourage housing developers to invest in social infrastructure.

A key outcome of the study is a best practice guide titled *Planning for Social Infrastructure and Community Services for Urban Growth Areas: Implementation Guide*[^29], which provides a range of practical measures based on case examples for planning social infrastructure in medium to higher density infill communities. Given the project’s focus on urban growth and redevelopment, it emphasised that the design of the physical environment is important and a major opportunity given the significant amount of master planning and redevelopment planned in Greater Adelaide as part of the 30-Year Plan’s implementation.

Some of the key outcomes from the study include, among others:

- Planning for urban growth areas provides an opportunity to integrate community facilities (ie. ‘community hubs’) within key population areas (including major renewal projects), urban structure (including designated activity centres) and transport or movement routes (including existing and proposed bus and rail connections and pedestrian/cycling networks)

- Community facilities are important in providing for gathering spaces and can be important focal points for community activity and social interaction – they should be highly accessible and visible

- While the proximity of new and existing communities can create challenges in terms of integration, it can also be an opportunity to explore ways for these adjacent communities to share facilities

- Higher density urban environments and their associated land economics will require consideration of a more urban, compact form of social infrastructure (eg. community space within mixed use buildings or leasing space for community use)

[^29]: *Planning for Social Infrastructure and Community Services for Urban Growth Areas: Implementation Guide* (February 2012), prepared by Elton Consulting in collaboration with the Cities of Charles Sturt, Onkaparinga, Playford and Salisbury and the Local Government Association of South Australia
• Trends in social infrastructure provision in higher density infill areas are for flexible, well-appointed, multi-purpose community hubs which are centrally located with good access to transport and well integrated or ‘clustered’ with other activity generators (eg. shops and/or collocated with other community uses such as libraries, schools and child care

• More diverse urban infill developments are unlikely to be created if these new areas provide a limited range of housing options and lack the amenities and social infrastructure that support more diverse communities

• Facilities need to both employ sustainable design features, but also be sustainable in terms of upfront funding (ie. to allow early provision in developments) and ongoing funding, management and maintenance arrangements

• Facilities should be designed to be adaptable or allow future expansion to adopt to changes in population (and needs) over time.

Residential Growth + Character Study

A broad social infrastructure needs assessment for Charles Sturt was undertaken as part of the Residential Growth + Character Study. This assessment focused particularly on community cultural infrastructure (eg. child care facilities, community/multi-purpose centres, youth centres, district branch libraries) and educational infrastructure (eg. primary and secondary schools). The Study also acknowledged a need to plan differently for social infrastructure based on the Plan’s expectations for infill within an existing urban area.

While the findings of the study were based on a medium and previous high population target^30 set by the Government, which have since been revised to be more ambitious, it highlighted the following potential land requirements for anticipated social infrastructure by 2031:

• around 25,000 square metres (2.5 ha) to be reserved based on the medium growth scenario

• around 130,000 (13 hectares) based on the ‘2 million by 2050’ scenario, noting that just under half of this area (about 7 hectares) would be required to support a new primary school.

Based on current targets in the 30-Year Plan, however, this figure is either likely to increase or its delivery be brought forward to ensure services are provided or reserved ahead of need. Commensurate with the best practice guide discussed above, however, the study also acknowledged that the actual land area required to sustain these facilities can vary considerably, depending on a range of parameters, including urban design principles, opportunities for collocation, land costs and availability of land. It also highlights a significant need for the Government to undertake future planning for schools around inner growth areas to more accurately determine future requirements based on likely family composition within higher density environments.

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^30 2 million people in South Australia by 2050 (SA Strategic Plan 2004)
**Key implications for the Development Plan**

There is a clear need to move away from a traditional (largely ‘greenfield’) planning approach to social infrastructure provision in order to successfully achieve the new urban form envisaged by the 30-Year Plan. The concept of ‘community hubs’ in particular is well suited to urban growth areas.

The above studies also reinforce the importance of considering social infrastructure needs and requirements upfront in the planning process to ensure that requirements for location, opportunities for collocation and clustering can be achieved in new growth areas and regeneration areas. This means that they should be a key consideration in both Structure Plans and master planning for TODs, growth areas or areas identified for potential regeneration to ensure land requirements and spatial elements are identified in future DPAs and rezoning.

While the draft North West Corridor Structure Plan acknowledges this, effective planning for social infrastructure is largely missing from the Plan’s proposed outcomes and needs to be a key consideration in planning for these key precincts as structure and master planning further develops.

While some of these concepts are currently included in South Australian Planning Policy Library and were recently introduced into Council’s Development Plan following its conversion in 2009 (ie. facilities identified and provided ahead of need and flexible and adaptable over time), there is potential for a social infrastructure typology to be developed and agreed across levels of Government for planning for growth areas. This typology could ultimately be integrated into the Library’s policy framework, but would require commitment from the State Government.

Reliance on a flexible policy approach advocated in the SAPPL alone for new and regenerated residential neighbourhoods will clearly not provide the necessary level of social infrastructure to support new and changing communities.

**7.4 Sustainability and Environment**

Protecting and preserving the natural environment is a critical issue both locally and globally.

While the new urban form anticipated by the 30-Year Plan is likely to be more efficient and sustainable (eg. linking land use to transit, reducing unsustainable sprawl and impacts on food production areas, etc), higher densities will place greater pressure on the City’s infrastructure and local environment. Therefore, sustainability needs to remain high on the agenda in planning for new development.

While sustainability can encompass environmental, social and economic factors, this review focuses on environmental sustainability in the context of the city’s physical environment and its implications for the Development Plan.

Charles Sturt’s ‘Towards One Planet Living: Greening the Western Suburbs 2008-2013’ Plan (“Environment Plan”) outlines a range of strategies under four themes: climate change, water, biodiversity and waste. The Plan also specifically identifies a range of planning policy actions that Council intends to implement to respond to key strategies. Given the Plan’s inception in 2008, a number of these actions have already been implemented, in particular through the Better Development Plans (BDP) and General DPA approved in 2009.
The draft Community Plan 2027 contains a number of strategies relating to promote sustainability and the environment including: ‘achieve change in our urban form in a way that enhances and complements existing character, aspirations and environment’.

### 7.4.1 Climate Change

Climate change is by far the most significant environmental issue facing the city and community as a whole. Significant issues for the Western Adelaide region include sea level rise, increased flood risk and a significant increase in heat wave events.

Impacts that have already been felt in Charles Sturt include localised flooding from more frequent flooding events, death of trees during heat waves which have also increased in frequency and severity, and water restrictions and its impacts on irrigated areas such as reserves. Council anticipates that future impacts may also include faster degradation and cracking of road and footpaths due to heat waves and localised flooding, and potential damage to coastal infrastructure due to more frequent coastal storms.

With regard to the Development Plan, the Environment Plan specifically seeks to address impacts of climate change on coastal development and to incorporate climate change considerations within Council planning and development assessment processes in partnership with other agencies. New General (council-wide) policies were included in the Development Plan in 2009 as part the Plan’s Better Development Plans (BDP) that require consideration of climate change impacts for new developments. In addition to broader climate change issues, these policies also specifically address stormwater/flooding and anticipated sea level rise.

In addition to these planning policy changes, Council prepared a *Climate Change Adaptation Plan* in 2009 with the Local Government Association Mutual Liability Scheme. Western Adelaide councils (with State and Commonwealth Government support) have also combined to undertake a major investigation into the likely impacts of climate change on western suburbs communities. The project will be undertaken over the next 2-3 years and could result in further required amendments to the Development Plan.

As a consequence of climate change, the Environment Plan also proposes the development of a whole of City Stormwater Strategy that responds to current and future flood risks and takes into account the projected increases in settlement density, runoff and the need to harvest and reuse stormwater. Council has completed a Stormwater Master Plan and flood mapping that indicate where stormwater will flow in a 1-in-100 year rainfall event. This mapping assists Council in determining asset and infrastructure priorities as well as assessment of development applications to ensure new development is located and designed to minimise risk to life and property from flooding.

### 7.4.2 Water

Recent drought events across Australia and consequent water restrictions have reinforced the importance of water conservation. As a major user of water and custodian of most of the community’s stormwater infrastructure, sustainable water management remains a key focus of Council. As highlighted above, $61.3 million in funding has been secured from a combination of State, Commonwealth and Local Government sources to fund the Water Proofing the West Stage 1 project.

The Government’s 30-Year Plan also seeks to create an urban environment that demonstrates water efficiency through application of water-sensitive urban design (WSUD) principles. Indeed, consistent with the State’s water security plan ‘Water for Good’, the 30-Year Plan seeks to mandate WSUD in all new
dwellings and residential developments across the region. The Plan also seeks to integrate WSUD into sporting facilities to increase water use efficiency, reduce mains water use, and maximise on-site water and re-use.

Council’s Environment Plan also specifically seeks to better promote WSUD, including setting performance-based targets at both individual allotment and whole of development scale to reduce downstream flood impacts and ensure water conservation measures are incorporated into new buildings. Major proposed developments and regeneration of the City’s prime industrial areas also provides a significant opportunity for water re-use through the Water Proofing the West initiative. This will be governed, however, by the proposed ‘Water Industry Act’, which is being prepared by the Government.

WSUD was identified as a priority from Council’s last Development Plan Review, and has since been applied to the Cheltenham Park Policy Area 22 of the Residential Zone to ensure greater sustainability in this regeneration area, particularly within major open spaces and reserves. In providing comments on the Government’s draft legislation, Council has identified an opportunity for the Government to introduce some new powers to local government, including requiring new developers to install third pipe networks into new developments as part of the development assessment process. These installations have already occurred within Cheltenham/St Clair development and Woodville West Urban Renewal projects and further installations in new developments would potentially make it possible to supply recycled water to a greater proportion of future residents and to irrigate new reserves.

The Residential Growth + Character Study also identified an opportunity to more broadly apply WSUD in the City’s Development Plan based on recent policies contained in the SAPPL under ‘Natural Resources’. Further policy guidance is also provided in a Technical manual for water-sensitive urban design in Greater Adelaide prepared by the Government in December 2010.

**Key implications for the Development Plan**

As identified in section 3 the completion of Council’s Better Development Plans conversion of its Development Plan in 2009 has resulted in the inclusion of a range of new policies at the City wide level to address natural resource and sustainability issues. This includes water catchment areas and water quality, stormwater, biodiversity and native vegetation, soil conservation, and climate change and anticipated sea level rise.

New General (council wide) ‘Water Sensitive Design’ policies from the State Planning Policy Library have also recently been introduced into Council’s Development Plan via approval of the Minister’s Bowden Urban Village and Environs DPA. Specific opportunities for WSUD in larger development sites and regeneration areas (similar to Cheltenham) should also continue to be identified through structure, precinct and master plans and identified in Desired Character to complement these General policies. This will ensure that opportunities for WSUD are considered at the neighbourhood, street and building level (including in open spaces and the road system) and to promote opportunities for water re-use as part of the Water Proofing the West initiative.

Risk of flooding and stormwater management will need to be a particular focus in the context of increased densities. While existing policies in the Development Plan seek to ensure that flood risk is identified and minimised in new developments, there is an opportunity to incorporate completed flood mapping into the ‘Development Constraints’ mapping in the Plan, similar to some other metropolitan Development Plans. While this could also occur through a future DPA that has city-wide application such

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31A draft Water Industry Bill 2010 was released for review and feedback, which provides a proposed framework for regulation of the water industry in South Australia, including rules to govern the supply of recycled or reclaimed water.
as a Residential DPA, it would need to be considered in the context of how these maps could be updated in the Development Plan as new local maps are created or new data emerges.

An alternative and preferred approach is to provide Development Plan policy that refers to flooding and stormwater management and to refer to external maps which can be updated periodically. Council is continually updating and improving stormwater infrastructure, including the construction of the water proofing the west initiative.

### 7.4.3 Biodiversity and Community Gardens

Maintaining and enhancing biodiversity is a major priority of Council, particularly in relation to Council reserves and along the River Torrens and in the coastal dunes. Council continues to prepare vegetation management plans for areas of biodiversity significance in order to inform and guide their ongoing protection.

In terms of the physical form of the city and urban development, Council’s Environment Plan specifically seeks to enhance biodiversity through addressing threats and identifying locations suitable for the creation of buffers, green corridors, education and interpretation, and encouraging use of local native plants in new developments, streetscapes and open spaces.

Greenways provide a network of green corridors that links open spaces across the greater Adelaide region. Greenways promote liveability and sustainability by creating safe opportunities for walking and cycling and enhance biodiversity, along with promoting active lifestyles.

A network of wetlands is also being established across the City as part of the Water Proofing the West project. New wetlands will be established at St Clair, along Old Port Road and within Cooke Reserve and West Lakes Golf Course. These are in addition to privately developed wetlands already established as part of the Grange and Royal Adelaide Golf Clubs and on the land managed by the West Beach Trust.

In considering issues for this Strategic Directions Report, Council has also acknowledged the important contribution that large trees in suburban backyards play in the overall greening of the City as well as urban biodiversity (ie. green corridors). As the City’s suburbs are getting denser, however, the size of backyards has progressively reduced, with many now incapable of supporting the root systems required to sustain larger tree species. The impact of this is likely to be more widely felt as higher density urban environments advocated in the 30-Year Plan emerge across the City.

As densities have and will continue to increase in urban areas across Adelaide and pressure is placed on primary production land in fringe locations, there is also growing community interest in development of community gardens for local food production. Community gardens also have an added benefit in promoting community interaction and are recognised as an opportunity in the 30-Year Plan.

Council has recognised community gardens as a key opportunity in the City, including through preparation of a Discussion Paper in April 2011 that identified opportunities and policy/procedural directions to facilitate these gardens in appropriate areas of the City. Such gardens are already established in Green Street Brompton, at the Woodville High School and at Pennington Primary School. Community gardens have also been identified as an opportunity for the Bowden Urban Village TOD as part the guiding principles for the site developed by the Urban Renewal Authority.

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Community interest in these initiatives is likely to continue to grow as the new urban form envisaged by the 30-Year Plan emerges, compensating for reduced private open space in medium to higher density development locations in particular.

**Key implications for the Development Plan**

Opportunities to create greenways and enhance biodiversity connections throughout the City will need to remain a key consideration of Structure Planning for major development sites and corridors. There is also an identified need to review residential design policies to facilitate larger backyards to sustain growth of larger trees and reintroduce ‘backyard biodiversity’ that can contribute to the overall greening of the City and offers significant advantages to the wider community.

Opportunities to facilitate community gardens in areas where private open space is more constrained could be supported by amendments to Desired Character statements in the Development Plan for preferred locations. For example, the Suburban Activity Node Zone in the latest version of the State’s Planning Policy Library currently includes commentary to encourage development of community gardens for food production to promote community interaction and compensate for reduced private open space in medium to higher density development locations. This would, however, need to be balanced against maintaining access (eg. impact of security fencing) and community safety (eg. falling fruit in public places).

**7.4.4 Waste and Recycling**

The costs of disposing of waste in landfill are significantly increasing through State Government waste levies. Importantly, it is now cheaper to recycle most general household items than to send them to landfill.

Council’s Environment Plan advocates for improvements to waste management practices and arrangements in new developments. This will be a particular challenge for new higher density living environments and will need to be a critical consideration in the design of streets and spaces (eg. to ensure access for large waste vehicles, ensure waste areas are screened and do not impact on public health, etc). Council has prepared ‘Residential Waste and Recycling Guidelines for New Developments’ to address these issues for medium to high density residential developments.

The conversion of Council’s Development Plan to the new State Policy Library format has introduced new General (city-wide) policies to encourage more sustainable waste practices in new development, including minimising waste generation (including waste water) and ensuring that waste disposal needs are a key consideration in the design of new developments. These policies are based on the Government’s (Zero Waste) ‘waste management hierarchy’.

**Key implications for the Development Plan**

Waste management and recycling (including waste water) will need to be a key consideration including reference to Council’s ‘Residential Waste and Recycling Guidelines for New Developments’ document in the design of roads and spaces in new higher density living areas. This will need to occur through precinct and master planning, which is likely to translate through to Concept Plans and Desired Character statements for key development areas.
7.4.5 Changing (New) Urban Form

Council recognises that urban sprawl is not sustainable. The traditional practice in Adelaide of developing more rural and agricultural land in fringe locations for low density housing not only impacts on food production, but simply locks residents in these locations into car dependency. Experience also shows that the provision of infrastructure and services across low density, sprawled development is more expensive on a per capita basis, resulting in the need for higher levels of expenditure and taxation. These costs are ultimately borne by the community.

While the new urban form proposed by the 30-Year Plan will present challenges, a more compact urban form that is well designed and desirable for residents can deliver substantial environmental, social and financial benefits. The City of Charles Sturt’s location close to the Adelaide CBD and current and planned public transport and cycling infrastructure means the city is well placed to achieve a more sustainable urban form and lifestyles. The more compact urban form improves the viability of providing public transport services.

The 30 Year Plan identifies a ‘green travel corridor’ along the railway lines including the Outer Harbor and Grange lines. This is an important spine for the city which will promote walking and cycling opportunities to link the new urban form and existing areas.

Prior to the 30-Year Plan’s completion, Council’s Environment Plan has recognised opportunities to improve integration of transport and land use planning, including focusing new higher density residential and commercial developments (eg. TODs) around existing public transport nodes and linking these areas with enhanced walking and cycling networks. The Environment Plan also seeks to improve Council building performance (eg. delivering a ‘Green Buildings Program’ to improve energy efficiency) and investigate opportunities to introduce more sustainable transport arrangements within new developments. This including the option of introducing a preferred range of bicycle and car parking into the Development Plan for new development areas that responds to location (eg. to promote shared parking and car sharing as discussed above).

Sustainability Demonstration Project in Charles Sturt

Through its Environment Plan, Council has recognised an opportunity to facilitate ‘showcase’ sustainable developments in the City, with a focus on new TOD sites.

To further this concept, a report33 was prepared in 2011 by students from Carnegie Mellon University, which broadly identified how sustainability concepts from the Christie Walk eco-city development in the Adelaide CBD could be applied within the City of Charles Sturt. In addition to broader application of these concepts, the report also identified specific opportunities within the Woodville and St Clair areas.

The report focused on a range of key themes from the Christie Walk development, some of which could be promoted through Development Plan policy and have been discussed above. These themes included:

- Community involvement/co-ops
- Sustainable building design and appearance
- Shared transport to encourage a reduction in the use of private vehicles in new development

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33 City of Charles Sturt Housing Development Assessment – Analysis of Christies Walk Development (2011), Carnegie Mellon University
• Communal and shared garden spaces (including community gardens).

While the study acknowledged that it may be difficult to replicate the Christie Walk project to the extent that has occurred within the Adelaide CBD in a more suburban context, concepts from the development could be deployed – and small changes made within key areas or precincts could propagate wider change to meet Council’s sustainability objectives.

The concepts and principles applied in the Christie Walk development, and lessons learned from the project, provide a useful model that could assist in delivery of a demonstration project in Charles Sturt, or the application of key elements in new growth areas planned for the city. Importantly, a demonstration project of this nature could provide significant environmental benefits and a ‘model’ for the City as it transitions to a denser urban form.

Significantly, as identified in section 7.3 above, community involvement during both the development phase and ongoing has been key to the success of the Christie Walk development, but extends beyond the statutory boundaries of the Development Plan. Council will therefore need to balance future changes to the Development Plan with new models for community involvement (ie. community co-ops) to ensure success in replicating a project of this nature in Charles Sturt.

**Implications for the Development Plan**

While the above study canvassed specific opportunities to apply concepts from the Christie Walk development to the development of the Woodville and St Clair areas, substantial planning and Government ownership of land in this areas means that these opportunities are not assured and will require further negotiation. This should not, however, preclude consideration of other identified growth areas or major development sites in the city as potential demonstration sites where higher density housing forms and communities may be considered.

Sites more suited to demonstrating sustainability principles and likely to gain the most impact as a ‘model’ for the city would include a brownfields situation located closer, or strongly connected to, the Adelaide CBD. While also offering potential to incorporate such principles, more suburban locations such as the West Lakes TOD site and surrounding environs are likely to have a lesser impact (or at least immediate impact) regardless of future transit opportunities that may emerge.

In terms of potential policy change to facilitate a demonstration project, there is an opportunity to review the Development Plan to:

• Ensure a wide range of building styles, construction materials and techniques can be considered for new development to achieve higher levels of sustainability and minimise noise and air quality impacts from transit routes. The South Australian Planning Policy Library (SAPPL) also now includes a *Noise and Air Emissions Overlay* 34 that may be applied in specific areas, which is expected to be complemented with additional requirements in building construction to mitigate impacts.

• Better manage the impacts of multi-storey development on solar access to adjacent, lower density buildings. While the new *Medium and High Rise Development (3 or More Storeys)* 35 policy module has

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34 This overlay is proposed to introduced for the Bowden Urban Village site via the Minister’s draft Bowden Urban Village and Environs DPA

35 This policy module is also proposed to be introduced to apply to the wider Council area via the Minister’s draft Bowden Urban Village and Environs DPA
been recently included in the Development Plan as a result of the *Bowden Urban Village and Environs DPA*, further enhancement to environmental requirements could be made.

- Consider car parking requirements more suited to higher density areas, including considering both minimum and maximum parking standards and other policy incentives, and car/bicycle sharing schemes. The Government has prepared a technical information sheet on vehicle and bicycle parking rates that could be considered in developing such policies.

As discussed in section 7.5.3 above, policies to encourage community gardens could be achieved through amendments to Desired Character statements in the Development Plan for preferred locations.
8 Local matters

In addition to the local issues discussed above that have emerged through Council’s Community Plan review and early consultation on the Strategic Directions Report, interrogation of Council’s records has also identified a number of local matters that have arisen in relation to the Development Plan. While these are not necessarily related to the 30-Year Plan or Council’s recent engagement processes, they warrant consideration in this review.

These matters include community concerns regarding the effectiveness or appropriateness of Development Plan policies or zoning, and local requests for rezoning.

Requests to consider properties for inclusion on Council’s local heritage register (within the Development Plan) have not been detailed to protect the interests of the property owner(s). Such requests will be considered as part of future heritage surveys.

8.1 General Zoning and Development Matters

Some queries have been raised by landowners in relation to the appropriateness of current zoning in some areas or intentions by Council or the Government to rezone or develop areas in the context of the 30-Year Plan. These are summarised and discussed below.

<table>
<thead>
<tr>
<th>Area or Zone</th>
<th>Issue/Query</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chief Street, Brompton</td>
<td>A query has been received from at least one land owner with property in the Industry Zone (Precinct 6) at Brompton regarding potential for the area to be rezoned to support further residential development in the context of the Bowden Urban Village TOD. The site is located in the vicinity of the new ‘Urban Core Zone’ recently introduced by the Government as part of the Bowden Urban Village and Environments DPA. The Urban Core Zone supports mixed use development, including residential, retail and commercial with increased heights and densities.</td>
<td>While zoning changes recently approved by the Minister have not proposed further rationalisation of the Industry Zone at this location, similar requests are likely to emerge as the Bowden project develops. Council has commenced the Inner West Urban Design Place Making Framework, which will look at opportunities for integration and place making beyond the Bowden Urban Village site, including within the subject area. While this project may consider key character elements for that area that may translate into Desired Character in the Development Plan, it is unlikely to result in proposals for rezoning.</td>
</tr>
<tr>
<td>McInerney Reserve, West Croydon (Kilkenny TOD environs)</td>
<td>Resident request has been received to consider increasing the size of McInerney Reserve at West Croydon using vacated industrial land to the west of the reserve (former Bianco site).</td>
<td>This site has been identified as a future potential TOD (Kilkenny TOD). Options for the development of the area have been broadly identified in the North West Corridor Structure Plan and a scoping study by Council.</td>
</tr>
<tr>
<td>William Street, Beverley</td>
<td>Query in relation to rezoning of Home Industry Zone at Beverley to ‘Industry’ as part of the Better Development Plan (BDP) and General DPA in 2009. William Street is currently the boundary between residential and industrial</td>
<td>The Beverley Prime Industrial Area has been identified as a priority for revitalisation and potential area to apply a new ‘Urban Employment Zone’.</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td>Implications</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
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</tr>
<tr>
<td>Port Road, West Croydon</td>
<td>Queried opportunities to promote mixed use development fronting Port Road at West Croydon.</td>
<td>While Beverley has been identified as a priority for revitalisation, the Employment Revitalization Plan has identified an opportunity to expand the focus to include the Port Road frontage to consider mixed use or commercial opportunities, to better recognise existing development and provide flexibility for future development that requires arterial road frontage.</td>
</tr>
<tr>
<td>Murray Street, Albert Park</td>
<td>Broad concerns raised in relation to the Industry Interface Area and impacts from industrial development on residential land uses.</td>
<td>Albert Park has not been identified as a Prime Industrial Area and is unlikely to be a focus for employment revitalisation in the shorter to medium term. Location of the area within the Port Road corridor may offer opportunities to explore mixed use outcomes in the future.</td>
</tr>
<tr>
<td>West Lakes Shore (West Lakes General Policy Area 18)</td>
<td>Resident concerns regarding medium density housing forms in West Lakes Shore and their appropriateness in the West Lakes General Policy Area 18 of the Residential Zone. Concerns particularly related to larger, two storey housing forms on smaller allotments and the impacts on rear private open space, on-street car parking and family housing.</td>
<td>A need to review residential policies in areas outside of identified growth areas has been identified in this review. This should focus on both the Mid Suburban Policy Area 16 and West Lakes General Policy Area 18.</td>
</tr>
</tbody>
</table>

### 8.2 Developer requests

#### 8.2.1 338-342 and 344-354 Findon Road, Kidman Park

Council has received a request for a privately funded DPA to convert existing industrial zoned land in Kidman Park to mixed use (residential). The subject land is shown in Figure 11 adjacent and comprises two substantial adjoining land holdings of a combined area of 4.7 hectares. The land has frontage to Findon Road and is currently located in the Industry Zone (Precinct 30 Kidman Park).

The proposal is seeking investigations to expand the adjacent Mixed Use Zone (north of the site) and facilitate future development of the land for medium density residential
development with complementary commercial activities with an active frontage (including ‘shop top’
housing) to Findon Road.

Justification provided for potential rezoning includes:

- the subject land adjoins the existing Mixed Use Zone (in particular the Urban Village Findon Policy
  Area 9, Precinct 52 Village Living Low)
- the Findon Road frontage is predominantly commercial in nature, particularly along the western
  side of Findon Road. The subject land is also used predominantly for commercial purposes
- the subject land is located in the ‘Industry Interface Area’, which recognises a transition of
  generally lower intensity industrial activities
- the site is well serviced by public transport (4 bus routes)
- there is opportunity to look at any expanded area to create a more comprehensive policy
  approach and wider area treatment
- the 30-Year Plan seeks concentration of growth in corridors, TODs and areas adjacent to activity
  centres (in this case, the Findon shopping centre).

Comments

The subject site is identified as an ‘existing key industrial area’ in Map E3 ‘Western Adelaide
Directions’ of 30-Year Plan. The Plan also generally identifies West Lakes, Arndale, Fulham Gardens
and Hindmarsh centres as key activity centres for potential intensification, and therefore establishes a
focus on these centres as priorities.

While the Findon shopping centre has not been specifically identified in the 30-Year Plan, the Charles
Sturt Industrial Land Study (2008) identified that while there is no need to preclude the continuation
of industry in the precinct, an opportunity exists to relax the overall policy setting for this area by
rezoning the precinct as a Main Road policy area, possibly via integration with the adjoining Mixed
Use Zone (as proposed). This recognises the mixture of industrial and commercial activities in this
location, which creates an indefinable character.

Rezoning of existing employment areas to support increased residential densities needs to be
balanced against potential loss of industrial and employment land in the city, and potential impacts
on existing commercial and retail activities.

It is considered on balance that there is adequate supply of residential land and future supply will be
addressed through major redevelopment sites eg Bowden Village and AAMI Stadium precinct. As the
population grows it is important to retain local employment opportunities.

Should future rezoning be investigated, there is a need to review the broader policy setting. The
review should take into consideration the surrounding retail, commercial and industrial areas within
the broader Grange and Findon Road intersection precinct. The application of the new ‘Urban
Employment Zone’ from the South Australian Planning Policy Library could be considered as a ‘better
fit’ to promote employment as a priority and ensure greater protection of employment lands.
9 Current and Future Development Plan Amendments

9.1 Recap of major issues

Regional targets for Western Adelaide in the Government’s 30-Year Plan suggest that between 19,000 to 21,000 new dwellings may be required to be provided in the City of Charles Sturt by 2039. Most of these dwellings (potentially 17,000 or 80%) will be required to be provided in centres and growth nodes in corridors, with some 4000 additional dwellings required to be delivered in major TODs/centres. Initial projections by the Government for TODs (Bowden, West Lakes and Woodville) suggest that this target can be reached. Lower order TODs such as Kilkenny will also contribute to these targets.

Importantly, coupled with growth in corridors and centres, only around 3700 new dwellings are likely to be required in other areas of the City in the next 30 years to meet regional targets. If past development trends across the City of Charles Sturt continue, there is unlikely to be a need to significantly increase residential development in neighbourhoods outside nominated growth areas.

A number of major developments and infill projects are also already underway within corridors, including the St Clair/Cheltenham area and Woodville West, which will provide more immediate residential land supply in the city. Lower than anticipated growth coupled with a slowing in the real estate market may, however, require land supply targets to be revised by Government.

Stalling of electrification of the City to Outer Harbour rail line and light rail (tram) plans to West Lakes is also likely to inhibit the achievement of a TOD within and around the AAMI stadium site in the shorter (and possibly medium) term. In the absence of major transit, premature development of this site is likely to deliver a car dependent neighbourhood and lost opportunities. Infill opportunities identified by the Government along the planned tram corridor at Seaton and Hendon are also unlikely to be realised until there is a clear commitment from Government to the tram line extension, and timing confirmed.

In light of this and acknowledging the long lead times in bringing land to the market (ie. structure/precinct planning, rezoning and infrastructure provision), there may be a need to identify other infill opportunities with Western Adelaide generally.

While anticipated growth in corridors could be achieved, it will present a number of challenges or ‘pressure points’ that need to be considered as a priority and in the selection of suitable growth nodes or sites. These include:

- The changing economic base of Charles Sturt and potential pressures that further residential infill in corridors could place on employment areas and Prime Industrial Areas (PIAs).

  Specifically, six (6) of the City’s (9) PIAs are located either wholly or partly within growth corridors, and revitalisation of employment areas through a more contemporary policy approach supported by an economic development strategy is needed to meet the changing face of industry. The Beverley industrial area has been identified as a potential priority precinct to consider such an approach.

While the need for jobs growth is an underlying feature of the 30-Year Plan, Structure Planning undertaken by the Government has so far focused on residential development yields. It will therefore be important that employment lands or vacant industrial sites are not automatically considered for potential residential infill or mixed use outcomes without detailed investigations into the local and regional economic impacts of this.
Retail needs must also be a key consideration in Structure Planning, planning for TODs and growth nodes in transit corridors / around activity centres. This includes identifying potential impacts of infill and more flexible, mixed use outcomes on existing activity centres and retail employment areas.

- **Managing the impacts of corridor growth on heritage and character areas.**

  Given the historical evolution of the City, the majority of the City’s character areas are located in corridors (particularly the North West Corridor) and there is a need to better articulate this character through a more contemporary approach, and address interfaces.

  Importantly, the costs of losing built form that is highly valued by the community in key heritage areas (eg. Cheltenham, Woodville, Henley Beach, Grange, Kilkenny environs and Pennington) does not outweigh the benefits that would be gained from relatively minor increase in dwelling numbers that would be achieved if these areas were developed. Council has also identified a need to take a ‘fresh look’ at potential heritage sites as a priority given the relative age of heritage surveys used to inform the current Heritage DPA and growth implications.

  Identifying more appropriate regeneration opportunities within Charles Sturt that would benefit from improved infrastructure provision, and allow more comprehensive planning, could better meet growth targets and offset character interface issues. More immediate regeneration opportunities could include Housing SA land at Seaton and Semaphore Park subject to detailed investigations.

  Suggestions in the 30-Year Plan for widespread non-corridor regeneration has already generated local concerns, particularly around areas that contain heritage sites or Historic Conservation Areas. A more targeted and considered approach to regeneration is therefore warranted.

- **Balancing housing mix and diversity.**

  While a more compact urban form linked to transport will have sustainability benefits, there is an important need to maintain a suitable mix of housing to provide choice and retain a sustainable demographic balance in Charles Sturt.

  Higher density environments within corridors and around centres are less likely to provide housing forms suited to growing families. A policy approach that facilitates and more strongly promote this form of housing and limits infill (eg. through increased minimum lot sizes) in existing suburbs outside of growth areas should be considered to prevent future displacement of families and the consequent impacts of this on the quality and use of local services and spaces. Key areas of focus should include the Mid Suburban and West Lakes General Policy Areas of the Residential Zone, which occupy a substantial portion of the City’s residential area and where allotments greater than 500m² (that could support family homes) remain largely intact.

  Such a policy approach would present other benefits and opportunities for these areas, including redefining character, promoting better quality housing forms, potential streetscape and biodiversity gains through greening backyards with larger trees and greater space around dwellings, and reduced pressure on the City’s public infrastructure (eg. stormwater, streets and parking).

- **Delivering infrastructure (including community and social infrastructure) when it is needed and where it is needed to meet growth.**

  DPAs should be triggered by infrastructure commitment or solutions. Indeed, the Minister for Planning has reinforced that rezoning through DPAs should not be decoupled from infrastructure
planning, which should be a key focus of high level Structure Planning and the role of the newly formed URA. For Charles Sturt, this will include addressing current road network constraints (eg. Woodville Road, West Lakes Boulevard and Kilkenny Road) in the ‘primary’ North West corridor ahead of further intensification. Planning policy reforms for ‘secondary’ corridors such as Henley Beach Road and Grange Road are considered premature and should not be pursued until investment into mass transit along these corridors is more certain.

Council will also strongly advocate for best practice open space and social infrastructure planning principles identified in two major research projects (undertaken with support from the Local Government Association) to be applied ‘up front’ to the planning of growth areas and Structure Planning being undertaken by the Government prior to further DPAs. This includes considering wider open space needs beyond TODs and infill sites (and challenging the traditional 12.5% open space provision in brownfield areas) and a move away from a traditional (largely ‘greenfield’) approach to social infrastructure in order to successfully achieve the new urban form anticipated by the 30-Year Plan. This will ensure that requirements for location and opportunities for collocation and clustering can be achieved for new growth and regeneration areas.

In addition to the above, a further challenge for Council will be managing community desires and expectations relating to how the planning system (acknowledging the system’s limitations) can respond to local issues and other issues identified through consultation on this SDR and the review of Council’s Community Plan. This includes responding to social issues (eg. licensed venues, appropriate land uses in proximity to schools, etc) and balancing desires for greater public notification of some developments against what is allowed ‘as of right’ under the Government’s Residential Development Code, which is being further streamlined to make it easier to meet requirements.

9.2 Planning priorities

Given the extent of change anticipated by the 30-Year Plan for Charles Sturt and the rate of Government planning occurring for growth areas (ie. through Structure Planning and DPAs), the above issues will need to be addressed with some urgency and will drive local planning priorities.

Through completion of a number of major studies and projects, Council is also well positioned to help guide Government processes and Structure Planning to ensure better planning, infrastructure delivery and more sustainable development outcomes as the City transitions to a new urban form. Particular areas include open space, transport and social infrastructure planning for higher density urban environments, and ‘placemaking’ to ensure the success of major development and regeneration areas, and their integration with surrounding communities.

While there are significant opportunities to create more vibrant activity centres throughout the City, there is also a need to better understand and manage the impacts of infill development and mixed use environments on centres, including as a result of intensification around centres. This needs to be a key

36 For the purposes of this SDR, ‘primary’ corridors or growth areas are those areas where infrastructure requirements have generally been confirm or committed
37 For the purposes of this SDR, ‘secondary’ corridors or growth areas are those areas where infrastructure investigations and commitment is still required
38 Best Practice Open Space in Higher Density Development Project (2011/12) and Planning for Social Infrastructure and Community Services for Urban Growth Areas: Implementation Guide (February 2012)
consideration of Structure Planning, but may require more detailed analysis at the city-level in the context of Charles Sturt’s overall economy.

Finally, given the directions in the 30-Year Plan and State Infrastructure Plan to protect high level infrastructure and the function of major roads (identified as “strategic transport routes”), and prior to undertaking further precinct-level DPAs, it would be appropriate for the State Government to initiate a Ministerial DPA that identifies strategic infrastructure across Greater Adelaide and each of the Government Administrative Regions (including Western Adelaide). This would allow policies and new Overlays to be introduced in all relevant Development Plans to protect this infrastructure, and create a consistent policy approach that transcends council boundaries. Current processes to assign a portion of these Overlays to specific development sites or areas (eg. Bowden Urban Village) does not address the overall function of these routes.

9.3 Current Council-initiated DPAs

Notwithstanding the above priorities, three (3) DPAs have been initiated or are currently being prepared by Council. Preparation of these DPAs is intended to continue based on agreement or likely agreement by the Minister for Planning, and are summarised below:

<table>
<thead>
<tr>
<th>DPA Name: Heritage DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
</tr>
<tr>
<td>Protect eligible local heritage places identified in previous heritage surveys</td>
</tr>
<tr>
<td>Adjustment to list of Contributory Items relating to existing Historic Conservation Area</td>
</tr>
<tr>
<td>Updating of property identifiers and formatting of tables and related detail for State and Local Heritage Places and Contributory Items listed in the Development Plan</td>
</tr>
<tr>
<td>Rationalisation of public notification for Development Applications affecting Local Heritage Places, Contributory and non-contributory places.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DPA Name: Woodville Road and Environs Revitalisation DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
</tr>
<tr>
<td>Review the existing District Centre Zone (including policies and desired character) in the context of the Woodville Village Master Plan to</td>
</tr>
</tbody>
</table>
create a mixed use, medium to high density and vibrant main street precinct.

<table>
<thead>
<tr>
<th>DPA Name: Devon Park Residential DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
</tr>
<tr>
<td>Developer funded DPA to investigate rezoning a portion of industrial land at Devon Park to residential (identified in the Charles Sturt Industrial Land Study in 2008).</td>
</tr>
<tr>
<td><strong>Progress</strong></td>
</tr>
<tr>
<td>SOI approved by the Minister on 14 June 2012.</td>
</tr>
<tr>
<td><strong>Status/Timing/Next Stage</strong></td>
</tr>
<tr>
<td>Commence investigations and release of a draft DPA for consultation. Consultation anticipated in the first quarter of 2013.</td>
</tr>
</tbody>
</table>

### 9.4 Current Ministerial DPAs

Noting the recent approval of the Bowden Urban Village and Environs DPA by the Minister, two further Ministerial DPAs are currently being prepared to advance planning for major TODs within Charles Sturt. These are summarised below:

<table>
<thead>
<tr>
<th>DPA Name: West Lakes (AAMI Stadium Precinct) DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
</tr>
<tr>
<td>Investigate rezoning the AAMI Stadium precinct to implement the AAMI Stadium Masterplan, including supporting medium to high density residential development linked with a mix of recreation, retailing, commercial and entertainment uses.</td>
</tr>
<tr>
<td><strong>Progress</strong></td>
</tr>
<tr>
<td>DPA investigations have been initiated by the Minister.</td>
</tr>
<tr>
<td><strong>Status/Timing/Next Stage</strong></td>
</tr>
<tr>
<td>Release of DPA for public and agency consultation may occur in the first quarter of 2013. Timing may be dependent on confirmation of the tram line extension to West Lakes (recently postponed by the Government).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DPA Name: Woodville Station DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
</tr>
<tr>
<td>Review zoning, policy and desired character for the Urban Renewal Authority’s site adjacent the Woodville Railway Station to accommodate development of a TOD.</td>
</tr>
<tr>
<td><strong>Progress</strong></td>
</tr>
<tr>
<td>Draft DPA prepared by the State Government.</td>
</tr>
<tr>
<td><strong>Status/Timing/Next Stage</strong></td>
</tr>
</tbody>
</table>
9.5 Proposed DPA Program

Based on the key issues and priorities identified above and resources required from Council to inform Government planning processes and DPAs, Council’s proposed DPA program is summarised below.

Timing assigned to DPAs or supporting studies may vary depending on a range of factors, including funding, resource availability, smooth progress in priority DPAs or outcomes of other projects or studies that may require a shift in direction. In particular, it is still unclear whether future DPAs borne out of the Structure Plan investigations by the Government (eg. for the North West Corridor) will be required to be undertaken by Council or by the Minister. This will require further discussion with the Government.

<table>
<thead>
<tr>
<th>Study Name: Residential Yield Analysis</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
<td><strong>Timing</strong></td>
</tr>
<tr>
<td>• Spatial analysis of residential dwelling targets in 30 Year Plan for Greater Adelaide.</td>
<td>Preliminary investigations in January and February 2013.</td>
</tr>
<tr>
<td>• Identify precincts that will accommodate medium to high density development in Transit Oriented Developments, nodes and transit corridors (20 percent of the Council area). Development potential for the remaining area (80 percent) will be consolidated.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>DPA Name: Residential City-Wide Policies DPA</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong></td>
<td><strong>Timing</strong></td>
</tr>
<tr>
<td>• Revise Desired Character statements to ensure they are visionary</td>
<td></td>
</tr>
<tr>
<td>• Review and update a range of design parameters (eg. to address overlooking from multi-storey development, structures on common boundaries, views to public spaces, integration with heritage buildings, clarity in relation to building heights and densities, apartment design, car parking, private open space, site coverage, frontages, appropriateness of battle-axe allotments)</td>
<td></td>
</tr>
<tr>
<td>• Clarify public notification categories and triggers for a range of developments or structures</td>
<td></td>
</tr>
<tr>
<td>• Investigating Zone or Policy Area/Precinct boundary modifications to better align with the Residential Development Code or growth areas.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DPA Name: Residential Streetscape DPA</th>
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<tbody>
<tr>
<td><strong>Scope</strong></td>
<td><strong>Timing</strong></td>
</tr>
<tr>
<td>Review residential policies, with a focus on areas with consistent streetscapes and will promote more stringent controls on development. The DPA will be based on outcomes of a ‘Residential Streetscape Analysis’</td>
<td>Residential Streetscape Investigations proposed 2012/13. Draft DPA prepared 2012/13.</td>
</tr>
</tbody>
</table>
**Investigations**, that will (among other things):

- Review, document and map key residential character elements in the Council Area; considering characteristics such as: allotment sizes, plot ratios, age of dwellings, dwelling style, building heights, front and side setbacks
- Identify areas of consistent character and / or high amenity value that should be maintained or reflected in development plan policy and outline the character elements

The Residential Streetscape DPA will seek to:

- Revise Desired Character statements to ensure they are visionary
- Review and update a range of design parameters (eg. integration with heritage buildings, site coverage, frontages)
- Clarify public notification categories and triggers for a range of developments or structures
- Investigating Zone or Policy Area/Precinct boundaries.

<table>
<thead>
<tr>
<th>DPA Name: <strong>Heritage DPA</strong></th>
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<tr>
<td><strong>Scope</strong></td>
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<td><strong>Timing</strong></td>
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<tr>
<td>Incorporate findings of the impending heritage review into the Development Plan. A contemporary heritage survey has been identified as a priority given the growth pressures and the extent of the City’s Residential Character Zone and Historic Conservation Areas affected by the growth corridor. The approach to the heritage review will reflect a more contemporary and strategic approach.</td>
<td>Heritage review to be prepared 2012/13. Draft DPA to be prepared 2013/14.</td>
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<tr>
<th>DPA Name: <strong>Residential Regeneration and Arterial Road Transport Corridors DPA(s)</strong></th>
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<tbody>
<tr>
<td><strong>Scope</strong></td>
<td></td>
<td><strong>Timing</strong></td>
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<tr>
<td>Investigate policy (and zoning) amendments to support and facilitate residential regeneration in appropriate areas within the City. For the purposes of this DPA, the Study will:</td>
<td>Draft DPA to be prepared 2013/14 onwards.</td>
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<tr>
<td>- Identify areas that are likely to be redeveloped in the near future, including analysis of capital to site value ratios</td>
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<tr>
<td>- Determine the residential development potential, based on the current Development Plan provisions. GIS analysis may be sought from DPTI</td>
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<tr>
<td>- Identify areas for residential regeneration that can be supported by available infrastructure or minimal infrastructure upgrade, and outline key design guidelines (eg density, lot size, building height, dwelling form).</td>
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<tr>
<td>- Identify areas for residential and mixed use development along key arterial road transport corridors that can be supported by available infrastructure or minimal infrastructure upgrade, and outline key design guidelines (eg density, lot size, building height, dwelling form, access etc).</td>
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<tr>
<td>Application of the ‘Residential Regeneration Zone’ from the latest version of</td>
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</table>
The South Australian Planning Policy Library will be investigated for identified areas. This Zone module has been specifically developed for former public housing / Housing SA areas.

Application of the ‘Urban Corridor Zone’ form the latest version of the South Australian Planning Policy Library will be investigated for identified areas. This zone module has been specifically developed for high frequency arterial road transport corridors.

Could be separated into individual DPAs to address each regeneration area and allow for comprehensive community engagement and integration into the surrounding area.
### DPA Name: Henley Beach Precinct DPA

**Scope**
Investigate amendments to the Development Plan to implement the findings of the ‘Henley Beach Precinct Master Plan’ (2006) and ‘Henley Transport and Parking Plan’.

**Timing**
- Draft DPA to be prepared 2013/14.

### DPA Name: Urban Employment Zone DPA

**Scope**
Investigate application of the ‘Urban Employment Zone’ policy module from the South Australian Planning Policy Library to industrial precincts in the City. The DPA is proposed to focus on Beverley as a priority to encourage revitalisation based on the recently completed ‘Employment Revitalization Plan’. This will include:
- Identifying Desired Character based on qualities and opportunities identified in the Employment Revitalization Plan
- Preparing a Concept Plan for the precinct for inclusion in the Development Plan that:
  - provides a new land use and policy structure
  - identifies key movement patterns through the precinct
  - identifies key pedestrian links, such as between the precinct and both the Kilkenny Railway Station and key areas of open space.

Investigations may also be expanded to include West Croydon/Kilkenny, Allenby Gardens and East Terrace given close proximity of these areas to Beverley and similar range of issues.

Could be separated into series of individual precinct based DPAs to address each area.

**Timing**
- DPA prepared 2014/15.

The following DPAs have been identified as a lower priority and their commencement may be dependent on timely implementation of the above DPAs:

### DPA Name: Commercial and Mixed Use DPA

**Scope**
Investigate amendments to the Development Plan to implement the outcomes of a proposed ‘Commercial and Mixed Use Land Study’ to review commercial and mixed use land in the context of employment targets for Western Adelaide. This includes opportunities along the Port Road frontage identified in the ‘Employment Revitalization Plan’ to better recognise existing development and provide flexibility for future development that requires arterial road frontage.

**Timing**
- Commercial and Mixed Use Land Study proposed in 2014/15.
- DPA proposed in 2015/16.
<table>
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<tr>
<th><strong>DPA Name:</strong> Centres and Retail DPA</th>
<th><strong>Timing</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scope</strong> Investigate amendments to the Development Plan to implement the outcomes of a proposed ‘Centres and Retail Study’ to consider centres and retail land use strategic issues in the City. The study is also proposed to consider access to daily goods in walking distance to residential neighbourhoods.</td>
<td>Centres and Retail Study proposed in 2015/16. DPA proposed in 2016/17.</td>
</tr>
<tr>
<td><strong>DPA Name:</strong> Kilkenny Station Precinct DPA</td>
<td><strong>Timing</strong></td>
</tr>
<tr>
<td><strong>Scope</strong> Investigate rezoning of land adjacent to the Kilkenny Railway station to accommodate a transit-oriented style of development as identified in the 30-Year Plan. DPA could be subject to a privately-funded request.</td>
<td>If not a privately funded DPA not a priority for the next 5 years.</td>
</tr>
</tbody>
</table>
10 References

The 30-Year Plan for Greater Adelaide, Government of South Australia

South Australia’s Strategic Plan, Government of South Australia

Strategic Infrastructure Plan for South Australia 2004/5-2014/15, Government of South Australia

Strategic Infrastructure Plan for South Australia – 2010 Discussion Paper, Government of South Australia

Housing Plan for South Australia (March 2005), Government of South Australia

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Guide to Preparing Strategic Directions Reports (June 2011), Government of South Australia

Housing and Employment Land Supply Program Report (October 2010), Government of South Australia

Draft North West Corridor Structure Plan – Draft for Consultation (Version 3.7 – 14 September 2011), Government of South Australia

Draft Inner Rim Structure Plan – Draft for Consultation (Version 3.3 – 11 August 2011), Government of South Australia

Residential Land Development Activity Report to December 2011, Department of Planning, Transport and Infrastructure

City of Charles Sturt Development Plan Review (April 2008), prepared by Planning Aspects Pty Ltd

City of Charles Sturt Community Plan: Shaping the Western Suburbs 2017, City of Charles Sturt

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South Australia and statistical division projections 2006-2036 (medium series), Government of South Australia

Charles Sturt Council Development Plan (consolidated 5 July 2012)

Charles Sturt Demographic and 30-Year Plan Analysis Report, (2011) prepared by Professor Graeme Hugo and Dr Kevin Harris, National Centre for Social Applications of GIS (GISCA), University of Adelaide
Charles Sturt Industrial Land Study (Volume 1) (April 2008), Colliers International Consulting Services (SA) in conjunction with Urban and Regional Planning Solutions, Economic Research Consultants and Alistair Tutte (Urban and Regional Planner)

Quantitative Assessment of Charles Sturt and Economic Models of Engagement and Delivery Report (December 2010), Richard Blandy (AustralAsia*Economics Pty Ltd)

Employment Revitalization Plan (October 2011), Colliers International Consulting Services (SA) in conjunction with Urban and Regional Planning Solutions and Barry Burgan

Residential Growth and Character Study (2011), Jensen Planning + Design

Woodville Village Master Plan (2010), Jensen Planning + Design in association with Aurecon, Hames Sharley, Ian Robertson Design, Realty Solutions, Monum Design + Constructions, SKM and Grieve Gillett

Best Practice Open Space in Higher Density Development Project (2011/12), prepared by Suter Planners in association with WAX Design, URS, Tectvs and Ric McConaghy

Draft City of Charles Sturt North-Western Growth Corridor Transport Study (October 2011), GTA Consultants in association with URS, WAX and Intermethod

What the community said, Community Plan review consultation report, City of Charles Sturt

Charles Sturt Open Space Strategy Directions and Strategic Actions (October 2006), prepared by Suter and Associates, WAX Design and Hassell

Planning for Social Infrastructure and Community Services for Urban Growth Areas: Implementation Guide (February 2012), prepared by Elton Consulting in collaboration with the Cities of Charles Sturt, Onkaparinga, Playford and Salisbury and the Local Government Association of South Australia

City of Charles Sturt Housing Development Assessment – Analysis of Christies Walk Development (2011), Carnegie Mellon University

Community Garden Discussion Paper for the City of Charles Sturt (April 2011), Jacqui Hunter, Hunter Gatherer Designs
11 Appendices
Appendix 1 – Section 30 Development Act 1993

Subdivision 3—Strategic Directions Reports

30—Strategic Directions Reports

(1)  A council must, from time to time, in accordance with the requirements of this section, prepare a report under this section (a Strategic Directions Report) that—

(a)  addresses the strategic planning issues within the area of the council, with particular reference to—

(i)  the Planning Strategy; and

(ii) any other policy or document prescribed by the regulations; and

(b)  addresses appropriate amendments to any Development Plan that applies within the area of the council; and

(c)  sets out the council’s priorities for—

(i)  achieving orderly and efficient development through the implementation of planning policies; and

(ii) the integration of transport and land-use planning within its area; and

(iii) implementing any relevant targets set out in the Planning Strategy; and

(iiiia) implementing affordable housing policies set out in the Planning Strategy within its area; and

(iv)  infrastructure planning (with respect to both physical and social infrastructure), taking into account any advice provided by a Minister, or any other relevant government agency, in accordance with a scheme set out in the regulations, and any of the council’s proposals with respect to infrastructure; and

(v)  other projects or initiatives considered to be relevant by the council; and

(d)  contains such other material as may be—

(i)  prescribed by the regulations; or

(ii) required by the Minister.

(2)  A council must prepare and complete a report under this section—

(a)  within 12 months after an alteration is made to the Planning Strategy, or within such longer period as the Minister may allow, if—
(i) the Minister declares, by notice in the Gazette, that the alteration is considered to be a significant alteration that should trigger a review of Development Plans, or specified Development Plans, under this section in relation to issues specified by the Minister; and

(ii) the Development Plan that applies in relation to its area (or a part of its area) falls within the ambit of the declaration; and

(b) in any event, within 5 years after the completion of the last report under this section.

(3) A council must, in connection with the preparation of a report under this section—

(a) by public advertisement, invite interested persons to make written submissions to the council within 2 months of the date of the advertisement or such longer period as may be allowed by the advertisement; and

(b) consult with any prescribed authority or body in the manner specified by the regulations.

(4) A council must, in connection with the operation of subsection (3), prepare and make available the documentation prescribed by the regulations.

(5) A council must give a person who makes a written response to an invitation under subsection (3)(a) an opportunity to appear personally or by representative before the council or a council committee and to be heard on those submissions.

(6) A council must, in preparing a report under this section—

(a) reach agreement with the Minister on a Statement of Intent with respect to any proposed amendments to a Development Plan that applies within the area of the council; and

(b) if relevant, prepare a DPA that is suitable for consideration under section 25(3).

(7) A council must furnish a report under this section to the Minister.

(8) The council must then, in accordance with any reasonable request of the Minister, enter into an agreement with the Minister on the steps that the council will take as a result of the matters contained in the report (and the report will not be taken to have been completed unless or until such an agreement is reached with the Minister).

(9) The Minister may, at the request of a council, exempt a council—

(a) from a requirement to prepare a particular report under this section; or

(b) from a particular requirement with respect to a report under this section,

if the Minister is satisfied—

(c) that the council has addressed, or has determined to address, any relevant issues through its strategic management plans under the Local Government Act 1999 and that, in the circumstances, it is reasonable to rely on those plans, and the procedures associated with those plans, to achieve the objects of this section; or
(d) that the council has taken other steps to ensure that its strategies and planning instruments, and especially the Development Plan or Plans that apply within the area of the council, are up-to-date; or

(e) that there is some other good reason to grant the exemption.

(10) The Minister may grant an exemption under subsection (9) subject to such conditions as the Minister thinks fit.

(11) If an exemption is granted under subsection (9), the Minister must include a report with respect to the matter in the Minister's annual report on the administration of this Act (including a statement as to the grounds for the granting of the exemption).

(12) A council must make copies of a report prepared under this section available for inspection (without charge) by the public at the principal office of the council.

(13) If a report proposes amendments to a Development Plan that applies within the area of the council, the council must ensure that it releases a DPA for public consultation under section 25 within the period prescribed by the regulations.

(14) A Minister identified by the regulations for the purposes of this provision must, at the request of a council made in accordance with the regulations, furnish to the council within the prescribed period a statement of the nature and extent of any infrastructure that, according to the Minister's assessment, should be taken into account in connection with the preparation of a report under this section.

(15) Two or more councils may act under this section jointly (and, in such a case, this section will apply with any necessary modifications and 1 or more of the councils may act on behalf of, and with the agreement of, the other council or councils in undertaking any process or procedure under this section).

(16) A failure of a council to comply with this section cannot be taken to affect the validity of a Development Plan that applies in relation to the area (or a part of the area) of the council.
Appendix 2 – Abridged version

Previous reviews under Section 30 of the Act

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
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<tbody>
<tr>
<td>Has the council previously undertaken a Section 30 review?</td>
<td>Yes</td>
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<tr>
<td>If yes, on what date was the previous review approved by the relevant Minister?</td>
<td>Minister for Urban Development and Planning acknowledged receiving report on 11 April 2008.</td>
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<tr>
<td>What amendments did the council subsequently make to the Development Plan?</td>
<td>Complete reformatting of the Charles Sturt Development Plan in August 2009 to ensure consistency with the State Planning Policy Library via the Better Development Plans (BDP) &amp; General DPA. Rezoned Council’s former depot site at Frederick Road, West Lakes in June 2010 from special use and incorporated it into the Residential Zone - West Lakes (Medium Density) Policy Area to facilitate residential and allied development via the West Lakes Council Depot DPA.</td>
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</table>

Responses to Planning Strategy policies/targets (30-Year Plan for Greater Adelaide)

<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>Overall spatial distribution</td>
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<tr>
<td>Plan for population growth of 560,000 people over 30 years and accommodate this</td>
<td>A number of major infill/ regeneration projects are underway or planned including:</td>
<td>The Residential Growth + Character Study has confirmed that almost 21,000 additional dwellings may need to be provided in Charles Sturt to meet</td>
<td>Council responding to the State Government’s 30 Year Plan. Growth planning will be a</td>
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<td>• ongoing development of St Clair/Cheltenham</td>
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<tr>
<td>30-Year Plan policy/target</td>
<td>How will the policy/target be achieved?</td>
<td>Rationale for response to the policy/target</td>
<td>Responsibility</td>
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| growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan (Policy 1, p.71) | (up to 1400 dwellings on Cheltenham site)  
- Bowden Urban Village (TOD), which will accommodate approximately 2400 additional dwellings\(^{39}\)  
- Woodville West urban renewal project, which will deliver up to 570\(^{40}\) dwellings. | 30-Year Plan growth targets, with:  
- just over 17,000 located in Centres and Corridors (including TODs), and  
- only approximately 3670 dwellings located outside these nominated growth areas. | partnership between Council and State Government. |
| Locate the majority of Greater Adelaide’s urban growth within existing built-up areas through increases in density in strategic locations (Policy 2, p.71) | As above. The Government is also progressing planning for the Woodville TOD and West Lakes TOD (AAMI Stadium). | As above. | As above, growth planning will be a partnership between Council and State Government. State Government to provide new tramline or mass-transit infrastructure. |
| 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 (Policy 3, p.71) | As above. This review has also identified a need to enhance protection of character areas, improve residential design policies and address potential interface impacts from higher density/corridor developments via a proposed Residential City-wide Policies DPA and Residential Streetscape DPA. | As above, the Residential Growth + Character Study has identified that only approximately 3670 dwellings should be required outside of corridors and centres to meet 30-Year Plan targets. | Council to initiate (subject to Minister’s agreement) and lead Residential City-wide Policies DPA and Residential Streetscape DPA. |
| Activate and rejuvenate higher-order activity centres and provide for integrated | A Commercial and Mixed Use Land Study is proposed to review commercial and mixed use land in the context of employment targets for | The 30-Year Plan identifies Arndale, Fulham Gardens, West Lakes and Queen Elizabeth Hospital as higher order centres. | Council to initiate (subject to Minister’s agreement and other policy priorities) and lead |

\(^{39}\) Yield based on Ministerial Bowden Urban Village and Environs DPA released for public consultation from 16 February 2012 to 11 April 2012  
\(^{40}\) Yield based on Ministerial Woodville West Neighbourhood Renewal DPA gazetted 1 December 2011
<table>
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<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
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<tr>
<td>mixed uses around transport interchanges and wherever possible at the neighbourhood level (Policy 5, p.71)</td>
<td>Western Adelaide. The Kilkenny Station Precinct DPA will investigate zoning to support a transit village at Kilkenny. Opportunities around West Lakes will be considered as part of the Minister’s AAMI Stadium DPA.</td>
<td>The Development Plan already contains a Mixed Use Zone adjacent to key corridors (eg. Port Road, Grange Road, South Road) and some centres (eg. Findon, Arndale and Hindmarsh).</td>
<td>Kilkenny Station Precinct DPA with private funding support and Commercial and Mixed Use Land Study and subsequent DPA. State Government will continue to progress West Lakes (AAMI Stadium Precinct) DPA and future tramline extension works.</td>
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<tr>
<td>Ensure that the bulk of new residential development in Greater Adelaide is low- to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments (Policy 7, p.72)</td>
<td>As above, planning is underway by the Government for key TOD sites across Charles Sturt, which will support higher density development.</td>
<td>Council will therefore focus its attention on addressing potential impacts of higher density development on traditional and low-rise areas via the Residential City-wide Policies DPA, and Residential Streetscape DPA and identifying potential regeneration opportunities that may support medium density outcomes via a proposed Residential Regeneration and Arterial Road Transport Corridors DPA(s).</td>
<td>State Government will continue to progress Ministerial DPAs for higher-order TOD sites (West Lakes and Woodville) and development of Bowden Urban Village. Council to initiate (subject to Minister’s agreement) and lead Residential City-wide Policies DPA, Residential Streetscape DPA and Residential Regeneration and Arterial Road Transport Corridors DPA(s).</td>
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<td>Eighty per cent of the existing metropolitan area of Adelaide will remain largely unchanged as a result of the Plan (Target A, p.72)</td>
<td>The Plan has not yet been made clear whether keeping the character of those areas “largely unchanged” is intended to mean that existing densities will be retained or the existing zoning regime will be retained. Council has identified a</td>
<td>As above, growth expectations for Charles Sturt have been clarified via the Residential Growth + Character Study. The Study has identified that only approximately 3670 dwellings should be required outside of</td>
<td>Council to initiate (subject to Minister’s agreement) and lead Residential City-wide Policies DPA, Residential Streetscape DPA and Residential</td>
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<tr>
<td>30-Year Plan policy/target</td>
<td>How will the policy/target be achieved?</td>
<td>Rationale for response to the policy/target</td>
<td>Responsibility</td>
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<td>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 (Target B, p.72)</td>
<td>need to enhance protection of character areas via a Residential City-wide Policies DPA, Residential Streetscape DPA and a more targeted approach to increasing densities outside of growth areas via the Residential Regeneration and Arterial Road Transport Corridors DPA(s).</td>
<td>corridors and centres to meet 30-Year Plan targets.</td>
<td>Regeneration and Arterial Road Transport Corridors DPA(s).</td>
</tr>
<tr>
<td>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 (Target C, p.72)</td>
<td>As above.</td>
<td>As above, growth expectations in corridors has been clarified via the Residential Growth + Character Study. Managing the interface with lower density and character areas may impact on the Government’s suggested dwelling yields. Targeted regeneration opportunities could offset this and better meet growth expectations.</td>
<td>Council to participate in Structure Planning being led by the State Government and advocate for future development of appropriate growth nodes and strategic sites in corridors. Council to also initiate (subject to Minister’s agreement) and lead Residential City-wide Policies DPA, Residential Streetscape DPA and Residential Regeneration and Arterial Road Transport Corridors DPA(s) to better identify valued character and identify suitable growth sites.</td>
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<tr>
<td>Density of development in transit corridors will vary throughout the corridor but gross densities will increase on average from 15 to 25–35</td>
<td>Planned TODs at Bowden, Woodville and West Lakes will result in higher densities. Regeneration opportunities that could provide greater densities will also be considered via the Residential Regeneration and Arterial Road</td>
<td>The density typology applied in the Government’s draft North West Corridor Structure Plan differs from that identified in the Residential Growth + Character Study. Density expectations for specific areas need to be considered based on interface</td>
<td>State Government will continue to progress Ministerial DPAs for higher-order TOD sites (West Lakes and Woodville) and development of Bowden Urban</td>
</tr>
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</table>
## 30-Year Plan policy/target

| dwellings per hectare. Net residential site densities for individual developments will be higher than the average gross density (Target D, p.72) |

### How will the policy/target be achieved?

Transport Corridors DPA(s).

### Rationale for response to the policy/target

with lower density areas, impacts on character areas, etc – particularly given that so many of Charles Sturt’s character areas are located within major corridors.

### Responsibility

Village.

Council to participate in Structure Planning being led by the State Government and advocate for future development of appropriate growth nodes and strategic sites in corridors.

Council to also initiate (subject to Minister’s agreement) and lead Residential Regeneration and Arterial Road Transport Corridors DPA(s).

### Transit corridors

**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 (Policy 8, p.72)**

Structure, precinct and master planning for key sites and areas will need to consider the function of transit corridors based on the 30-Year Plan in order to protect this function.

It would be appropriate for the Government to prepare a Greater Adelaide-wide DPA to identify and protect strategic infrastructure across Greater Adelaide (eg. introduce the new Strategic Transport Routes ‘Overlay’ from the State Planning Policy Library). The current processes to assign a portion of these Overlays to specific development sites or areas (eg. Bowden Urban Village) does not address the overall function of these routes.

State Government to consider preparation of a Greater Adelaide-wide (ie. cross-council) DPA to protect key strategic infrastructure (eg. major transit corridors and freight routes) as part of growth planning.

**Designate five fixed-line transit corridors (see Maps D2 and D3) as State Significant Areas. The Department of**

The Government has prepared a *draft North West Structure Plan*, but its release has been delayed to focus on revitalising Adelaide City.

Preparation of Structure Plans for State Significant areas is the responsibility of the State Government based on Governance arrangements in the 30-Year Plan.

Council to continue to participate in Structure Planning being led by the State
<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Local Government will prepare Structure Plans for these corridors in partnership with other state government agencies and local government (Policy 9, p.72)</td>
<td>Centre. Council has provided comments in relation to proposals and will continue to participate in this process.</td>
<td>Plan.</td>
<td>Government and advocate for good planning outcomes and quality/timely infrastructure provision that that will benefit the community.</td>
</tr>
<tr>
<td>Ensure Structure Plans clearly designate key precincts within the transit corridor, which include mixed-use transit-oriented developments, activity centres, open-space precincts and, where appropriate, employment lands (Policy 12, p.72)</td>
<td>Council is awaiting revision of the draft North West Corridor Structure Plan based on its earlier comments to the Government. Particular concerns have been raised regarding a need to identify employment impacts and opportunities. Open space needs must also be clearly articulated.</td>
<td>While the draft North-West Structure Plan identifies some opportunities for mixed use and revitalisation of some commercial precincts, it provides yields for dwellings only. Open space needs must also be considered beyond corridors. Council will be advocating for the Government to apply best practice outcomes from the ‘Best Practice Open Space in Higher Density Developments Project’ to major development sites and corridors that goes beyond the legislative 12.5% open space provision and identifies wider needs and opportunities.</td>
<td>Council to continue to participate in Structure Planning being led by the State Government and advocate for good planning outcomes, including shared provision of social infrastructure and open space based on recently completed ‘best practice’ guides.</td>
</tr>
<tr>
<td>Provide specific guidelines about the types of services and densities in key locations in the transit corridors, for example, surrounding railway stations. This is to take advantage of the value of assets such as railway stations, where it will be important to create mixed-</td>
<td>The draft North West Corridor Structure Plan establishes a rail stations hierarchy and identifies broad/conceptual opportunities around key stations. These will require more careful investigation prior to rezoning to ensure population, community and employment needs are balanced and met. Council (in conjunction with the LGA/other councils) will be advocating for the best practice</td>
<td>Social infrastructure needs are not well considered in current Government Structure Planning for the North West Corridor (ie. including health, education, recreation, social support, cultural expression, social interaction and community development). It is understood, however, that social infrastructure and human services provision is being considered as part of growth planning for other areas such as Northern Adelaide (particularly</td>
<td>Council to continue to participate in Structure Planning being led by the State Government and advocate for good planning outcomes, including shared provision of social infrastructure and open space based on recently completed ‘best practice’ guides.</td>
</tr>
<tr>
<td>30-Year Plan policy/target</td>
<td>How will the policy/target be achieved?</td>
<td>Rationale for response to the policy/target</td>
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<td>use residential and retail developments. Structure planning around railway stations may require a mixture of high- and medium-density, low- and medium-rise apartments and ground-floor shopfront activities that could combine retail, restaurants, cafés, and local commercial or service activities (Policy 13, p.74)</td>
<td>concepts in the ‘Planning for Social Infrastructure and Community Services for Urban Growth Areas’ implementation guide to be considered in Structure and precinct planning and DPAs.</td>
<td>Playford). This needs to be integrated into Structure Planning for all growth areas identified in the 30-Year Plan, including Western Adelaide.</td>
<td>guides.</td>
</tr>
</tbody>
</table>

Ensure that there is an effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise detached housing. Structure Plans for transit corridors will prescribe that densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This will mean that traditional detached dwellings will generally be bordered by low-rise dwellings such as townhouses (Policy 15, p.74) | The proposed Residential City-wide Policies DPA and Residential Streetscape DPA will consider impacts on adjacent lower density and character areas from TODs and corridor growth. | General (council-wide) policies recently introduced into the Development Plan as a result of the Ministerial Bowden Urban Village and Environ DPA provide some further guidance on managing interface issues. These policies are, however, less prescriptive in terms of appropriate building heights within proximity to lower density areas, which requires clarification through policy. The Residential Growth + Character Study has provided some further clarification on appropriate heights at the boundary of higher density living environments, which can be further investigated as part of the proposed Residential & City-wide Policies DPA and Residential Streetscape DPA. | Council to also initiate (subject to Minister’s agreement) and lead Residential City-wide Policies DPA and Residential Streetscape DPA to identify and manage potential interface impacts. |
### 30-Year Plan policy/target

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<tr>
<td>Ensure transit corridors contain a network of cycle ways, walkways and greenways to provide cooling and to create liveable and attractive locations for a diverse population (Policy 17, p.74)</td>
<td>Council’s cycling strategy provides actions to strengthen links to the existing Bikedirect network, open spaces and adjoining council areas, and links directly with the Government’s own cycling strategies. The draft North-Western Growth Corridor Transport Study also adopts a ‘link and place’ typology in designing streets to enhance walking and cycling. A greenway along the heavy rail corridor is unlikely to be achieved in the more immediate term, however, until electrification works to the rail line are re-confirmed by the Government.</td>
<td>Council to lead progressive roll-out of Coast Park initiative with funding support from the State Government and identify opportunities for new on and off-road bike lanes/pas. Council to also advocate for the design of new streets and spaces in TODs and growth nodes to facilitate walking and cycling. State Government to confirm future ‘greenway’ opportunities along heavy rail and future light rail corridors subject to future funding commitment.</td>
</tr>
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</table>

| Complete Structure Plans and initiate key rezoning through Ministerial Development Plan Amendments (DPAs) for the major transit corridors within five years of implementation of the Plan. Rezoning will occur in stages with priority given to major precincts such as transit-oriented developments (Target F, p.74) | The Government is accountable for meeting this target and has prepared a draft Structure Plan for the North West Corridor. While the Bowden TOD DPA has now been completed, DPAs are still being prepared by the State Government for Woodville and West Lakes (AAMI Stadium) TODs. | Consultation on the draft North West Corridor Structure Plan has been postponed by the Government to focus on revitalising the Adelaide CBD. | State Government will continue to lead Structure Planning for the North West Corridor and progress Ministerial DPAs for higher-order TODs (Woodville and West Lakes). Council will continue to participate in Structure Planning being led by the State Government and advocate for good planning outcomes and quality/timely infrastructure development. |
### Undertake Structure Plans for the first two transit corridors, Outer Harbour and Noarlunga (indicated on Map D3), by the end of 2011 (Target G, p.74)

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<tr>
<td><strong>Undertake Structure Plans for the first two transit corridors, Outer Harbour and Noarlunga (indicated on Map D3), by the end of 2011 (Target G, p.74)</strong></td>
<td>Target has not been met by the State Government. However, as above, the Government has prepared a draft Structure Plan for the North West Corridor, which encompasses the heavy rail line to Outer Harbour.</td>
<td>Consultation on a revised <em>draft North West Corridor Structure Plan</em> is expected in the shorter term.</td>
<td>State Government will be responsible for leading Structure Planning for the North West Corridor. Council to confirm timing of Structure Planning being led by the State Government.</td>
</tr>
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### Locate more than 50 per cent of Greater Adelaide’s net dwellings growth (about 137,000 dwellings—including 60,000 in transit-oriented developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide’s new jobs in transit corridors (Target I, p.74)

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| **Locate more than 50 per cent of Greater Adelaide’s net dwellings growth (about 137,000 dwellings—including 60,000 in transit-oriented developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide’s new jobs in transit corridors (Target I, p.74)** | Council will continue to participate in and provide input into Structure Planning and planning for key TOD sites being undertaken by the Government. A more targeted approach to planning for additional dwellings in non-growth areas will be considered through the *Residential Regeneration and Arterial Road Transport Corridors DPA(s).* | As above, growth expectations for Charles Sturt have been clarified via the *Residential Growth + Character Study*. This Study suggests that: • just over 17,000 dwellings may be required in Centres and Corridors (including TODs), and • only approximately 3670 dwellings may be required outside these nominated growth areas. | State Government will continue to lead Structure Planning for the North West Corridor and progress Ministerial DPAs for higher-order TODs (Woodville and West Lakes). Council will continue to participate in Structure Planning being led by the State Government and advocate for good planning outcomes and quality/timely infrastructure provision that that will benefit the community. Council to also initiate (subject to Minister’s agreement) and lead *Residential Regeneration and Arterial Road Transport Corridors DPA(s)* to identify
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<td>Provide a net contribution of active and passive open space in transit corridors (Target J, p.74)</td>
<td>Council (in conjunction with the LGA and other councils) will advocate for open space planning in transit corridors and TODs to be undertaken in accordance with the guidelines from the Best Practice Open Space in Higher Density Developments Project (including for the West Lakes and Kilkenny TODs).</td>
<td>The Best Practice Open Space in Higher Density Developments Project confirms that the generic 12.5% open space requirement in new developments does not align with the requirements for TODs/higher density environments (ie. where limited private open space is available) or acknowledge wider community needs or opportunities. Open space requirements in major corridors will be a particular challenge.</td>
<td>areas that allow more comprehensive planning and would benefit from new infrastructure.</td>
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<td>Transit-oriented developments</td>
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<td>Provide for 14 new transit-oriented developments to be located across the region and encourage planning for transit-oriented style developments in appropriate locations (Policy 18, p.78)</td>
<td>The Bowden Urban Village site has recently been rezoned to support a TOD. Planning is also underway for the Woodville and West Lakes TOD sites and DPAs have been initiated by the Minister. In addition to the higher order TODs above, the Kilkenny Station Precinct DPA will investigate zoning to support a transit village around Kilkenny rail station.</td>
<td>The 30-Year Plan identifies higher order TODs at Bowden, Woodville and West Lakes. Other transit-oriented style development opportunities have also been identified in the Plan for areas such as Kilkenny.</td>
<td>State Government will continue to progress Ministerial DPAs for higher-order TOD sites (West Lakes and Woodville) and development of Bowden Urban Village. Council to initiate (subject other policy priorities and the Minister’s agreement) and lead Kilkenny Station Precinct DPA.</td>
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<td>Locate transit-oriented developments next to mass transit stations and interchanges (rail, bus or tram) and connect to existing activity centres where possible (Policy 19, p.78)</td>
<td>The 30-Year Plan has already determined the spatial arrangement for major TOD sites.</td>
<td>As above, timing for the proposed tramline extension to West Lakes is now uncertain in light of the Government’s budget announcement to suspend light rail to West Lakes. Mass transit will be needed to support a future TOD in this location.</td>
<td>State Government to confirm and provide new tramline or mass-transit infrastructure.</td>
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<td>Subject transit-oriented developments to very high design requirements as part of the precinct planning process (Policy 21, p.78)</td>
<td>Master plans have been prepared for each of the major TOD sites (Bowden, Woodville and West Lakes).</td>
<td>Planning for major TODs will primarily be the responsibility of the State Government. Council will continue to advocate outcomes and connections that will benefit the City and wider community.</td>
<td>Council will continue to provide input into master and precinct planning being progressed by the Government for higher-order TODs to ensure quality and sustainable design outcomes. Council to initiate (subject to other policy priorities and the Minister’s agreement) and lead Kilkenny Station Precinct DPA.</td>
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<tr>
<td>Design transit-oriented developments to be walkable and cycling friendly, and provide safe connections to surrounding communities (Policy 22, p.78)</td>
<td>Council continues to place a strong emphasis on facilitating cycling and walking in Charles Sturt and connections to/from key development areas. Council will continue to implement its Active Living – Planning to Cycle Strategy, which links directly with the Government’s own cycling strategy, and its draft Footpath Strategy – Active Living - Planning to Walk. The street typology proposed in the draft North-Western Growth Corridor Transport Study will</td>
<td>The street typology advocated in Council’s draft North-Western Growth Corridor Transport Study in particular will encourage less car dependency and more walkable/cycling friendly streets. Council will continue to advocate these objectives in the planning of TODs, corridors and major development sites.</td>
<td>Council to advocate for the design of new streets and spaces in TODs and growth nodes being led by State Government Structure, precinct and master planning to facilitate walking and cycling and identify wider connections.</td>
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</table>
### 30-Year Plan policy/target | How will the policy/target be achieved? | Rationale for response to the policy/target | Responsibility
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**Require high quality open space in all transit-oriented developments (Policy 24, p.78)**

- The design of open spaces in TOD sites will be considered through master and precinct planning.
- Council will also advocate for the best practice approach in the **Best Practice Open Space in Higher Density Developments Project** to be applied in Government Structure Planning for the North West Corridor.

- While open space needs for TOD sites will be considered through master and precinct planning, broader Structure Plans also need to identify wider open space needs.
- As above, Council will be advocating for the Government to apply best practice outcomes from the **Best Practice Open Space in Higher Density Developments Project** to major development sites/TODs and growth nodes in corridors. It is critical that this approach also identifies open space needs beyond these sites.

- Council will advocate for best practice outcomes from the **Best Practice Open Space in Higher Density Developments Project** to be incorporated into Structure Planning being led by the Government and plans for major development sites/TODs and growth nodes in corridors.

**Deliver 14 transit-oriented developments (see Map D5) and designate them as State Significant Areas (Target K, p.78)**

- The North West Corridor has been identified as a State Significant Area. The Government has also assumed responsibility for the planning of all higher order TODs. Council will assume planning and investigations for other transit-oriented developments such as Kilkenny.

- Governance arrangements for the planning of TODs and major corridors are outlined in the 30-Year Plan.

- State Government will continue to progress Ministerial DPAs for higher-order TOD sites (West Lakes and Woodville) and development of Bowden Urban Village.

- Council to confirm timing of Structure Planning being led by the State Government.

**Encourage local government to identify and facilitate delivery of more than 20 other transit-oriented style developments, such as Castle**

- The **Kilkenny Station Precinct DPA** will investigate zoning to support a transit village around Kilkenny rail station.

- A scoping study was undertaken in 2010 (Parsons Brinckerhoff) to identify opportunities to deliver lower order TODs within the Seaton Park and Kilkenny industrial precincts. Kilkenny has been

- Council to initiate (subject to other policy priorities and the Minister’s agreement) and lead **Kilkenny Station Precinct DPA**.
### Strategic Directions Report

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<td>Plaza/ Edwardstown, <strong>Kilkenny</strong>, Munno Para and near Tambelin (Target L, p.78)</td>
<td>identified as a more immediate opportunity with ready transit connections.</td>
<td>As above, Council has undertaken scoping for a future transit-oriented village at Kilkenny. Council has also identified a need to consider impacts on adjacent lower density and character areas from TODs and corridor growth as a priority via the proposed Residential City-wide Policies DPA and Residential Streetscape DPA.</td>
<td>Council will continue to participate in Structure Planning and planning for TODs being led by the State Government. Council to also initiate (subject to other policy priorities and the Minister’s agreement) and lead Kilkenny Station Precinct DPA and Residential City-wide Policies DPA and Residential Streetscape DPA to identify and manage potential interface impacts.</td>
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<tr>
<td>Plan for about 60,000 dwellings in 14 transit-oriented developments and more than 20 sites that incorporate transit-oriented development principles and design characteristics (Target M, p.78)</td>
<td>Dwellings yields for TODs have and will continue to be considered through Structure, master and precinct planning. Yields in the 30-Year Plan must be considered indicative only and need to be considered in the context of minimising impacts on adjacent lower density and character areas.</td>
<td>Despite requests from Council, DPA investigations for Bowden Urban Village did not encompass a wider area. Council has therefore commenced the Inner West Precinct Place Making Urban Design Framework to facilitate place making beyond the Bowden TOD. Council is also progressing the Woodville Road and Environs Revitalisation DPA to consider opportunities for a mixed use, higher density and vibrant main street in the existing Woodville</td>
<td>State Government will continue to progress the Ministerial Woodville Station DPA and development of Bowden Urban Village. Council will progress the Woodville Road and Environs Revitalisation DPA and Inner West Precinct Place Making Urban Design Framework</td>
</tr>
<tr>
<td>Prepare Precinct Requirements for transit-oriented developments, initially for the following priority developments:Bowden Village, Cheltenham/Woodville, Keswick/Wayville, Marion/Oaklands, Noarlunga, Port Adelaide and Tonsley/</td>
<td>The Bowden Urban Village site was recently rezoned by the Minister to support a TOD. A Ministerial DPA has also been initiated for Woodville. Council will be investigating precinct requirements beyond the Bowden Urban Village and Government-owned land at Woodville to ensure wider integration, connections and opportunities are realised.</td>
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<td>Bedford Park (Target N, p.78)</td>
<td>District Centre based on the Woodville Village Master Plan.</td>
<td>project to ensure integration with wider precincts/areas.</td>
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**Mixed-use activity centres**

*Adopt a typology of activity centres, as set out in the Activity centre typology table in Appendix 3 and represented in Map D6 (Policy 25, p.80)*

The activity centres typology in the Charles Sturt Council Development Plan was recently amended as part of the approved Minister’s Bowden Urban Village and Environs DPA to align with the State Planning Policy Library. Given the potential city-wide impacts of this (ie. beyond the Bowden TOD site), Council has not been supportive of this approach.

It is understood that DPTI is currently undertaking an activity centres review to refine the policy approach to centres in the State Planning Policy Library. Council will await the outcome of these investigations prior to considering further implications for the Development Plan. A Centres and Retail DPA has been identified as a lower priority given other more critical policy matters identified in this Review.

State Government to finalise relevant South Australian Planning Policy Library changes in relation to new centres typology. Council to initiate (subject to Minister’s agreement) and lead a future Centres and Retail DPA following completion of a study that considers centres and retail land use strategic issues in the City.

*Provide retail and other services outside designated activity centres where development will contribute to the principles of accessibility; a transit-focused and connected city; world-class design and vibrancy; and economic growth and*

A *Centres and Retail Study* is proposed to be undertaken to inform a future Centres and Retail DPA that will consider strategic issues based on the new retail and centres typology advocated by the 30-Year Plan.

Retail activities in areas outside of activity centres will require careful investigation to determine potential impacts on the viability of existing centres.

Council to initiate (subject to Minister’s agreement) and lead a future Centres and Retail DPA following completion of a study that considers centres and retail land use strategic issues in the City based on typology advocated in 30-Year Plan.
### Strategic Directions Report

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| competitiveness (Policy 28, p.80)                | This policy will be delivered through a number of current DPAs/investigations, including:  
  - development of the Bowden Urban Village (and links with Hindmarsh)  
  - the Woodville Road and Environs Revitalisation DPA / Ministerial Woodville Station DPA  
  - Ministerial West Lakes (AAMI Stadium Precinct) DPA.  
Other opportunities will be explored through the Kilkenny Station Precinct DPA, and future Centres and Retailing DPA.                                                                                                                     | The Woodville Road and Environs Revitalisation DPA is proposing to deliver higher density mixed use outcomes around the Woodville District Centre and Queen Elizabeth Hospital environs. This will complement TOD outcomes from the Minister’s Woodville Station DPA.  
Development of the Bowden Urban Village will also provide opportunities for higher residential densities within proximity to the Hindmarsh District Centre.  
The West Lakes TOD DPA is considering opportunities in proximity to the West Lakes shopping centre.  
Future strategic investigations around centres/retailing and lower order TODs will also consider opportunities.                                                                                                                          | State Government will continue to progress Ministerial DPAs for higher-order TOD sites (West Lakes and Woodville) and development of Bowden Urban Village.  
Council to initiate (subject to Minister’s agreement) and lead Kilkenny Station Precinct DPA and future Centres and Retail DPA.  
Council to also progress the Woodville Road and Environs Revitalisation DPA to deliver medium to high density mixed use outcomes around the Woodville District Centre based on the Woodville Village Master Plan. |
| Develop higher-density residential developments within and adjacent to activity centres (Policy 30, p.80) |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                              |
| Designate 17 higher-order activity centres as a focus for the delivery of services and employment (of which nine will also be transit-oriented developments) (Target O, p.80) | As above, a Centres and Retail Study is proposed that will consider requirements for the City’s key centres and employment in the context of the 30-Year Plan’s activity centres typology.                                                                                   | West Lakes and Arndale have been identified in the 30-Year Plan (Map D6) as Major district centres, which will need to retain their status as major shopping and business centres that serve immediate subregional populations.  
Fulham Gardens and Hindmarsh have been identified as District Centres, which will need to                                                                                                                                                                                                 | Council to initiate (subject to Minister’s agreement) and lead a future Centres and Retail DPA following completion of a study that considers centres and retail land use strategic issues in the City and opportunities for                                                                                                                                 |

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### 30-Year Plan policy/target

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<td>continue to provide a range of retail, office, community and entertainment facilities. The Queen Elizabeth Hospital precinct has been identified as a Specialist Centre given its vital employment and economic focus. The function of these centres should not be impacted by residential intensification.</td>
<td>further intensification around centres.</td>
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### Urban design

**Maximise and increase the quality of public spaces, and require excellent design in the public realm (Policy 2, p.87)**

Council will progress this in the shorter term through implementation of outcomes from the Inner West Precinct Place Making Urban Design Framework, Woodville Village Master Plan and Henley Beach Precinct Master Plan, as well as ongoing rollout of the Coast Park initiative with Government support funding.

Placemaking and cultivating a unique sense of place has a range of cultural, social and economic benefits. While projects such as Bowden Urban Village have been ‘internally’ designed with placemaking in mind, Council has recognised a need to identify wider opportunities and connections. Likewise, opportunities for placemaking have also been identified for the Woodville Road District Centre to create a more vibrant mainstreet, supporting the future Woodville TOD.

Proposals in the 30-Year Plan for regeneration in non-corridor areas have signalled a need to focus on the qualities of areas such as Henley Square, to ensure that these are retained and enhanced.

Council will lead and progress implementation of outcomes from the Inner West Precinct Place Making Urban Design Framework, Woodville Village Master Plan and Henley Beach Precinct Master Plan.

Council will also continue progressive rollout of the Coast Park initiative with funding support from the State Government.

**Protect and strengthen the identity of agreed character areas by enhancing the**

Council has identified a need to enhance the protection of character areas through a Residential City-wide Policies DPA and Residential Streetscape Investigations study is proposed that will, among other things, review, document and map key residential character.

Council will lead a Residential Streetscape Analysis Investigations to better...
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<td>valued elements of the existing streetscape (Policy 4, p.87)</td>
<td>Streetscape DPA.</td>
<td>elements (eg. lot sizes, plot ratios, age and style of dwellings, heights and front and side setbacks) to inform the Residential City-wide Policies DPA and Residential Streetscape DPA. Streetscape is also influenced by large tree planting in back yards, thus a focus on promotion of larger backyards outside of growth areas will also be considered.</td>
<td>articulate valued character elements and inform the proposed Residential City-wide Policies DPA. This will include consideration of increased minimum lot sizes in certain areas to encourage planting of larger trees for streetscape and biodiversity gains.</td>
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<td>Structure Plans for greenfield developments, urban infill and transit-oriented developments will set objectives and guidelines for the quality of building performance outcomes in terms of: • climate response (for example, solar orientation and ventilation) • energy use • water use and recycling • noise attenuation and air quality • improving the aesthetics of the public realm (Policy 6, p.87)</td>
<td>Council will continue to advocate for more sustainable building design in new development sites, including major TOD sites being planned by the Government. This will predominantly occur through the master/precinct planning and policy setting stage (ie. DPAs). Council will also be considering opportunities to deliver/lead a demonstration project that can provide a model for sustainability in the City.</td>
<td>Given that Structure Plans are focused on broad land use arrangements and identification of infrastructure requirements, these design parameters are more likely to emerge at the master/precinct planning and policy development stages. It is therefore important that the Structure Planning process does not ‘circumvent’ the DPA process for identified areas to ensure that Council and the community can identify options for sustainability and potential for innovation.</td>
<td>State Government will be responsible for leading Structure Planning for the North West Corridor and higher order TODs. Council will advocate for sustainable design outcomes and potential to develop demonstration projects to be considered as part of Structure Planning and more detailed master and precinct plan being led by the State Government.</td>
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<td>Ensure building design can be adapted in the future to minimise new building requirements and maximise the re-use and redevelopment of existing infrastructure (Policy 7, p.87)</td>
<td>Policy will be achieved through implementation of existing General (council-wide) policies in the Development Plan that encourage adaptable buildings. Opportunities for local policy (eg. in regeneration areas) will be considered in future DPA investigations for these areas.</td>
<td>Council’s Development Plan contains existing policies to promote adaptive building forms in key areas/precincts, including medium and higher density housing areas and mixed use areas. Policies were also recently introduced as part of the Minister’s Bowden Urban Village and Environs DPA to encourage adaptable building designs in multi-storey development.</td>
<td>Council to continue to implement existing Development Plan policies to promote adaptable building designs and identify further opportunities for local policy in future DPAs (eg. the proposed Residential Regeneration and Arterial Road Transport Corridors DPA(s)).</td>
</tr>
<tr>
<td>Develop guidelines in Structure Plans to help create unique characteristics and identity across different neighbourhoods, suburbs and precincts (Policy 8, p.87)</td>
<td>While Structure Plans are being prepared by the Government, the proposed Residential Streetscape Analysis Investigations Study will inform these Plans.</td>
<td>As above, the proposed Residential Streetscape Analysis Investigations will seek to review, document and map key character elements in the Council area.</td>
<td>Council will lead a Residential Streetscape Analysis Investigations to better articulate valued character elements. Council will also advocate for identified character elements to be considered in Structure Planning being led by the State Government.</td>
</tr>
<tr>
<td>Promote a highly permeable and connected grid street structure in new growth areas and transit-oriented developments to encourage walking and cycling (Policy 10, p.87)</td>
<td>The street typology advocated in Council’s draft North-Western Growth Corridor Transport Study will encourage less car dependency and more walkable/cycling friendly streets. Council will continue to advocate these objectives in the planning of streets and spaces in and adjacent to TODs.</td>
<td>The draft North-Western Growth Corridor Transport Study has been prepared as a priority to inform TOD planning and ensure sustainable transport outcomes (ie. walking, cycling and public transport).</td>
<td>Council will advocate for the design of new streets and spaces in TODs and growth nodes (being led by State Government planning) to facilitate walking and cycling in line with the draft North-Western Growth Corridor Transport Study.</td>
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<td><strong>Provide safe and attractive streetscapes in growth areas and transit-oriented developments through street tree plantings and lighting (Policy 11, p.87)</strong></td>
<td>Council will work with the Government and developers to develop planting and lighting plans for TODs. This will be guided by Council’s <em>Tree and Streetscape Policy</em> and <em>Asset Management Plan for Public Lighting</em> (or future versions thereof).</td>
<td>Planning for higher order TODs will be undertaken by the Government. Council has a clear interest in managing future assets and infrastructure, which needs to be incorporated into local asset management planning.</td>
<td>Council will work with the Government and developers to develop planting and lighting plans for TODs and negotiate agreements for the funding and provision of this infrastructure. Future maintenance requirements will be integrated into relevant Council Asset Management Plans.</td>
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<td><strong>Create a clear transition between new higher-density development (near shops and railway stations) and existing detached housing precincts, such that housing densities will decrease in line with the distance from transport thoroughfares and railway stations (Policy 13, p.87)</strong></td>
<td>Impacts of higher density development on lower density areas and a policy approach to address identified issues will be a focus of the proposed <em>Residential &amp; City-wide Policies DPA</em> and <em>Residential Streetscape DPA</em>.</td>
<td>As above, the General (council-wide) policies recently introduced into the Development Plan as a result of the Ministerial <em>Bowden Urban Village and Environs DPA</em> provide some further guidance on interface issues. However, these policies are less prescriptive in terms of appropriate building heights within proximity to lower density areas, which requires further clarification through policy.</td>
<td>Council to initiate (subject to Minister’s agreement) and lead <em>Residential City-wide Policies DPA</em> and <em>Residential Streetscape DPA</em> that will investigate a policy approach to address potential interface issues and transition between higher and lower density areas.</td>
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<tr>
<td><strong>Ensure local heritage places and areas of heritage value are identified and incorporated into planning policy (Policy 14, p.87)</strong></td>
<td>Council will continue to progress its current <em>Heritage DPA</em> and is proposing a new heritage review and future <em>Heritage DPA</em>.</td>
<td>The current <em>Heritage DPA</em> is being considered by the Minister for approval for consultation release. A new heritage review is proposed to take a ‘fresh look’ at potential sites across the City given that the current Heritage DPA was an amalgam of <em>Heritage DPA</em>.</td>
<td>Council will finalise the current <em>Heritage DPA</em>, and lead a new heritage review to inform a future <em>Heritage DPA</em> to take a ‘fresh look’ at heritage in the City of Charles Sturt.</td>
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</table>
### Rationale

**Capitalise on the role heritage places and areas play in creating a sense of place through techniques such as adaptive re-use and clearly described desired character statements in Structure Plans (Policy 15, p.87)**

Previous surveys and extent of growth being planned for in the City and North West Corridor that may impact on potential heritage sites if not appropriately managed.

**Context of the State Government’s growth plans.**

<table>
<thead>
<tr>
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<td>Re-use of heritage buildings has been a key consideration in planning for the Bowden Urban Village. The proposed Residential Streetscape Analysis Investigations will seek to review, document and map key character elements in the Council area that contribute to sense of place.</td>
<td>The draft North West Corridor Structure Plan only identifies desired character for the AAMI stadium precinct to support the West Lakes TOD. Future iterations of the Plan therefore need to consider desired character for other areas within the corridor, based in part on outcomes of the proposed Residential Streetscape Analysis Investigations to be undertaken by Council.</td>
<td>Council will lead a Residential Streetscape Analysis Study to document and map key character elements in the Council area that contribute to sense of place. Council will advocate for identified elements to be considered in Structure Planning and planning for major development sites and TODs being led by the State Government.</td>
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</table>

| Develop design principles for multi-unit and mixed-use developments, to be incorporated in Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character, ensuring that consistent rules apply for building renewal across Greater Adelaide. Some | While broad design principles have been included in the Government’s draft North West Corridor Structure Plan, Council will continue to advocate for appropriate design responses as part of precinct and master planning for major development sites and TODs to deliver development that respects and enhances character and more sustainable development outcomes. | The Residential Streetscape Analysis Investigations will help to identify areas of existing character that should be enhanced and will need to be a key consideration in planning for higher density development sites (including building height transitions and scale and particular). | Council will lead the Residential Streetscape Analysis Investigations to identify existing character areas/elements that that should be considered in Structure, master and precinct plans being led by the State Government. Council will also continue to advocate for appropriate design |
### 30-Year Plan policy/target

Adaptation will be required in heritage areas. This work will include:

- A description of a range of residential building typologies for changing demographics and preferences in higher-density areas, for all identified Structure Plan areas
- Responsive building design on busy corridors (including measures to address noise and air quality)
- Built-form and structural planting to reinforce the visual identity of the arterial grid system in the metropolitan area
- Planting to enhance the existing natural and cultural landscape character in new developments and in new greenways
- Place-making principles
- Water and energy efficient design for buildings and public

### How will the policy/target be achieved?

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<tr>
<td>Responses as part of precinct and master planning for major development sites and TODs being led by the State Government to deliver development that respects and enhances character and more sustainable development outcomes.</td>
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## Communities and Social Inclusion

### Plan for the growing number of young families (Policy 4, p.90)

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<tr>
<td>spaces</td>
<td>The <em>Residential City-wide Policies DPA</em> will investigate opportunities to maintain current supply of, and encourage development of more traditional housing to support, growing families.</td>
<td>A balanced approach is needed to future housing delivery in Charles Sturt in light of higher density and affordable offerings proposed to be delivered in corridors, TODs and key development/regeneration sites. Indicators of a mini ‘baby boom’ between 2006 to 2011 and relatively young age of new arrivals to the City reinforce the need for housing to support growing families and minimise risks of future displacement.</td>
<td>Council will initiate (subject to Ministerial agreement) and lead a <em>Residential City-wide Policies DPA</em> that will consider family housing opportunities and maintaining a sustainable housing mix, among other things.</td>
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### 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 (Policy 5, p.90)

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</table>
| Create safe and inviting public spaces that will | Council will continue to implement:  
- its *Ageing in Charles Sturt Policy* in the design of local services and facilities  
- existing Development Plan policies to encourage adaptable/flexible housing forms and a suitable mix of housing. | Latest Census data indicates an increase in residents aged over 85 years in Charles Sturt, particularly in areas such as Seaton, West Lakes, Findon and West Beach. There has also been growth in lone persons living in large houses, which may be a factor of ageing in place. | Council will continue to implement its *Ageing in Charles Sturt Policy* and existing Development Plan policies that encourage adaptable/flexible housing forms and a suitable housing mix. |

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</table>
| Plan for the growing number of young families (Policy 4, p.90) | Council will continue to implement:  
- its *Ageing in Charles Sturt Policy* in the design of local services and facilities  
- existing Development Plan policies to encourage adaptable/flexible housing forms and a suitable mix of housing. | Latest Census data indicates an increase in residents aged over 85 years in Charles Sturt, particularly in areas such as Seaton, West Lakes, Findon and West Beach. There has also been growth in lone persons living in large houses, which may be a factor of ageing in place. | Council will continue to implement its *Ageing in Charles Sturt Policy* and existing Development Plan policies that encourage adaptable/flexible housing forms and a suitable housing mix. |
### Strategic Directions Report

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<td><strong>encourage community participation by a wide range of people (Policy 7, p.90)</strong></td>
<td><em>Space Strategy</em>, including an update of the Strategy in line with the recently completed <em>Best Practice Open Space in Higher Density Developments Project</em>. Council will also advocate for the Best Practice document to be integrated into the Government’s planning for TODs and major development sites in the City.</td>
<td><em>Developments Project</em> establishes a typology for open space provision in growth areas and urban regeneration sites. Importantly, the Project challenges the generic provision of 12.5% open space requirement in higher density living areas and provides a framework to consider wider open space needs and shared space opportunities.</td>
<td>implement a contemporary <em>Open Space Strategy</em>. Council (with support from the Local Government Association and other councils) will also advocate for principles in the <em>Best Practice Open Space in Higher Density Developments Project</em> to be incorporated into Structure Planning and planning for TODs and major development sites being led by the State Government.</td>
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| **Give priority to pedestrian, wheelchair, gopher and cycle movement in neighbourhoods, which will ensure greater access for people with less mobility, particularly children, the elderly and people with prams (Policy 9, p.90)** | Council will continue to implement its *Road and Path Design Guidelines* and consider application of its draft Footpath Strategy – *Active Living - Planning to Walk*. The draft *North-Western Growth Corridor Transport Study* will also be considered in planning for the North West Corridor. Council will also advocate for these best practice guidelines to be incorporated into the Government’s planning for TODs and major development sites in the City. | The draft *North-Western Growth Corridor Transport Study* acknowledges that a ‘business as usual’ approach that relies on private motor vehicles is not sustainable and provides best practice approaches to encourage walking, cycling and public transport use and choice in transport options. | Council will continue to implement its *Road and Path Design Guidelines* and consider application of its draft Footpath Strategy – *Active Living - Planning to Walk* and draft *North-Western Growth Corridor Transport Study* across the City. Council will also advocate for these best practice guidelines and strategies to be incorporated into Structure Planning and planning for TODs and major development sites being led by the State Government. |
### Housing mix, affordability and competitiveness

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<th>30-Year Year plan policy/target</th>
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| Ensure urban renewal activity focuses on place making and building stronger communities (Policy 10, p.90) | This policy will be implemented through projects such as the following:  
- ongoing work with the Government in developing Bowden Urban Village  
- implementation of the Woodville Village Master Plan  
- Inner West Precinct Place Making Urban Design Framework  
- Henley Beach Precinct Master Plan. | Council has taken a coordinated and multi-disciplinary approach to the design of new spaces and places across the City, working closely with the Government and community to ensure a collective vision is realised. This includes Bowden Urban Village, Woodville West, Henley Square and St Clair/Woodville Road. | Council will work closely with the State Government and community to ensure placemaking is a key element in the design of spaces and places in TODs. Council will also finalise or progress implementation of the Inner West Precinct Place Making Urban Design Framework, and Henley Beach and Woodville Village Master Plans as key wider placemaking initiatives in the city. |

Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings (Policy 3, p.95) | This will be delivered through implementation of existing Development Plan policies that already encourage a wide range of dwelling types and densities across the City. Medium and higher density housing options will also be delivered through TODs, targeted regeneration sites and major development sites. Opportunities for family housing will also be explored through the Residential City-Wide Policies DPA and Residential Streetscape DPA. | Ministerial DPAs being developed for TOD sites will primarily deliver higher density housing options, while regeneration areas can deliver more medium density outcomes. This needs to be balanced with maintaining and delivering larger family housing in other areas of the City, which will be a key focus of the Residential City-Wide Policies DPA and Residential Streetscape DPA. | Balanced against higher density housing types to be delivered in TODs, Council will continue to implement existing Development Plan policies that encourage a wide range of dwellings types across the City. Council will also initiate (subject to Ministerial agreement) and lead a Residential City-Wide Policies DPA and Residential Streetscape DPA that will seek |
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<td>Identify urban regeneration areas outside transit corridors that are suitable for redevelopment to achieve economic, social and environmental improvements (Policy 8, p.95)</td>
<td>The <em>Residential Regeneration and Arterial Road Transport Corridors</em> DPA(s) will facilitate regeneration in appropriate areas within the City identified through the regeneration area investigations.</td>
<td>Targeted regeneration opportunities provide a more appropriate means of delivering growth outside of corridors (as opposed to scattered infill) to enable appropriate and targeted infrastructure provision and more coordinated planning outcomes. More immediate regeneration opportunities beyond the Woodville West and Westwood projects may include Seaton and Ridleyton.</td>
<td>Council will undertake regeneration area investigations and initiate (subject to Ministerial agreement) a <em>Residential Regeneration and Arterial Road Transport Corridors</em> DPA(s).</td>
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| Plan for net growth of 258,000 dwellings over 30 years, or an annual average construction target of about 10,100 dwellings a year (allowing for dwellings lost due to demolition) (Target A, p.96) Plan for the regional distribution of these new dwellings as identified in Map D9 (Target B, p.96) | As above, a number of major infill/ regeneration projects are underway or planned including:  
- ongoing development of St Clair/Cheltenham (up to 1400 dwellings on Cheltenham site)  
- Bowden Urban Village (TOD), which will accommodate approximately 2400 additional dwellings\(^1\)  
- Woodville West urban renewal project, which will deliver up to 570\(^2\) dwellings. | Based on regional distribution on Map D9 of the 30-Year Plan, the *Residential Growth + Character Study* has confirmed that almost 21,000 additional dwellings may need to be provided in Charles Sturt, with:  
- just over 17,000 located in Centres and Corridors (including TODs), and  
- only approximately 3670 dwellings located outside these nominated growth areas. | Partnership between Council and State Government, including agreement on funding and provision of physical and social infrastructure. |

\(^1\) Yield based on Ministerial Bowden Urban Village and Environs DPA released for public consultation from 16 February 2012 to 11 April 2012

\(^2\) Yield based on Ministerial Woodville West Neighbourhood Renewal DPA gazetted 1 December 2011
### Affordable Housing

**Set targets for affordable housing in transit corridors and transit-oriented developments (Policy 2, p.98)**

Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including five per cent for high-needs people (Target A, p.99)

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<tr>
<td>Affordable Housing</td>
<td>The 15% affordable housing criterion has been specifically applied to the Woodville West urban renewal area and Bowden Urban Village TOD. This criterion is likely to also apply to the Woodville and West Lakes TOD sites.</td>
<td>Major TODs, regeneration areas and other Government-owned sites in particular provide significant opportunities to apply criteria for affordable housing.</td>
<td>Council will continue to advocate for clear affordable housing targets to be implemented for Government-owned and major privately-owned sites (eg. Kilkenny TOD site).</td>
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**At least 38,700 new dwellings (15 per cent of all dwelling growth) should be affordable housing (see Table D1) (Target B, p.99)**

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<td>As above, major TODs, regeneration areas and other Government-owned sites in Charles Sturt will be a key focus for affordable housing supply. Council will also work with private developers to achieve affordable housing in significant privately owned development sites and lower order TODs.</td>
<td>As above.</td>
<td>As above, Council will continue to advocate for clear affordable housing targets to be implemented for Government-owned and major privately-owned sites (eg. Kilkenny TOD site).</td>
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### Health and wellbeing

**Design pedestrian- and cycle-friendly areas in growth areas and existing neighbourhoods to promote active communities (Policy 1, p.101)**

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<tr>
<td>Health and wellbeing</td>
<td>Council will consider implementation of its draft Footpath Strategy - Active Living Planning to Walk and continue to implement its Strategic Bicycle Plan 2008 - Active Living: Plan to Cycle, which links to the Government’s cycling strategy.</td>
<td>As identified above, the draft North-Western Growth Corridor Transport Study acknowledges that a ‘business as usual’ approach that relies on private motor vehicles is not sustainable and provides best practice approaches to encourage</td>
<td>Council to also advocate for the design of new streets and spaces in TODs and growth nodes to facilitate walking and cycling in line with principles in</td>
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<td>Council will also advocate for best practice guidelines in the draft North-Western Growth Corridor Transport Study to be incorporated into the Government’s planning for TODs and major development sites in the North West Corridor.</td>
<td>walking, cycling and public transport use and choice in transport options.</td>
<td>the draft North-Western Growth Corridor Transport Study. Council will also continue to identify opportunities for new on and off-road bike lanes/paths and connections to and from growth nodes.</td>
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<tr>
<td>Ensure health and wellbeing requirements are incorporated into Structure Plans... (Policy 2, p.101)</td>
<td>As above, Council will also advocate for best practice guidelines in the draft North-Western Growth Corridor Transport Study to be incorporated into the Government’s Structure planning for the North West Corridor.</td>
<td>-</td>
<td>Council to lobby the State Government to promote legislative change where there are significant social impacts and gaps in the controls on land uses such as fastfood outlets, gambling facilities and licences premesis in close proximity to sensative land uses eg schools and socail housing.</td>
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</table>
| 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 (Target A, p.101) Closely connect new dwellings to local parks within walking | This will need to remain a key focus in the planning for TODs and major development sites in the North West Corridor by the Government. Lower order TOD sites such as Kilkenny will also provide opportunities for transit villages. Council will also advocate for application of the following best practice guides in structure, precinct and master planning of the North West Corridor:  
- Planning for Social Infrastructure and Community Services for Growth Areas: Implementation Guide provides a range of practical measures for planning social infrastructure in medium to higher density infill communities.  
The Best Practice Open Space in Higher Density Development Project also provides practical measures to ensure delivery of a network and range of multi-functional open spaces linked to living areas and transport. | The Planning for Social Infrastructure and Community Services for Growth Areas: Implementation Guide provides a range of practical measures for planning social infrastructure in medium to higher density infill communities. The Best Practice Open Space in Higher Density Development Project also provides practical measures to ensure delivery of a network and range of multi-functional open spaces linked to living areas and transport. | Council to continue to participate in Structure Planning being led by the State Government and advocate for good planning outcomes, including shared provision of social infrastructure and open space based on recently completed ‘best practice’ guides. |
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| range (Target B, p.101)   | Community Services for Growth Areas: Implementation Guide  
• **Best Practice Open Space in Higher Density Developments Project.** | | |

### The economy and jobs

**Plan for high jobs growth and set a high jobs target to encourage interstate net migration of working-age people into Greater Adelaide (Policy 1, p.102)**

The following future DPAs and investigations are proposed to address future employment land in Charles Sturt and implement outcomes of the Employment Revitalization Plan:

• **Urban Employment Zone DPA** to encourage revitalisation of key existing employment areas such as Beverley (approach may be expanded to other industrial areas in the future based on monitoring of outcomes)
• **A Commercial and Mixed Use DPA** to review commercial and mixed use land in the context of employment targets (eg. Port Road frontage)
• **A Centres and Retail Study** and DPA to consider strategic issues relating to centres and retail activities.

While Structure Planning for the North West Corridor recognises the need to plan for jobs (based on the 30-Year Plan), the focus has been on residential yields. Therefore, planning for jobs to support planned residential growth must be a critical focus. It will also be important to ensure that vacant industrial sites are not automatically considered for housing over employment generating uses, and that further pressure for residential infill does not impact on the ongoing viability of retail, industrial and employment areas.

Council will initiate (subject to Ministerial agreement) and lead the following DPAs and supporting investigations:

• **Urban Employment Zone DPA**
• **Commercial and Mixed Use DPA**
• **Centres and Retail DPA**.

**Concentrate jobs in the designated transit corridors and the 14 transit-oriented developments. Specific targets for jobs will be set as**

Council will advocate for job opportunities to be identified by the Government in Structure Planning for the North-West Corridor and major TODs. Employment opportunities will also be

While likely demand for retail and commercial floor space (that could support new jobs) was considered as part of the Minister’s Bowden Urban Village and Environs DPA, employment needs of

Council will advocate for employment impacts and targets to be a key consideration in future
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<td>part of planning for these areas. This includes setting aside designated employment lands in transit corridors, new growth areas, transit-oriented developments and higher-order activity centres (Policy 3, p.102)</td>
<td>identified in Council DPAs for sites such as the Kilkenny TOD.</td>
<td>future residents was not well defined. This will need to be a key consideration in development of DPAs for the West Lakes, Woodville and Kilkenny TODs. With the exception of industrial land requirements, the Government’s HELSP Report also provides limited guidance on retail and commercial land needs regionally. This needs to be incorporated into future revisions of the HELSP.</td>
<td>iterations of the North West Corridor Structure Plan being led by the Government. State Government to incorporate employment supply and demand analysis into future versions of the HELSP Report to inform future scheduled rezoning.</td>
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<tr>
<td>Promote mixed-use development in the transit corridors, activity centres and transit-oriented developments to ensure jobs are situated close to where people live. Consideration should be given to setting specific targets for the types of services (such as retail) provided around transport interchanges to ensure job availability in major residential centres (Policy 4, p.102)</td>
<td>Council will continue to participate in Structure Planning for the North West Corridor, which is being led by the Government.</td>
<td>-</td>
<td>Council will continue to participate in Structure Planning being led by the State Government and advocate for job opportunities and targets to be a key consideration.</td>
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<tr>
<td>Promote, through the planning and design guidelines for the five fixed-line transit corridors, transit-</td>
<td>As part of the Structure Planning process for the North West Corridor and planning for key TODs by the Government, Council will continue to advocate for the protection of key</td>
<td>Council’s Development Plan currently contains General (council-wide) policies to address the interface between land uses (including noise and air quality) and ensure greater compatibility of use.</td>
<td>Council will continue to participate in Structure Planning being led by the State Government and advocate for</td>
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<td>oriented developments and higher-order activity centres, a compatibility of uses by setting standards for noise and creating buffer distances between potentially incompatible activities. Although the theme of the Plan is mixed-use development and easy access to jobs, it is recognised that some activities are potentially incompatible. Design guidelines will need to ensure that mixed-use communities are of a high quality and are liveable (Policy 5, p.103)</td>
<td>employment/industrial areas and policies that address potential impacts from incompatible land uses. Council will also continue to implement existing Development Plan policies that seek to address the interface between land uses.</td>
<td>This includes uses in and around activity centres, industrial areas, mixed-use precincts and the Bowden TOD.</td>
<td>the protection of key employment/industrial areas to ensure a sustainable local economy. Council will also continue to implement existing Development Plan policies to address the interface between land uses and ensure compatibility, and initiate (subject to Minister’s agreement) and lead a Commercial and Mixed Use Land Study and subsequent DPA.</td>
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<tr>
<td>Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is:</td>
<td>As above, Council is proposing to undertake a range of investigations and future DPAs to encourage retention and growth in local jobs. This includes considering more flexible policy approaches to industrial areas to meet the changing face of industry, identifying further mixed use and commercial opportunities and considering strategic retail and centres issues across the City.</td>
<td>While new industrial employment sites in the HELSP have been focused in the City of Port Adelaide Enfield (ie. Gillman, Osborne, Outer Harbour, Regency Park and Wingfield), the recent Employment Revitalization Plan has identified a need to revitalise existing industrial areas in Charles Sturt to enhance their employment function and attract new and emerging industries that can benefit the economy. The location of many of the City’s Prime Industrial Areas either partly or wholly within the North West</td>
<td>Council will initiate (subject to Ministerial agreement) and lead the following DPAs and supporting investigations: Urban Employment Zone DPA Commercial and Mixed Use DPA Centres and Retail DPA. Council will also progress an Economic Development</td>
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<td>50,000 in the City of Adelaide</td>
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<td>6500 in Eastern Adelaide</td>
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<td>40,500 in Western Adelaide</td>
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<td>79,000 in Northern Adelaide</td>
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<tr>
<td>• 43,000 in Southern Adelaide</td>
<td>Corridor, in particular, will require careful planning to ensure these areas are preserved for employment lands to meet regional targets.</td>
<td>Strategy to support the above DPAs and address ‘non-planning policy’ aspects such as business development and attracting investment in new and upgraded infrastructure where needed.</td>
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<tr>
<td>• 38,500 in the Barossa</td>
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<td>• 13,000 in the Adelaide Hills and Murray Bridge</td>
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<td>• 11,500 in the Fleurieu (Target A, p.103)</td>
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</table>
| Plan for net growth of at least 2 million square metres of extra employment floor space    | As above.                                                                             | As above, while the HELSP Report identified industrial land supply requirements, retail and commercial land requirements are less clear. Charles Sturt’s contribution to overall employment floor space requirements across Greater Adelaide is therefore difficult to measure, but Council has identified a range of investigations and DPAs to address employment land requirements. | State Government to incorporate employment supply and demand analysis into future versions of the HELSP Report to inform future scheduled rezoning. Council will also initiate (subject to Ministerial agreement) and lead the following DPAs and supporting investigations:  
  • Urban Employment Zone DPA  
  • Commercial and Mixed Use DPA  
  • Centres and Retail DPA. |
| (Target D, p.104)                                                                          |                                                                                       |                                                                                                             |                                                                                                                                               |

**Manufacturing**
<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure planning controls are flexible enough to adapt to new industry structures (Policy 23, p.110)</td>
<td>The proposed Urban Employment Zone DPA will investigate application of a more flexible policy approach advocated in the State’s Planning Policy Library to the City’s key industrial precincts.</td>
<td>The Employment Revitalization Plan has suggested that the flexible policy approach in the Government’s new Urban Employment Zone would provide greater land use flexibility to accommodate changing industry structures and underpin future employment and investment. Beverley has been identified as a key priority, which could be monitored prior to considering more widespread application of this policy approach.</td>
<td>Council will initiate (subject to Ministerial agreement) and lead an Urban Employment Zone DPA, supported by an Economic Development Strategy.</td>
</tr>
<tr>
<td>Locate major manufacturing hubs near key freight and transport corridors (Policy 24, p.110)</td>
<td>While the Urban Employment Zone DPA will investigate introduction of a more flexible policy approach in key industrial areas to accommodate market changes and emerging industry structures, key existing manufacturing hubs will be identified and protected through the future policy approach.</td>
<td>The historic evolution of Charles Sturt has seen development of most of the City’s industrial areas within the North West Corridor or adjacent major freight routes. Residential and infill targets in the 30-Year Plan will place pressure on these areas, reinforcing the need to have adequate policy in place to protect strategic sites.</td>
<td>Council will initiate (subject to Ministerial agreement) and lead an Urban Employment Zone DPA, supported by an Economic Development Strategy. Council will also advocate for the protection of key employment areas and industrial hubs through Structure Planning being led by the State Government.</td>
</tr>
<tr>
<td>Create sufficient buffer activities and design guidelines to prevent manufacturing lands being lost to encroachment by residential activities and to prevent land-use conflicts</td>
<td>Council will continue to implement the Industry Interface Area policies within the Development Plan to reduce the risk of new use impacting on core industrial activities. Council will also advocate for Government led Structure Planning to investigate potential to rejuvenate obsolete or vacant industrial sites for</td>
<td>As above, residential growth and infill targets in the 30-Year Plan coupled with the extent of Charles Sturt’s Prime Industrial Areas that are located within the North West Corridor will place further pressure on these industrial areas and will require careful management as Structure and precinct planning emerges within the corridor.</td>
<td>Council will continue to implement the existing Industry Interface Area policies within the Development Plan. Council will also advocate for Government led Structure Planning to investigate.</td>
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</tbody>
</table>
### 30-Year Plan policy/target

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<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
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<tbody>
<tr>
<td>between residential and manufacturing activities (Policy 25, p.110)</td>
<td>employment uses rather than automatically considering these sites for residential infill.</td>
<td>potential to rejuvenate obsolete or vacant industrial sites for employment uses rather than automatically considering these sites for residential infill to meeting housing targets.</td>
<td></td>
</tr>
<tr>
<td>Plan for 52,400 additional manufacturing jobs in Greater Adelaide (Target I, p.110)</td>
<td>As above.</td>
<td>While recent economic investigations undertaken by Council have confirmed a move away from the dominance in manufacturing in the local economy (commensurate with national trends), Council has now confirmed its Prime Industrial Areas and priorities for rejuvenation to ensure its major industrial precincts (including manufacturing hubs) are protected and can accommodate new and emerging industries.</td>
<td>As above, Council will also advocate for Government led Structure Planning to investigate potential to rejuvenate obsolete or vacant industrial sites for employment or manufacturing uses rather than automatically considering these sites for residential infill to meeting housing targets. Council will also progress an Economic Development Strategy to clarify future actions to protect and rejuvenate employment lands, including attracting new forms of manufacturing.</td>
</tr>
<tr>
<td>Protect 2580 hectares of employment land for manufacturing purposes (Target J, p.110)</td>
<td>As above.</td>
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</table>

### Services

| Integrate services sector jobs into new growth areas,                                    | The proposed Centres and Retailing Study (and subsequent DPA) will consider an appropriate             | While the services sector (ie. professional, financial and business services offices) comprises about 30% | Council will progress a Centres and Retailing Study (and subsequent DPA) will consider an appropriate strategy for integrating services sector jobs into new growth areas. |

---

*CITY OF CHARLES STURT*  
*Strategic Directions Report*
<table>
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<tr>
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<tbody>
<tr>
<td>activity centres, transit corridors and transit-oriented developments (Policy 30, p.111) Plan for 84,900 additional services sector jobs in Greater Adelaide (Target M, p.111)</td>
<td>mix of retail and service activities in centres and other areas in the context of the new activity centres and mixed use typologies in the 30-Year Plan. Council will also advocate for consideration of this jobs sector in the planning for TODs and other major corridor sites by the Government.</td>
<td>of the total jobs growth targeted in the 30-Year Plan, the HELSP Report is not clear regarding future regional allocation and needs for this sector (mainly due to limited past monitoring, with the exception of the Adelaide CBD). It does, however, identify that these jobs should be concentrated in TODs, corridors and higher order activity centres.</td>
<td>subsequent DPA subject to Ministerial approval) to consider an appropriate mix of retail and services in centres and other areas. Council will also advocate for service sector jobs and other job creation opportunities to be a key consideration of Structure Planning being led by the State Government and in the planning of major sites and TODs. State Government to also incorporate employment supply and demand analysis into future versions of the HELSP Report to inform future scheduled rezoning.</td>
</tr>
<tr>
<td>Set specific targets for the types of retail activity and services to be situated in higher-order activity centres and transit-oriented developments (Policy 32, p.111)</td>
<td>As above, the proposed Centres and Retailing Study (and subsequent DPA) will consider requirements for an appropriate mix of retail and service activities in centres and other areas. Council will also advocate for targets to be considered by the Government as part of Structure Planning for the North West Corridor to justify the proposed land use mix.</td>
<td>Investigations into potential retail and commercial floor space for the Bowden Urban Village was broadly considered as part of the Ministerial DPA. Targets have not yet been defined in the wider corridor as part of the draft North West Corridor Structure Plan.</td>
<td>As above, Council will progress a Centres and Retailing Study (and subsequent DPA subject to Ministerial approval). Council will also advocate for retail and services targets (including floor area requirements) to be a key consideration of Structure Planning being led by the State Government.</td>
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<tr>
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<td><strong>Green industries</strong></td>
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<td>Ensure planning controls for</td>
<td>The Urban Employment Zone DPA will</td>
<td>The Employment Revitalization Plan identified</td>
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<td>employment lands are flexible</td>
<td>employment lands are flexible enough to</td>
<td>a significant opportunity to revitalize Beverley</td>
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<td>enough to allow new green</td>
<td>allow new green technologies and industries</td>
<td>through a more flexible land use arrangement that</td>
<td>to Ministerial</td>
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<td>technologies and industries</td>
<td>to emerge (Policy 38, p.112)</td>
<td>underpins future employment and investment.</td>
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<td>This could encourage establishment of green</td>
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<td><strong>Transport</strong></td>
<td>The new Strategic Transport Routes Overlay</td>
<td>The Strategic Transport Routes Overlay should</td>
<td>State Government</td>
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<td>from the State Planning Policy Library</td>
<td>be applied at the Greater Adelaide region level</td>
<td>to consider</td>
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<td>was recently introduced into Council’s</td>
<td>rather than on a site by site basis (as has</td>
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<td>Development Plan via the Minister’s Bowden</td>
<td>occurred through the Bowden Urban Village DPA.</td>
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<td>Urban Village DPA. The Overlay only applies</td>
<td>The Overlay only applies to a designated area</td>
<td>wide (ie. cross-</td>
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<td>to a designated area adjacent to the</td>
<td>adjacent to the Bowden TOD site at this stage.</td>
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<td>protect key</td>
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<td>Give priority to increasing</td>
<td>Council will continue to participate in</td>
<td>Suspension of electrification works to the</td>
<td>major transit</td>
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<td>densities and designating</td>
<td>Government Structure Planning for the North</td>
<td>Outer Harbour rail line and plans to extend</td>
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<td>types of services, such as</td>
<td>West Corridor, which envisaged increased</td>
<td>light rail to West Lakes may impact on plans</td>
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<td>part of growth</td>
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<td>planning.</td>
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*The Urban Employment Zone DPA will consider application of a more flexible policy approach to key industrial precincts, with a focus on Beverley and its surrounds (eg. West Croydon/Kilkenny, Allenby Gardens and East Terrace).*

*The Employment Revitalization Plan identified a significant opportunity to revitalize Beverley through a more flexible land use arrangement that underpins future employment and investment. This could encourage establishment of green industries.*

*Council will initiate (subject to Ministerial agreement) an Urban Employment Zone DPA to apply to the Beverley industrial precinct and surrounds as a priority.*

*The new Strategic Transport Routes Overlay from the State Planning Policy Library was recently introduced into Council’s Development Plan via the Minister’s Bowden Urban Village DPA. The Overlay only applies to a designated area adjacent to the Bowden TOD site at this stage.*

*The Strategic Transport Routes Overlay should be applied at the Greater Adelaide region level by the Minister rather than on a site by site basis (as has occurred through the Bowden Urban Village & Environs DPA). This would create a consistent policy approach that transcends local government boundaries and ensures the overall protection of these routes.*

*State Government to consider preparation of a Greater Adelaide-wide (ie. cross-council) DPA to protect key strategic infrastructure (eg. major transit corridors and freight routes) as part of growth planning.*

*Council will continue to participate in Structure Planning being led by the State*
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>retail, around existing interchanges and planned upgrades of railway and tram stations and bus interchanges (Policy 6, p.114)</td>
<td>densities at key nodes along the existing heavy rail corridor to Outer Harbour and Grange and planned light rail corridor to West Lakes.</td>
<td>staging) for the West Lakes TOD and intensification around proposed stations at Seaton and Hendon. Upgrade of the St Clair station is still confirmed and will enable a focus to be retained on this area.</td>
<td>Government. State Government will continue to progress West Lakes (AAMI Stadium Precinct) DPA and future tramline extension works.</td>
</tr>
<tr>
<td>Ensure planning policy protects airport sites by restricting incompatible uses of land in surrounding areas. Development Plans should identify areas adjacent to airports and under flight paths where new development is inappropriate due to building height restrictions and aircraft noise impacts (Policy 9, p.114)</td>
<td>Council will continue to implement existing Development Plan policies that impose height limits on buildings to protect aviation operations at Adelaide Airport.</td>
<td>The Development Plan already contains building height limitations as a response to flight paths to Adelaide Airport. This may need to be revised from time to time based on future revision of the Adelaide Airport Master Plan prepared by Adelaide Airport Limited.</td>
<td>Council will continue to implement existing Development Plan policies that impose height limits on buildings to protect aviation operations at Adelaide Airport.</td>
</tr>
<tr>
<td>Provide and extend a connected bicycle network across Greater Adelaide, using bike lanes and cycle ways as shown on Map D16 (Policy 12, p.116)</td>
<td>Council will continue to implement its Strategic Bicycle Plan 2008 - Active Living: Plan to Cycle.</td>
<td>In relation to Charles Sturt, Map D16 identifies off-road routes along the River Torrens, greenways along the heavy rail line, the Coast Park and a number of on-road routes. Council’s Strategic Bicycle Plan also links directly to the State Government’s own cycling strategy.</td>
<td>Council will continue to implement its Strategic Bicycle Plan 2008 – Active Living: Plan to Cycle and identify opportunities for new on and off-road bike lanes/paths. Council will continue to lead progressive roll-out of the Coast Park initiative with funding support from the State</td>
</tr>
<tr>
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<tr>
<td><strong>Integrate into Structure Plans for major transit corridors off-road shared-use paths, on-road bicycle lanes, footpaths and cycling friendly streets to promote walking and cycling (Policy 13, p.116)</strong></td>
<td>Council will advocate for best practice guidelines in the draft <em>North-Western Growth Corridor Transport Study</em> to be incorporated into the Government’s Structure planning for the North West Corridor and TODs.</td>
<td>The draft <em>North-Western Growth Corridor Transport Study</em> establishes a ‘link and place’ typology for the design of streets to enhance and encourage best use of streets for walking and cycling and lessen the impact of motor vehicles. Journey to work data has also shown that commuters from Charles Sturt are already less car dependent and use public transport more than commuters into Charles Sturt. Car ownership in the North West Corridor is also slightly lower than the metropolitan average. A commitment to the heavy rail line electrification works and light rail extension to West Lakes are likely to be critical to ensuring higher levels of public transport patronage in the future.</td>
<td>Council will advocate for the design of new streets and spaces in TODs and growth nodes to facilitate walking and cycling in line with principles in the draft <em>North-Western Growth Corridor Transport Study</em>. State Government to re-confirm timing and funding for electrification works to the heavy rail line and delivery of light rail extension.</td>
</tr>
<tr>
<td><strong>Reduce car dependency and increase public transport to 10 per cent of all transport use by 2018 (South Australia’s Strategic Plan, target T3.6) (Target A, p.116)</strong></td>
<td>Create dedicated walking and cycling corridors along major transit corridors to improve access to activity centres, public transport nodes, and local walking and cycling routes (Target F, p.116)</td>
<td>As above, Council will continue to implement its Strategic Bicycle Plan 2008 - <em>Active Living: Plan to Cycle</em>, which links to the Government’s cycling strategy.</td>
<td>Council will continue to implement its Strategic Bicycle Plan 2008 – <em>Active Living: Plan to Cycle</em> and identify opportunities for new on and off-road bike lanes/paths. As above, the State Government must re-confirm timing and funding for electrification works to the heavy rail line and delivery of light rail extension.</td>
</tr>
<tr>
<td><strong>Maintain, extend and improve Adelaide’s Bikedirect network, including the development of greenways</strong></td>
<td>As above, Council will continue to implement its <strong>Active Living: Plan to Cycle</strong>, which links to the Government’s cycling strategy.</td>
<td>As above, Map D16 of the 30-Year Plan identifies key walking and cycling routes/corridors planned within the City of Charles Sturt.</td>
<td></td>
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</tbody>
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*Source: Strategic Directions Report*
### Infrastructure

Maximise the location of economic and social infrastructure by:
- collocating government services in higher-order activity centres and transit-oriented developments
- locating new housing growth in proximity
- integrating health and educational facilities with transport services and locating them near retail centres
- emphasising the planning for human services in new growth areas
- integrating community sporting hubs and links with transport services

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<thead>
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</table>
| (Target G, p.116)         | Council will also advocate for application of the following best practice guides in Structure, precinct and master planning of the North West Corridor:  
- Planning for Social Infrastructure and Community Services for Growth Areas: Implementation Guide  
- Best Practice Open Space in Higher Density Developments Project. | Social infrastructure in particular has been largely absent from Structure Planning and will be critical to meet planned growth within Charles Sturt. | Council (with support from the Local Government Association and other councils) will advocate for principles in the Planning for Social Infrastructure and Community Services for Growth Areas and Best Practice Open Space in Higher Density Developments Guides to be incorporated into Structure Planning and planning for TODs and major development sites being led by the State Government. Planning for social infrastructure to support TODs and major development sites needs to be a key role of the State Government’s Urban Renewal Authority. Council may also lobby for changes to State legislation to apply different open space contribution requirements for |
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<tr>
<td>(Policy 1, p.120)</td>
<td>Council will participate in Structure Planning for the North-West Corridor being led by the Government. This will include identification of key infrastructure works, opportunities to connect with projects such as Water-Proofing the West and opportunities to attract higher speed Information Communications Technology such as the National Broadband Network (NBN) through major planned projects. Open space and sporting needs should be identified through applying planning principles from the Best Practice Open Space in Higher Density Developments Project.</td>
<td>It is critical that major infrastructure requirements are identified through the Structure Planning process to ensure that infrastructure costs are known, cost sharing arrangements for its delivery are confirmed and that required infrastructure is delivered where it is needed, when it is needed.</td>
<td>Council will continue to participate in Structure Planning being led by the State Government, a key function of which will be to identify new infrastructure needs to support growth. This will include identifying open space requirements based on principles in the Best Practice Open Space in Higher Density Developments Project. Infrastructure delivery to support growth should be coordinated by the State Government’s Urban Renewal Authority.</td>
</tr>
<tr>
<td>Continue to take measures to protect coastal development, maintain beach amenity and manage stormwater discharges (Policy 10, p.120)</td>
<td>Council will continue to implement existing policies in its Development Plan that seek to mitigate the impacts of sea level rise and stormwater on coastal development. Implementation of the Water-Proofing the West Project will also significantly reduce the impacts of stormwater flows (and pollution) on the coast.</td>
<td>Council prepared a Climate Change Adaptation Plan in 2009 and introduced a range of new Development Plan policies from the State’s Planning Policy Library to address these impacts as part of the Plan’s conversion to the new Library format in 2009.</td>
<td>Council will continue to implement existing policies in its Development Plan to mitigate the impacts of sea level rise and stormwater on coastal development, and rollout the Water-Proofing the West Project to reduce pollution.</td>
</tr>
</tbody>
</table>
### Biodiversity

**Enhance the urban biodiversity of metropolitan Adelaide by supporting the development of urban forests, restoring watercourses, establishing linked networks of open space and encouraging the use of local indigenous species (Policy 6, p.129)**

Create greenways in transit corridors and along major watercourses and the coast to enhance and connect urban biodiversity (see Open space, sport and recreation). Greenways will take into consideration and complement South Australia’s Strategic Plan biodiversity corridors (target T3.2) (Policy 7, p.129)

Council will continue to progress initiatives such as the Coast Park, *Whole Street Tree Planting Program* and implementation of the *Open Space Strategy* (or revised version based on the recently completed best practice guide).

Council will also continue to advocate opportunities for creating linear trails and connected open space networks in regeneration areas (eg. similar to St Clair/Cheltenham) and in Structure Planning being led by the Government for the North West Corridor.

The *Residential City-Wide Policies DPA* and *Residential Streetscape DPA* will also investigate greenways to encourage larger rear open space areas in certain areas of the City. This can encourage planting of larger tree species that can have wider biodiversity benefits and add to the overall ‘greening’ of the City.

A network of wetlands is being established across the City as part of the Waterproofing the West project, including at St Clair, along Old Port Road and within Cooke Reserve and West Lakes Golf Course. These are in addition to privately developed wetlands already established as part of the Grange and Royal Adelaide Golf Clubs and on land managed by the West Beach Trust.

The planting of larger growing tree species in private rear yards appears to have declined due to factors such as significantly smaller backyards (ie. root systems unable to be accommodated) and possibly as a result of significant tree controls introduced by the Government in recent years. This has impacted on streetscapes and suburban biodiversity, and has other microclimatic impacts.

Council will continue to progress the Coast Park, *Whole Street Tree Planting Program* and implementation of the Strategic Bicycle Plan 2008 – *Active Living: Plan to Cycle* and *Open Space Strategy* (or future revision).

Council will also continue to participate in Structure Planning being led by the State Government, which should also identify linear trails and open space networks.

Council will also initiate (subject to Ministerial agreement) and lead a *Residential City-wide Policies DPA* and *Residential Streetscape DPA* that will, among other things, consider increased minimum lot sizes in certain areas to encourage planting of larger trees for streetscape and biodiversity gains.

### Minimise the discharge of stormwater, pollution and

Council will continue to implement existing policies in the Development Plan to manage

The Charles Sturt Development Plan includes a range of General policies to address water quality,

Council will continue to implement existing policies in
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<td>nutrients to freshwater, coastal and marine environments through the adoption of appropriate water-sensitive urban design (WSUD) and Adelaide Coastal Water Quality Improvement Plan policies and targets into Development Plans (Target E, p.129)</td>
<td>water quality and reduce the impacts of stormwater on the City’s beaches and marine environment. Council will continue to implement its Stormwater Management Plan, update flood mapping and rollout the Water-Proofing the West Project.</td>
<td>reduce the impacts of stormwater on coastal and marine environments and promote WSUD. These policies are based on best practice policies from the State Planning Policy Library. Stormwater collected as part of the Water-Proofing the West project would otherwise drain untreated to West Lakes, Port River Estuary, Barker Inlet and the metropolitan Adelaide coast, further degrading seagrass meadows and polluting Gulf St Vincent’s coastal marine environment.</td>
<td>the Development Plan to manage water quality and reduce the impacts of stormwater on the City’s beaches and marine environment. Council will also continue to implement its Stormwater Management Plan, update flood mapping and rollout the Water-Proofing the West Project.</td>
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**Open space, sport and recreation**

Ensure open space is accessible by all communities and will:
- link, integrate and protect biodiversity assets and natural habitats
- provide linkages to encourage walking and cycling to local activities, local activity centres and

Council will continue to implement the following plans and strategies:
- Charles Sturt Open Space Strategy (and its subsequent update to integrate planning principles from the Best Practice Open Space in Higher Density Developments Project)
- Active Living - Planning to Walk
- Active Living: Plan to Cycle.

Council will also advocate for best practice guidelines in the draft North-Western Growth Corridor Transport Study to be incorporated into

The Best Practice Open Space in Higher Density Developments Project provides an important basis on which to guide the development of open space (ie. provision, form, design and management) in corridors and higher density living environments. Importantly, it recognises that applying the standard 12.5% open space provision is not adequate to support the new urban form anticipated by the 30-Year Plan, and that the needs of the wider area must also be considered.

Council will continue to implement the Open Space Strategy and Active Living cycling and walking Strategies (or future revisions). Council will also advocate for principles in the Best Practice Open Space in Higher Density Developments Project (with support from the Local Government Association and other councils) and draft North-Western Growth Corridor Transport Study.
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| **Regional centres**     | - be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time  
- incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity  
- contain appropriate and low-maintenance species and locate trees to maximise access to shade  
- encourage passive recreation opportunities such as provision of a variety of paths and children’s play equipment (Policy 2, page 132) | the Government’s Structure planning for the North West Corridor and TODs to ensure new streets support walking and cycling over private vehicles. | **Western Growth Corridor Transport Study** to be considered in Structure Planning being led by the State Government. |

Provide a minimum of 12.5 per cent open space in all new developments (Target B, Council will advocate implementation of planning principles from the recently completed Best Practice Open Space in Higher Density Developments Project challenges the generic provision of 12.5% open space  
Council will advocate (in partnership with the Local Government Association and
<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>p.135)</td>
<td>Developments Project in Structure Planning and planning for TODs being led by the Government.</td>
<td>requirement in higher density living areas and provides a framework to consider wider open space needs and shared space opportunities.</td>
<td>other councils) for principles in the Best Practice Open Space in Higher Density Developments Project to be considered in Structure Planning and planning for TODs being led by the Government. Council may also lobby (in partnership with the Local Government Association and other councils) for changes to State legislation to apply different open space contribution requirements for higher density developments.</td>
</tr>
<tr>
<td>Plan and develop a system of greenways across Greater Adelaide to link the open space system, enhance urban biodiversity and encourage walking and cycling (Policy 9, p.135) Establish greenways along the major transit corridors, watercourses and linear parks (Policy 10, p.135) Complete fully connected and sealed cycling and walking</td>
<td>Council is continuing to rollout the Coast Park initiative with support funding from the State Government. Council will also participate in Structure Planning for the North West Corridor being led by the Government to further confirm greenway and linear path opportunities in corridors, TODs and major development areas.</td>
<td>Greenways proposed in the 30-Year Plan along the heavy rail corridor (to Outer Harbour and Grange) are likely to now be delayed pending confirmation from the Government on electrification works to the corridor.</td>
<td>Council will continue to rollout the Coast Park initiative with support funding from the State Government. Council will also continue to participate in Structure Planning being led by the State Government, which should also identify linear trails and greenway opportunities. The State Government must re-confirm timing and funding for electrification works to the heavy rail line and delivery of</td>
</tr>
</tbody>
</table>
### 30-Year Plan policy/target

- **routes with safe road crossings along rail transit corridors by 2025 as the walking and cycling component of greenways** (Target F, p.135)
- **Complete the coastal linear park from Sellicks Beach to North Haven by 2020** (Target H, p.135)
- **Reinforce the role of the region’s high-quality major sporting facilities** (Policy 14, p.136)
- **Integrate Greater Adelaide’s major sporting facility hubs and major sports facilities** (Policy 15, p.136)
- **Major sporting facility hubs will be developed in appropriately identified locations. Potential locations (identified on Map D21) could include, but would not be**

### How will the policy/target be achieved?

- Council will continue rollout of the Coast Park initiative with support funding from the State Government.
- Map D22 of the 30-Year Plan identifies AAMI Stadium and AM Ramsay Regatta Course as part of the Government’s planning for the West Lakes TOD.

### Rationale for response to the policy/target

- Approximately 11.5km of the Coast Park from West Beach to Semaphore falls within Charles Sturt. Four key sections have been constructed (at West Beach, Henley Beach, Grange and Semaphore Park), leaving a further 7km remaining to be completed.
- Planning is underway for connections at Henley Beach and Semaphore Park.

### Responsibility

- As above, Council will continue to rollout the Coast Park initiative with support funding from the State Government.
- The State Government will continue to progress the West Lakes (AAMI Stadium Precinct) DPA. Council will advocate for the retention and development of a sporting facility hub in this location.
- Council will also continue to implement its Open Space Strategy (or future revision) and consider connections to major sporting facilities and hubs across Charles and to other destinations outside the City (eg. via the River Torrens and Adelaide Parklands).

The Inner West Precinct Urban Design Place Making Framework will also consider integration and connections between the Bowden TOD site and urban regeneration projects.
## 30-Year Plan policy/target

<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>limited to:</strong></td>
<td>and its surrounding environs with the Adelaide Entertainment Centre and Hindmarsh Stadium.</td>
<td>planned or occurring in Charles Sturt also present significant opportunities to develop open space networks/hubs and the integration of major sporting facilities sought by the 30-Year Plan.</td>
<td>which may include recommended links with Hindmarsh Stadium.</td>
</tr>
<tr>
<td>• the Adelaide Park Lands—Adelaide Oval/Memorial Drive</td>
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<tr>
<td>• Mile End—Santos Stadium/ETSA Park</td>
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<tr>
<td>• <strong>West Lakes—AAMI Stadium/AM Ramsay Regatta Course</strong></td>
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<tr>
<td>• Gepps Cross—State Sports Park</td>
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<td>• West Beach—Adelaide Shores</td>
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<tr>
<td>• Noarlunga, Mount Barker and Gawler/Barossa—future growth precincts (Target J, p.136)</td>
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</tbody>
</table>

Provide organised sporting facilities in transit corridors, transit-oriented developments and higher-order activity centres (Policy 16, p.136)

Establish major community sporting hubs that are linked to other community infrastructure and transport services (Policy 17, p.136)

Ensure there is a net increase

Council will plan for/advocate for the development of additional sporting facilities to support new residents as part of growth planning for the City. This includes further consideration of proposals in the *Best Practice Open Space in Higher Density Developments Project* for new facilities within the North West Corridor, which need to be integrated into Structure Planning being led by the Government for the Corridor.

The *Best Practice Open Space in Higher Density Developments Project* analysed potential sporting field requirements as a result of major planned TODs and development within the North West Corridor. This includes potential for:

- development of a ‘flexible’ playing field at AAMI Stadium (accessible to future residents in the planned TOD and Seaton Housing SA land)
- provision of an additional oval and playing field at Woodville for St Clair, Woodville Village and Woodville West populations

Council will continue to participate in Structure Planning being led by the State Government and advocate for principles in the *Best Practice Open Space in Higher Density Developments Project* to be applied in this process to identify wider open space needs.
<table>
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<tr>
<th>30-Year Plan policy/target</th>
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</tr>
</thead>
<tbody>
<tr>
<td>in passive and active open space over five-yearly intervals (Target K, p.136)</td>
<td>Council will progress the Water Proofing the West Project.</td>
<td>Stormwater harvested via the Water Proofing the West Project will be used for irrigation of ovals and reserves, including the West Lakes Golf Course. There is also significant opportunity for new developments such as St Clair, Cheltenham and Woodville West to utilise this resource.</td>
<td>Council will continue to rollout the Water Proofing the West Project with Government funding support.</td>
</tr>
<tr>
<td>Integrate water-sensitive urban design (WSUD) into sporting facilities to increase water use efficiency, reduce mains water use, and maximise on-site water re-use (Policy 18, p.136)</td>
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</table>

**Climate change**

- Contribute to South Australia’s target of a 60 per cent reduction of greenhouse gas emissions by 2050 through the implementation of the policies in the Plan that will lead to a more compact and less carbon-intensive urban form (Policy 1, p.138)
- Implement the key actions that promote a more compact city, including

Council will participate in Structure Planning being led by the Government for the North West Corridor and planning for TODs to move toward a more sustainable and compact urban form linked to transit.

TODs currently being planned at Bowden, Woodville and West Lakes, coupled with current and future regeneration projects, will result in a more carbon efficient and sustainable urban form.

Council will continue to participate in Structure Planning being led by the State Government to encourage a more compact and sustainable urban form.
## 30-Year Plan policy/target | How will the policy/target be achieved? | Rationale for response to the policy/target | Responsibility
--- | --- | --- | ---
Collocation of services with transport and mixed-use developments in transport corridors and around transport interchanges (Policy 3, p.138) Promote short distance passenger travel through the introduction of a new urban form (Policy 4, p.139) | Council will continue to implement existing policies in the Development Plan that promote energy efficient buildings. Through implementation of its Environment Plan, Council will also continue to investigate opportunities to facilitate ‘showcase’ sustainable development in this City. The proposed Residential City-Wide Policies DPA, Residential Streetscape DPA and Residential Regeneration and Arterial Road Transport Corridors DPA(s) may also investigate opportunities for a wide range of conventional and non-conventional construction materials and techniques to be used in new developments to achieve greater sustainability and internal comfort. | Council’s Development Plan contains General (council-wide) provisions under ‘Energy Efficiency’ to promote energy and water efficient building design (including solar orientation). These are supported by more detailed local policies in a number of precincts including at Kilkenny, Findon, Woodville West and Cheltenham. Opportunities for further local policies will need to be considered in planning for other major development sites and regeneration areas. Council has recognised that the concepts and principles applied in the Christies Walk development in the Adelaide CBD (and lessons learned from the project) provide a useful model that could assist in delivery of a demonstration project in Charles Sturt or the application of key elements in planned growth areas (including TODs). | Council will continue to implement existing policies in the Development Plan that promote energy efficient buildings. Council will also consider opportunities for Government or private sector partnerships to deliver a sustainability demonstration project in the City. Possible sites could include the proposed Kilkenny transit village. Council will also initiate (subject to Ministerial agreement) a Residential City-Wide Policies DPA, Residential Streetscape DPA and Residential Regeneration and Arterial Road Transport Corridors DPA(s). |
<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
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<tr>
<td>Create a more liveable urban environment through the establishment of a network of greenways, tree-lined streets and open spaces, which will have a cooling effect on nearby new neighbourhoods and new buildings (Policy 13, p.140)</td>
<td>This will be achieved through implementation of Council’s Cycling and Walking strategies, Whole Street Tree Planting Program, ongoing roll-out of the Coast Park initiative. Council will also advocate the street typology in the draft North-Western Growth Corridor Transport Study in the planning of TODs and major development sites. As above, Council will also investigate amendments to site design parameters for new family homes in non-growth areas to facilitate planting of larger trees in private backyards, which also provides significant microclimatic benefits.</td>
<td>The Whole Street Tree Planting Program results in annual planting of semi-advanced trees within nominated streets across the City. It forms an important part of the overall ‘greening’ of Charles Sturt. Recent investigations into minimum lot sizes (coupled with other design parameters) in non-growth areas has also demonstrated a propensity toward large houses on smaller allotments, resulting in limited planting of larger trees in rear yards. In addition to ongoing street tree planting, Council has identified a need to investigate opportunities to re-encourage planting of large trees in rear yards to contribute to overall greening of the City. In terms of walking/cycling networks, the draft North-Western Growth Corridor Transport Study adopts a ‘link and place’ typology in designing streets to enhance walking and cycling and create more liveable spaces.</td>
<td>Council will continue to implement its Cycling and Walking strategies, Whole Street Tree Planting Program, and roll-out of the Coast Park initiative with support funding from the State Government. Council will advocate for the design of new streets and spaces in TODs and growth nodes in line with principles in the draft North-Western Growth Corridor Transport Study. Council will also initiate (subject to Ministerial agreement) a Residential City-Wide Policies DPA and Residential Streetscape DPA that will consider minimum lot size requirements to support large tree plating in rear yards in certain areas.</td>
</tr>
<tr>
<td>Encourage commercial and industrial developers to</td>
<td>The proposed Urban Employment Zone DPA will investigate opportunities to revitalise key</td>
<td>The recently completed Employment Revitalization Plan proposes a range of planning policy and other</td>
<td>Council will initiate (subject to Ministerial agreement) and lead</td>
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</tbody>
</table>
### 30-Year Plan policy/target

<table>
<thead>
<tr>
<th>Include green buffers and shady areas in their developments, to make workplaces more liveable (Policy 14, p.141)</th>
<th>Industrial precincts in the city (with a focus on Beverley), including consideration of public realm and streetscape improvements to attract and maintain a specialist workforce (e.g. knowledge-based industries).</th>
<th>Actions to revitalise key precincts such as Beverley. This includes addressing the quality of the public realm through master planning, which will need to also consider buffers and landscape elements.</th>
<th>An Urban Employment Zone DPA, that will consider public realm improvements to industrial precincts.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce the risk of damage from predicted sea level rise and associated storm surges and coastal erosion by continuing to incorporate adaptation measures (such as location, construction and design techniques) into relevant Development Plans based on the recommended sea level rise allowances adopted by the South Australian Government from time to time (Policy 15, p.140)</td>
<td>Council will continue to implement existing policies in the Development Plan to manage impacts of sea level rise, storm surges and coastal erosion on new development. Council will also implement its Climate Change Adaptation Plan (prepared with the Local Government Mutual Liability Scheme) and progress investigations with Western Adelaide councils to quantify likely impacts of climate change (beyond just projected sea level rise) on western suburbs communities.</td>
<td>Best practice policies were introduced into Council’s Development Plan from the State’s Planning Policy Library to address issues associated with climate change as part of the Plan’s conversion to the new format. This includes policies to manage the impacts of sea level rise, storm events and coastal erosion, among others.</td>
<td>Council will continue to implement existing policies in the Development Plan to manage impacts of sea level rise, storm surges and coastal erosion on new development, and implement its Climate Change Adaptation Plan. Council will also partner with other Western Adelaide councils to quantify likely impacts of climate change on western Adelaide communities.</td>
</tr>
</tbody>
</table>
### 30-Year Plan policy/target | How will the policy/target be achieved? | Rationale for response to the policy/target | Responsibility
--- | --- | --- | ---
Implementation of the Plan results in a reduction in South Australia’s overall greenhouse gas emissions of around 17 per cent over the Plan’s 30-year life (see Figure D1 and Appendix 2) (Target A, p.140) | As above, current planning for TODs and major development sites is driving a more compact and sustainable urban form linked to transit. Council will also investigate application of planning principles from the draft North-Western Growth Transport Study in the design of streets for TODs and major development/regeneration sites to facilitate alternative transport modes (other than the car). In addition to the above, Council will also continue to implement other actions from its Environment Plan (or future revision). | As highlighted above, journey to work data has shown that commuters from Charles Sturt are already less car dependent and use public transport more than commuters into Charles Sturt. Car ownership in the North West Corridor is also slightly lower than the metropolitan average. The draft North-Western Growth Corridor Transport Study establishes a ‘link and place’ typology for the design of streets to enhance and encourage best use of streets for walking and cycling and lessen the impact of motor vehicles. | Council will advocate for the design of new streets and spaces in TODs and growth nodes to facilitate walking and cycling in line with principles in the draft North-Western Growth Corridor Transport Study. 

| Water |

Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits (see Box 4 for examples of WSUD techniques) (Policy 1, p.141) | Council will continue to implement existing Development Plan policies to encourage Water Sensitive Urban Design (WSUD) and identify opportunities for incorporation of WSUD techniques into new development sites or areas, including regeneration areas. | General WSUD policies were introduced into the Development Plan via the Minister’s Bowden Urban Village and Environs DPA. Specific policies also currently apply to the Cheltenham Park Policy Area 22. | Council will continue to implement existing Development Plan policies to encourage WSUD and identify opportunities for incorporation of WSUD techniques into new development sites or areas, including regeneration areas identified through a proposed Residential Regeneration and Arterial Road Transport |
### 30-Year Plan policy/target

<table>
<thead>
<tr>
<th>Requirement</th>
<th>How will the policy/target be achieved?</th>
<th>Rationale for response to the policy/target</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Require WSUD techniques to be incorporated in Structure Plans and Precinct Requirements for State Significant Areas (Policy 2, p.141)</strong></td>
<td>Council will advocate for WSUD to be incorporated into Structure Planning for the North-West Corridor being led by the Government as well as planning for major developments and TODs.</td>
<td>WSUD should be considered at the neighbourhood, street and building level in all major planned developments. This can significantly reduce pressures on existing infrastructure and provide a model for future developments.</td>
<td>Council will continue to advocate for WSUD to be incorporated into Structure Planning being led by the State Government as well as planning for major developments and TODs.</td>
</tr>
<tr>
<td><strong>Identify and protect locations for potential stormwater harvesting schemes, including those areas identified in Map D22 (Policy 7, p.142)</strong></td>
<td>Council will continue to progress the Water-Proofing the West project.</td>
<td>Water-Proofing the West has been specifically identified as a committed stormwater harvesting project on Map D22 of the 30-Year Plan.</td>
<td>Council will continue to progress the Water-Proofing the West project with Government support funding. Council will also advocate for, and negotiate, the integration of project infrastructure to new growth sites, regeneration areas and TODs.</td>
</tr>
<tr>
<td><strong>Ensure appropriate policy links and consistency between Stormwater Management Plans, Structure Plans and Development Plans to address stormwater and flood management matters (Policy 8, p.142)</strong></td>
<td>Council will continue to implement its Stormwater Master Plan to manage stormwater and identify further flooding risks, improve water quality and identify further harvesting opportunities. Council will also aim to ensure the Master Plan and flood mapping is a key consideration of Structure Planning being led by the Government to drive future infrastructure upgrade requirements.</td>
<td>New and updated policies were introduced into Council’s Development Plan in 2009 as part of its conversion to the new format that seek to minimise the impact of flooding.</td>
<td>Council will continue to implement its Stormwater Master Plan to manage stormwater and identify further flooding risks, improve water quality and identify further harvesting opportunities. Council will also advocate for the Stormwater Master Plan</td>
</tr>
</tbody>
</table>
### Strategic Directions Report

#### Emergency management and hazard avoidance

<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
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<tbody>
<tr>
<td></td>
<td>Council will continue to:</td>
<td></td>
<td>and flood mapping to be a key consideration of Structure Planning being led by the State Government.</td>
</tr>
<tr>
<td></td>
<td>- implement existing policies in the Development Plan to address ‘Hazards’ and ‘Coastal Areas’</td>
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<tr>
<td></td>
<td>- confirm flooding risks and incorporate measures in its Asset Management Planning to mitigate the impacts of flooding</td>
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<td></td>
<td>- implement its Climate Change Adaptation Plan, prepared with the Local Government Mutual Liability Scheme</td>
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<td></td>
<td>- progress investigations with Western Adelaide councils to quantify likely impacts of climate change (beyond just projected sea level rise) on western suburbs communities.</td>
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<td></td>
<td>Existing General (council-wide) policies under ‘Hazards’ in Council’s Development Plan were adopted from the State’s Planning Policy Library as part of the Plan’s conversion in 2009. These include policies to address flooding, salinity, acid sulphate soils, site contamination, erosion, sea level rise, and landslip among others. Further policies may be introduced into the Development Plan as a result of broader climate change planning underway in collaboration with Western Adelaide councils.</td>
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<td>Council will continue to:</td>
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<td></td>
<td>- implement existing policies in the Development Plan to address ‘Hazards’ and ‘Coastal Areas’</td>
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<tr>
<td>30-Year Plan policy/target</td>
<td>How will the policy/target be achieved?</td>
<td>Rationale for response to the policy/target</td>
<td>Responsibility</td>
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</tbody>
</table>
| critical infrastructure    | • develop building standards and urban design approaches that create resilient environments for the future  
                                • reduce risks and protect natural areas and biodiversity  
                                • protect human health and the environment where contamination is identified to have occurred  
                                • adopt appropriate processes and methods when remediating contaminated land and ensure its suitability for the proposed zoning  
                                • address risk, hazard and emergency management issues in structure and precinct planning for new and existing urban areas |                                           |               |
### Identify and rehabilitate areas and sites where land is contaminated as part of development processes (Policy 6, p.149)

<table>
<thead>
<tr>
<th>30-Year Plan policy/target</th>
<th>How will the policy/target be achieved?</th>
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</thead>
<tbody>
<tr>
<td>(Policy 4, p.149)</td>
<td>Council will continue to implement site contamination policies in the Development Plan for potentially contaminated sites (eg. vacant industrial sites), particularly where more sensitive land uses are proposed. Site contamination will also remain a key consideration for future DPAs.</td>
<td>Given the city’s historical industrial focus and planned development of major brownfields sites, site contamination investigations will be a key requirement for any future rezoning of these areas.</td>
<td>Council will continue to implement site contamination policies in the Development Plan and require developers of potentially contaminated sites to undertake required investigations to ensure sites are suitable for their intended future use.</td>
</tr>
</tbody>
</table>

### Development Plan Amendment Program

DPAs currently being prepared or where a Statement of Intent (SOI) has been submitted to the Minister for Planning for consideration:

<table>
<thead>
<tr>
<th>DPA program: Heritage DPA</th>
<th>Type of land use: Variety</th>
<th>Scope</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A draft DPA was submitted to the Minister for approval for consultation and interim operation in December 2012.</td>
<td>Variety</td>
<td>A draft DPA was submitted to the Minister for approval for consultation and interim operation in December 2012.</td>
<td>2012/13</td>
</tr>
<tr>
<td>The DPA proposes:</td>
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<tr>
<td>• Protection of eligible local heritage places identified in previous heritage surveys</td>
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</table>
### DPA program: Woodville Road and Environs Revitalisation DPA

**Type of land use:** Activity Centre / Mixed Use

<table>
<thead>
<tr>
<th>Scope</th>
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<tbody>
<tr>
<td>A SOI was approved by the Minister on 6 July 2011. Investigations have been delayed pending the outcome of the Ministerial Woodville Stations DPA and traffic modelling to determine likely road configuration. The DPA proposes to review the existing District Centre Zone (including policies and desired character) in the context of the Woodville Village Master Plan to create a mixed use, higher density and vibrant main street precinct. This will complement development of the Woodville TOD by the Government.</td>
<td>2012/13</td>
</tr>
</tbody>
</table>

### DPA program: Devon Park Residential DPA

**Type of land use:** Residential

<table>
<thead>
<tr>
<th>Scope</th>
<th>Timing</th>
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<tbody>
<tr>
<td>A draft SOI has been prepared and approved by the Minister to initiate a privately funded DPA to investigate rezoning a portion of industrial land at Devon Park to residential. The land was identified for potential rezoning in the Charles Sturt Industrial Land Study completed in 2008.</td>
<td>2012/13</td>
</tr>
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</table>
DPAs proposed to be undertaken based on key issues and priorities identified in Council’s Strategic Directions Report:

### DPA program: Residential City-Wide Policies DPA

**Type of land use:** Residential

<table>
<thead>
<tr>
<th>Scope</th>
<th>Timing</th>
</tr>
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</table>
| Review residential policies, with a focus on non-growth areas. The Residential Council – Wide Policies DPA will seek to:  
- Revise Desired Character Statements to ensure they are visionary  
- Review and update a range of design parameters (eg. to address overlooking from multi-storey development, structures on common boundaries, views to public spaces, integration with heritage buildings, clarity in relation to building heights and densities, apartment design, car parking, private open space, site coverage, frontages, appropriateness of battle-axe allotments)  
- Clarify public notification categories and triggers for a range of developments or structures  
- Investigating Zone or Policy Area/Precinct boundary modifications to better align with the Residential Development Code or growth areas. | Residential Streetscape Analysis & Regeneration Investigations proposed 2012/13.  
Draft DPA prepared 2013/14. |

### DPA program: Residential Streetscape DPA

**Type of land use:** Residential

<table>
<thead>
<tr>
<th>Scope</th>
<th>Timing</th>
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</table>
| Review residential policies, with a focus on areas with consistent streetscapes and will promote more stringent controls on development. The DPA will be based partly on outcomes of a ‘Residential Streetscape Analysis Investigations’, that will (among other things):  
- Review, document and map key residential character elements in the Council Area; considering characteristics such as: allotment sizes, plot ratios, age of dwellings, dwelling style, building heights, front and side setbacks  
- Identify areas of consistent character and / or high amenity value that should be maintained or reflected in development plan policy and outline the character elements | Residential Streetscape Analysis Investigations proposed 2012/13.  
Draft DPA prepared 2013/14. |
The Residential Streetscape DPA will seek to:

- Revise Desired Character Statements to ensure they are visionary
- Review and update a range of design parameters (e.g., integration with heritage buildings, site coverage, frontages)
- Clarify public notification categories and triggers for a range of developments or structures

Investigating Zone or Policy Area/Precinct boundaries.
**DPA program: Heritage DPA**

<table>
<thead>
<tr>
<th>Type of land use: Variety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scope</td>
</tr>
<tr>
<td>To incorporate findings of an impending Heritage Review into the Development Plan. A contemporary heritage survey has been identified as a priority given the growth pressures and the extent of the City’s Residential Character Zone and Historic Conservation Areas affected by growth corridor.</td>
</tr>
<tr>
<td>The approach to the heritage survey will reflect a more contemporary and strategic approach.</td>
</tr>
</tbody>
</table>

**DPA program: Residential Regeneration and Arterial Road Transport Corridors DPA(s)**

<table>
<thead>
<tr>
<th>Type of land use: Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scope</td>
</tr>
<tr>
<td>To investigate policy (and zoning) amendments to support and facilitate residential regeneration in appropriate areas within the City. For the purposes of this DPA, the Study will:</td>
</tr>
<tr>
<td>• identify areas that are likely to be redeveloped in the near future, including analysis of capital to site value ratios</td>
</tr>
<tr>
<td>• determine the residential development potential, based on the current Development Plan provisions. GIS analysis may be sought from DPTI</td>
</tr>
<tr>
<td>• identify areas for residential regeneration that can be supported by available infrastructure or minimal infrastructure upgrade, and outline key design guidelines (eg density, lot size, building height, dwelling form).</td>
</tr>
<tr>
<td>• Identify areas for residential and mixed use development along key arterial road transport corridors that can be supported by available infrastructure or minimal infrastructure upgrade, and outline key design guidelines (eg density, lot size, building height, dwelling form, access etc).</td>
</tr>
</tbody>
</table>
Application of the ‘Residential Regeneration Zone’ from the latest version of the South Australian Planning Policy Library will be investigated for identified areas. This Zone module has been specifically developed for former public housing / Housing SA areas.

Application of the ‘Urban Corridor Zone’ from the latest version of the South Australian Planning Policy Library will be investigated for identified areas. This zone module has been specifically developed for high frequency arterial road transport corridors. Could be separated into individual DPAs to address each regeneration area and allow for comprehensive community engagement and integration into the surrounding area.

<table>
<thead>
<tr>
<th>DPA program: Henley Beach Precinct DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of land use: Variety</td>
</tr>
<tr>
<td>Scope</td>
</tr>
<tr>
<td>Investigate amendments to the Development Plan to implement the findings of the <em>Henley Beach Precinct Master Plan (2006)</em> process and ‘<em>Henley Transport and Parking Plan</em>’.</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DPA program: Urban Employment Zone DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of land use: Industrial / Employment</td>
</tr>
<tr>
<td>Scope</td>
</tr>
<tr>
<td>Investigate application of the ‘Urban Employment Zone’ policy module from the South Australian Planning Policy Library to industrial precincts in the City.</td>
</tr>
<tr>
<td>The DPA is proposed to focus on Beverley as a priority to encourage revitalisation based on the recently completed ‘Employment Revitalization DPA prepared 2014/15.</td>
</tr>
</tbody>
</table>
Plan’. This will include:

- identifying Desired Character based on qualities and opportunities identified in the Employment Revitalization Plan
- preparing a Concept Plan for the precinct for inclusion in the Development Plan that:
  - provides a new land use and policy structure
  - identifies key movement patterns through the precinct
  - identifies key pedestrian links, such as between the precinct and both the Kilkenny Railway Station and key areas of open space.

Investigations may also be expanded to include West Croydon/Kilkenny, Allenby Gardens and East Terrace given close proximity of these areas to Beverley and similar range of issues.

**DPA program: Commercial and Mixed Use DPA**

| **Type of land use:** Commercial / Mixed Use |
|---|---|
| **Scope** | **Timing** |
| To investigate amendments to the Development Plan to implement the outcomes of a proposed ‘Commercial and Mixed Use Land Study’ to review commercial and mixed use land in the context of employment targets for Western Adelaide in the 30-Year Plan. This includes opportunities along the Port Road frontage identified in the ‘Employment Revitalization Plan’ to better recognise existing development and provide flexibility for future development that requires arterial road frontage. | Commercial and Mixed Use Land Study proposed in 2014/15. DPA proposed in 2015/16. |

**DPA program: Centres and Retail DPA**

| **Type of land use:** Mixed Use |
|---|---|
| **Scope** | **Timing** |
| | |
To investigate amendments to the Development Plan to implement the outcomes of a proposed ‘Centres and Retail Study’ to consider centres and retail land use strategic issues in the City. The study is also proposed to consider access to daily goods in walking distance to residential neighbourhoods.

<table>
<thead>
<tr>
<th>DPA program: Kilkenny Station Precinct DPA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type of land use:</strong> Mixed Use / Transit Oriented Development</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scope</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate rezoning of land adjacent to the Kilkenny Railway station to accommodate a transit-oriented style of development as identified in the 30-Year Plan.</td>
<td>If not privately funded not a priority in the five year policy program.</td>
</tr>
<tr>
<td>Could be subject to a privately-funded DPA request.</td>
<td></td>
</tr>
</tbody>
</table>
Background

This demographic analysis provides supporting information to the City of Charles Sturt Strategic Directions Review and is based on data from the 2011 Census of Population and Housing First Release. Second release data, which will include labour force, migration, detailed education, occupation, and travel to work data, is anticipated for release in October 2012. This analysis is a summary of the key demographic characteristics of the City of Charles Sturt in 2011, with comparisons to 2006 and 2001 as well as comparisons with Greater Adelaide and specific suburbs within the City where relevant.

This analysis provides updated information on demographic trends that has been used to supplement the findings of various studies and background reports used to inform the Strategic Directions Report and in particular, the Charles Sturt Demographic and 30-Year Plan Analysis Report, which was prepared by GISCA in December 2011, prior to the release of Census 2011 data.

Growth 2006 to 2011

Population growth

The City of Charles Sturt increased its population by 4,453 people between 2006 and 2011, an increase of 4.4% over the five-year period, an average annual increase of 0.9%. This compares with the previous Census period 2001 to 2006, which experienced a much smaller increase in population of 490, representing an average annual population increase of 0.1%. The total population of the City of Charles Sturt was 104,981 in 2011.

The City of Charles Sturt accounted for 6.3% of the population growth of Greater Adelaide 2006 to 2011.

City of Charles Sturt – Population growth 2001 to 2011
Suburbs within the City of Charles Sturt that contributed the greatest proportion of population growth as a percentage of the City’s growth 2006 to 2011, included Grange, Brompton, Kidman Park, Athol Park, Findon, Woodville North and Flinders Park. It should be noted that some suburb boundaries changed between 2006 to 2011, which would have influenced population growth at the suburb level. Athol Park in particular experienced a suburb boundary change that resulted in additional land being transferred from Woodville North, while Hendon gained land from Albert Park. Both boundary changes would have contributed to population increase in these areas. Interestingly, Brompton experienced population increase notwithstanding a contraction of its boundaries.

Nine suburbs had a negative growth of between 161 and 4 fewer people between 2006 and 2011, including (in order) Welland, West Lakes, Woodville West, Fulham Gardens, Cheltenham, Semaphore Park, Bowden and West Hindmarsh. It should be noted however that a number of suburbs experienced boundary changes that may impact on comparisons between 2006 and 2011. In particular, Albert Park had 161 fewer people in 2011 compared with 2006 and a -9.8% rate of growth predominately due to a suburb boundary change that resulted in residential land being transferred to Royal Park.

When compared with the population projections prepared by the State Government (based on the medium range scenario), the population of the City of Charles Sturt sat below the 2011 estimate by 4,119 people. The chart below compares the actual 2011 Census population by age group to the 2011 population estimates.

City of Charles Sturt – Government population projections (medium range) compared with actual Census population by age, 2011
**Dwelling growth**

The total number of private dwellings recorded in the City of Charles Sturt at the time of the 2011 Census of Population and Housing was 47,914, an increase of 2,088, or 4.6% from 2006. This represents an average annual increase in the number of dwellings of 418 (0.9%) per year over the five-year period.

It should be noted that a number of suburb boundary changes mean that direct comparisons between 2006 and 2011 on the suburb level are not always useful, however suburbs with the highest rates of growth per square kilometre included Kidman Park, Athol Park, Grange, Brompton, and Woodville South.

**Dwelling occupancy**

In the City of Charles Sturt, the average occupancy rate in 2011 was 2.3 people per household, which remained unchanged from 2006, and was slightly below that of Greater Adelaide (2.4). Dwelling occupancy rates are usually indicative of the presence of family households with children, the presence of multiple families, or group households.

Those suburbs with the highest occupancy rates included Athol Park (2.8), West Croydon (2.6), and Woodville Park (2.6). A further fifteen suburbs in the City had occupancy rates higher than that of the City as a whole, with rates of 2.4 or 2.5. These suburbs were predominately located in the middle to outer areas of the north-west corridor as well as the suburbs adjacent the River Torrens. Those suburbs with an occupancy rate lower than the City of Charles’ rate of 2.3 were predominantly located close to the City of Adelaide and include Ovingham, Bowden, Hindmarsh, Brompton, Ridleyton, and Renown Park. Hendon and Semaphore Park also had lower occupancy rates than the City’s in 2011.

It should be noted that a number of suburb boundary changes mean that direct comparisons between 2006 and 2011 on the suburb level are not always useful. However, a number of suburbs changed with regard to occupancy rates between 2006 and 2011, with a total of seventeen suburbs increasing their occupancy rates between 0.1 and 0.3 people per household. These suburbs were predominately located within the middle to outer areas of the north-east corridor. In particular, the suburbs of Athol Park, Woodville North and Woodville experienced increased occupancy rates between 2006 and 2011 by 0.3, 0.3 and 0.2 respectively. Of note is the suburb of Athol Park, which increased its occupancy rate significantly over the five-year period likely as a result of the Westwood redevelopment.

Suburbs that experienced a decline in occupancy rates (-0.1 people per household) between 2006 and 2011 included Hindmarsh, Kidman Park, Grange, West Lakes, Hendon and Cheltenham.

**Age profile**

**Median Age**

The median age for the City of Charles Sturt at the time of the 2011 Census of Population and Housing was 41 years, which remained unchanged from 2006 and compares with the Greater Adelaide median age of 39. Suburbs with the youngest median ages in 2011 were Athol Park, West Hindmarsh, Hindmarsh, Ovingham, and Ridleyton. Suburbs with the oldest median ages in 2011 were West Lakes, Tennyson, West Lakes Shore, Grange, Kidman Park, and Semaphore Park.

Again, it should be noted that a number of suburb boundary changes mean that direct comparisons between 2006 and 2011 on the suburb level are not always useful. However, the suburbs of Athol Park,
Brompton, West Hindmarsh, Woodville North, Henley Beach South, Renown Park, and Woodville experienced the largest decrease in median age 2006 to 2011, with Athol Park in particular experiencing a drop in median age from 36 years to 31 years. A number of suburbs increased their median age between 2006 and 2011, including Hindmarsh, Tennyson, Grange, Cheltenham, Welland, Kidman Park, Henley Beach, and Allenby Gardens. Of note is Hindmarsh, which experienced the largest increase in median age, despite its relatively young median age.

City of Charles Sturt – Median age by Suburb 2006 and 2011

<table>
<thead>
<tr>
<th>SUBURB*</th>
<th>MEDIAN AGE</th>
<th>CHANGE</th>
<th>SUBURB</th>
<th>MEDIAN AGE</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2006</td>
<td>2011</td>
<td></td>
<td>2006</td>
<td>2011</td>
</tr>
<tr>
<td>Albert Park</td>
<td>39</td>
<td>39</td>
<td>0</td>
<td>Ovingham **</td>
<td>36</td>
</tr>
<tr>
<td>Allenby Gardens</td>
<td>37</td>
<td>39</td>
<td>2</td>
<td>Pennington</td>
<td>38</td>
</tr>
<tr>
<td>Athol Park</td>
<td>36</td>
<td>31</td>
<td>-5</td>
<td>Renown Park</td>
<td>39</td>
</tr>
<tr>
<td>Beverley</td>
<td>35</td>
<td>36</td>
<td>1</td>
<td>Ridleyton</td>
<td>34</td>
</tr>
<tr>
<td>Bowden</td>
<td>38</td>
<td>39</td>
<td>1</td>
<td>Royal Park</td>
<td>40</td>
</tr>
<tr>
<td>Brompton</td>
<td>39</td>
<td>36</td>
<td>-3</td>
<td>Seaton</td>
<td>42</td>
</tr>
<tr>
<td>Cheltenham</td>
<td>39</td>
<td>42</td>
<td>3</td>
<td>Semaphore Park</td>
<td>46</td>
</tr>
<tr>
<td>Croydon</td>
<td>37</td>
<td>37</td>
<td>0</td>
<td>Tennyson</td>
<td>45</td>
</tr>
<tr>
<td>Findon</td>
<td>40</td>
<td>39</td>
<td>-1</td>
<td>Welland</td>
<td>39</td>
</tr>
<tr>
<td>Flinders Park</td>
<td>40</td>
<td>39</td>
<td>-1</td>
<td>West Beach **</td>
<td>43</td>
</tr>
<tr>
<td>Fulham Gardens</td>
<td>44</td>
<td>44</td>
<td>0</td>
<td>West Croydon</td>
<td>37</td>
</tr>
<tr>
<td>Grange</td>
<td>43</td>
<td>46</td>
<td>3</td>
<td>West Hindmarsh</td>
<td>37</td>
</tr>
<tr>
<td>Hendon</td>
<td>43</td>
<td>43</td>
<td>0</td>
<td>West Lakes</td>
<td>51</td>
</tr>
<tr>
<td>Henley Beach</td>
<td>39</td>
<td>41</td>
<td>2</td>
<td>West Lakes Shore</td>
<td>47</td>
</tr>
<tr>
<td>Henley Beach South</td>
<td>40</td>
<td>38</td>
<td>-2</td>
<td>Woodville</td>
<td>39</td>
</tr>
<tr>
<td>Hindmarsh</td>
<td>30</td>
<td>34</td>
<td>4</td>
<td>Woodville North</td>
<td>39</td>
</tr>
<tr>
<td>Kidman Park</td>
<td>44</td>
<td>46</td>
<td>2</td>
<td>Woodville Park</td>
<td>37</td>
</tr>
<tr>
<td>Kilkenny</td>
<td>40</td>
<td>40</td>
<td>0</td>
<td>Woodville South</td>
<td>39</td>
</tr>
<tr>
<td>Coastal SLA</td>
<td>44</td>
<td>45</td>
<td>1</td>
<td>Woodville West</td>
<td>39</td>
</tr>
<tr>
<td>Inner East SLA</td>
<td>39</td>
<td>39</td>
<td>0</td>
<td>Inner West SLA</td>
<td>42</td>
</tr>
<tr>
<td>Charles Sturt LGA</td>
<td>41</td>
<td>41</td>
<td>0</td>
<td>North East SLA</td>
<td>38</td>
</tr>
</tbody>
</table>

* Direct comparisons between 2006 and 2011 should be used with caution due to a number of suburb boundary changes. ** The suburbs of West Beach and Ovingham are located partly within another Council area

Age profile

The 2011 age profile for the City of Charles Sturt displays larger proportions of people aged over 65 years and aged between 35 and 54 years, when compared with Greater Adelaide. Lower proportions of people aged under 25 years are also evident when compared with Greater Adelaide.
As shown in the chart above, the age profile for the City of Charles Sturt has changed between 2006 and 2011 with growth in the number of people aged over 85 years, people between 45 and 74 years, people aged between 15 and 34 years, and people aged under four years.

The chart below shows that the number of people aged over 85 years in the City of Charles Sturt increased by 773 between 2006 and 2011, representing an increase of 30.9%. Increases in this age group was experienced generally across most suburbs within the City of Charles Sturt, with the largest increases experienced in the suburbs of Seaton, West Lakes, Findon and West Beach.
Country of birth

A total of 71,442, 68.1% of the total population of Charles Sturt LGA, stated that they were born in Australia at the time of the 2011 Census of Population and Housing. This compares with 70.2% of the Greater Adelaide area born in Australia. The more significant countries of birth for people born overseas and living within the City of Charles Sturt were the United Kingdom (4.8%), Italy (3.7%), India (2.0%), Greece (1.9%), Vietnam (1.8%), and China (1.0%).

Suburbs within the City of Charles Sturt vary considerably with regard to the proportion of Australian born, with Grange recording the highest proportion of Australian born at 77.5% and Athol Park recording the lowest proportion at 43.8%.

Suburbs with a high proportion of overseas born include Athol Park, Woodville North, Renown Park, Findon, and Kilkenny, with people born in Vietnam, India, China, Poland, Bosnia Herzegovina, Italy, Greece and the UK featuring as the main countries of birth.

Between 2006 and 2011, the greatest change in country of birth after Australian-born was the growth in people born in India, with an additional 1,557 people born in India choosing to live in the City of Charles Sturt. This represents an increase of 266.2%, compared with the Greater Adelaide increase of 183.9%. Between 2006 and 2011, the growth in people born in India was greater in the City of Charles Sturt than
Greater Adelaide. Significantly, 13.7% of the total growth in people born in India across Greater Adelaide chose to live in the City of Charles Sturt and 26.8% of overseas born new arrivals (2006 to 2011) to the City of Charles Sturt were born in India.

A total of 2,142 (2.0%) of the City of Charles Sturt’s population were Indian-born in 2011, compared with 17,606 (1.4%) in Greater Adelaide. The suburbs with the greatest proportion of Indian-born people included Woodville, Findon, Woodville North, Ovingham, Woodville West, Woodville Park and West Hindmarsh. Suburbs with large populations of Indian-born also included Fulham Gardens, Seaton, and Woodville South. Most of the suburbs in the City of Charles Sturt had higher proportions of Indian-born people than Greater Adelaide.

The age of people born overseas in 2011 is generally reflective of the year of arrival, with people born in India and Greece more likely to be in the older age cohorts, people born in the UK and Vietnam more likely to be in the middle age cohorts and people born in India and China more likely to be in the younger age cohorts. In particular, of those born in India, 25.7% were under 25 years of age and 62.2% were aged between 25 and 44 years, and Indian-born people were more likely to be children of school age. Those born in China also had a large proportion of people under 25 years (34.5%) but they were more likely to be in the 15-24 year age cohort rather than the 0-14 year age cohort when compared with people born in India. Of people born in China, 36.5% were aged between 25 and 44 years.

Education

Type of Educational Institution

At the time of the 2011 Census of Population and Housing, the City of Charles Sturt had 27.5% of its population attending an educational establishment, compared with 29.4% of the population of Greater Adelaide. This represents a slight decrease from 2006 when educational attendance was 27.9% of the total population of Charles Sturt.

The majority of those attending an educational establishment in the City of Charles Sturt were attending primary or secondary school (7.4% and 5.1% respectively), which is a slight change from 2006 (8% and 5% respectively).

Within the City of Charles Sturt, attendance at a government school is lower than the average for Greater Adelaide, with a higher proportion of school attendees within the City of Charles Sturt attending a catholic school (36.6% compared with 22.2%). This represents a slight increase from the time of the 2006 Census, where 36.4% of school attendees in the City of Charles Sturt attended a catholic school.

Within the City of Charles Sturt, 2.2% of the population attend a technical or further educational institution and 4.4% attend a university, compared with 2.3% and 5.0% for Greater Adelaide. While the proportion of people attending a technical or further educational institution has remained steady in the City of Charles Sturt 2006 to 2011, attendance at a university has increased in both number and proportion from 2,175 people (3.7% of the population) in 2006 to 4,645 people (4.4% of the population) in 2011.

Income

Household incomes have increased in the City of Charles Sturt steadily from 2001 to 2006.

The median weekly household income for the City of Charles Sturt has increased from $816 to $1,019 over the five-year period 2006 to 2011, an average increase of $203 per week, or 24.9%. This compares
with median weekly household incomes for Greater Adelaide, which increased by an average of $176, or 18.9%.


Housing tenure and repayments

Tenure

In the City of Charles Sturt, the proportion of owner-occupier dwellings has declined marginally between 2006 and 2011 from 63.2% to 62.9%. This remains lower than for Greater Adelaide, which has also decreased slightly from 67.2% to 66.0% over the five-year period.

Whilst the proportion of dwellings owned outright within the City of Charles Sturt has declined from 36.8% of occupied private dwellings in 2006 to 34.6% in 2011, it remains higher than Greater Adelaide, which also declined from 32.5% in 2006 to 30.7% in 2011.

The City of Charles Sturt has experienced an increase in the proportion of dwellings with a mortgage, with 28.3% of all dwellings being purchased with a mortgage in 2011 compared with 26.4% in 2006. The proportion of mortgaged dwellings remains lower in the City of Charles Sturt when compared with Greater Adelaide, where 35.3% of dwellings are mortgaged.
Over the ten-year period 2001 to 2011, both the number and the proportion of dwellings rented from a housing authority decreased, a total of 624 fewer housing authority dwellings. Over the same period, the number of housing co-operative dwellings has increased by 132 dwellings. Rentals from people not in the same household also dropped, with the majority of the increased rentals 2006 to 2011 being rented from a real estate agent, an increase of 2,080 dwellings, or 86.6%.
In the City of Charles Sturt, dwellings rented from a housing authority accounted for 9.0% of occupied private dwellings in 2011 compared with 9.9% in 2006, a decrease of 253 dwellings. The proportion of dwellings rented from a housing authority in the City of Charles Sturt remains higher than Greater Adelaide. The number and proportion of dwellings rented from a housing authority vary considerably from suburb to suburb and whilst direct comparisons 2006 to 2011 are uncertain due to suburb boundaries, most have experienced a decrease or only a marginal increase. Suburbs that have experienced the greatest decrease in dwellings rented from a housing authority include Woodville West and Athol Park.

Suburbs with high numbers of dwellings rented from a housing authority include Seaton (544), Semaphore Park (446), Pennington (306), Findon (285), Renown Park (187), Brompton (173), and Grange (146). Other suburbs with high concentrations of dwellings rented from a housing authority include Bowden, Renown Park, and Ridleyton.

**Mortgage repayments**

There has been growth in the total number of occupied private dwellings with households paying mortgages in the City of Charles Sturt, with 12,430 dwellings owned with a mortgage in 2011 (28.3% of total dwellings) compared with 11,223 in 2006 (26.4%) and 9,060 in 2001 (21.6%). A total of 35.4% of occupied private dwellings in Greater Adelaide were being purchased.

Median monthly mortgage repayments in the City of Charles Sturt were $1,700 in 2011, higher than mortgage repayments for Greater Adelaide, which were $1,545. Median monthly mortgage repayments in the City of Charles Sturt have increased by 54.5% between 2006 and 2011, at a rate greater than repayments for Greater Adelaide, which increased by 42.7%.

**City of Charles Sturt – Monthly mortgage repayments by number of occupied private dwellings being purchased 2001 to 2011**
At the time of the 2011 Census, a total of 33.2% of all separate houses, 21.4% of semi-detached, row, terrace or townhouses, and 14.2% of flats and units were mortgaged. Over the period 2006 to 2011, the number and proportion of occupied private dwellings being purchased with a mortgage increased, particularly semi-detached, row, terrace or townhouses, which increased from 16.7% to 21.4% of all occupied private semi-detached, row, terrace or townhouses.

**Rent**

Median weekly rents in the City of Charles Sturt were $235, a 51.6% increase from $155 in 2006. This represents a similar increase to that of Greater Adelaide, which also increased from $165 in 2006 to $250 in 2011.

Rentals from a housing authority or housing co-operative provide the majority of lower rentals under $200 a week, with rentals via a real estate agent and people not in the same household providing the majority of rentals over $200.

**Dwellings**

**Dwelling structure**

In the City of Charles Sturt, separate houses accounted for 72.2% of occupied private dwellings in 2011, a small decrease from 73.1% in 2006. Notwithstanding this proportional decrease, separate houses still accounted for an additional 770 dwellings in the City of Charles Sturt 2006 to 2011.

The number of semi-detached, row or terrace houses increased by 467 over the five-year period and accounted for 15.7% of the total occupied private dwellings in 2011, a slight increase from 2006 (15.2%). The number of flats, units or apartments increased by 399, and accounted for 11.9% of the total occupied private dwellings in 2011, a slight increase from 2006 (11.4%).

**City of Charles Sturt – Dwelling Structure for occupied private dwellings 2011 and 2006**
**Household type by dwelling structure**

An analysis of Census 2011 data indicates that separate dwellings, and semi-detached, row, terrace and townhouses are more likely to be occupied by family households. Of those separate dwellings where households indicated a dwelling type, 73.7% were occupied by families, 22.8% by lone persons and 3.5% by group households. Between 2006 and 2011 however, a greater proportion of households living in separate dwellings were lone persons, with a lower proportion being families.

*City of Charles Sturt – Household type in separate dwellings 2011 and 2006*

<table>
<thead>
<tr>
<th>Year</th>
<th>Families</th>
<th>Lone</th>
<th>Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>74%</td>
<td>3%</td>
<td>23%</td>
</tr>
<tr>
<td>2006</td>
<td>75%</td>
<td>3%</td>
<td>22%</td>
</tr>
</tbody>
</table>

At the time of the 2011 Census, semi-detached, row, terrace and townhouses were predominately occupied by families and lone persons, with 50.6% of all semi-detached, row, terrace and townhouses occupied by families. This represents an increase from 2006 (47.3%). The proportion of lone persons living in semi-detached, row, terrace and townhouses decreased over the same period from 48.5% to 44.2% for all households who stated that they lived in a semi-detached, row, terrace or townhouse dwelling.

With regard to dwelling structure by household type, the most notable change 2006 to 2011 is the increased proportion of couples with children living in semi-detached, row or terrace, or townhouses, which has increased from 5.7% of couples with children households in 2006 to 8.0% in 2011. The proportion of couples with children living in flats, units and apartments has also increased from 2.7% to 3.6%, whilst the proportion of couples with children households living in separate houses has decreased from 91.3% to 88.3%.
Flats, units and apartments were predominately accommodated by lone persons, with 57.9% of all households who stated a dwelling type stating they lived in a flat, unit or apartment. This compares with 35.8% who were families, and 6.3% who were group households. Notably, between 2006 and 2011, the proportion of families in flats, units or apartments increased.

The growth in families living in smaller dwellings is possibly due to lifecycle changes and the slowing of the housing market over the 2006-2011 period rather than any major shift in housing preferences. Market changes over this period may have resulted in couples who have had children choosing to remain in smaller housing either because of the cost associated with a larger house within the same community, or because of a lack of family housing on the market. Similarly, the growth in lone persons living in large houses may be more a factor of aging in place, with couples loosing a partner or going through a divorce remaining in the family home either because of the downturn in housing returns, or because of lack of suitable housing on the market in the same community.

**Dwelling heights**

With regard to dwelling heights, one noticeable change between 2006 to 2011 is the increased proportion of two-storey semi-detached, row, terrace and townhouse dwellings when compared with one-storey, with 25.4% of all semi-detached, row, terrace and townhouse dwellings being two-storey in 2011 compared with 20.7% in 2006.

At the time of the 2011 Census, the large majority of flats, units and apartments were in a one or two-storey block (89.0%). This represents a proportional increase since 2006 (88.5%). The proportion of flats, units and apartments in a four or more storey block decreased over the same period from 4.3% to 3.7% of all flats, units and apartments.

**Number of bedrooms**

Generally, the number of bedrooms per dwelling increased for all types of households and dwellings between 2006 and 2011, aligning with general Adelaide-wide trends towards larger homes and potentially also as a result of regeneration of Housing SA homes, many of which have traditionally had two-bedrooms. At the time of the 2011 Census, separate houses predominately had three and four bedroom; semi-detached, row, terrace and townhouse dwellings predominately had three and two bedrooms; and flats, units and apartments predominately had two bedrooms.
Change in the number of bedrooms in separate dwellings

Separate houses in the City of Charles Sturt have experienced an increase in the number of bedrooms, with a decrease in the proportion of family households living in two and three bedroom separate dwellings in favour of four bedrooms. The proportion of families living in four-bedroom separate dwellings increased from 23.4% in 2006 to 25.4% of all families living in separate dwellings in 2011.

Separate dwellings accommodating lone persons also increased in size, with a decrease in the proportion of lone persons living in one and two bedroom houses in favour of three and four bedrooms. The proportion of lone persons living in four-bedroom separate dwellings increased from 6.2% in 2006 to 8.0% of all lone persons living in separate dwellings in 2011.

Similarly, separate dwellings accommodating group households experienced an increase in the number of bedrooms, with a decrease in the proportion of group households living in two and three bedroom separate dwellings in favour of four bedrooms. The proportion of group households living in four-bedroom separate dwellings increased from 12.4% in 2006 to 19.1% of group households in separate dwellings in 2011.

Change in the number of bedrooms in semi-detached, row, terrace and townhouse dwellings

Semi-detached, row, terrace and townhouse dwellings in the City of Charles Sturt have similarly experienced an increase in the number of bedrooms, with a decrease in the proportion of families living in two bedroom semi-detached, row, terrace and townhouse dwellings in favour of three and four bedrooms. The proportion of families living in three-bedroom semi-detached, row, terrace and townhouse dwellings increased from 52.7% in 2006 to 57.1% of all families living in semi-detached, row, terrace and townhouse dwellings in 2011. The proportion of families living in four-bedroom semi-detached, row, terrace and townhouse dwellings also increased from 5.0% in 2006 to 7.9%.

Semi-detached, row, terrace and townhouse dwellings accommodating lone persons also increased in size, with a decrease in the proportion of lone persons living in one and two bedroom houses in favour of three and four bedrooms. The proportion of lone persons living in three-bedroom semi-detached, row, terrace or townhouses increased from 21.2% in 2006 to 27.9%.

Similarly, the proportion of group households living in two and one bedroom apartments decreased in favour of three bedrooms. The proportion of group households living in three-bedroom flats, units and apartments increased from 6.8% in 2006 to 17.0% of all group households living in flats, units and apartments in 2011.

Change in the number of bedrooms in flats, units and apartments

Flat, unit and apartment dwellings in the City of Charles Sturt have also experienced an increase in the number of bedrooms, with decreases in the proportion of one bedroom dwellings in favour of two and three bedroom flats, units and apartments, particularly for group households and lone persons. For families living in flats, units and apartments, the number of bedrooms has remained steady with the majority of flats, units and apartments having two-bedrooms.
Households and families

Household composition

At the time of the 2011 Census, household composition within the City of Charles Sturt was similar to that of Greater Adelaide, with the majority of households being family households (63.3%), slightly lower than for Greater Adelaide (66.2%). There were slightly more lone person households in the City of Charles Sturt (29.3%) and slightly more group households (4.0%), when compared with Greater Adelaide (26.7% and 3.8% respectively).

All household types increased in number 2006 to 2011, with the number of family households increasing by 1,014 (3.8%), the number of lone person households increasing by 258 (2.0%), and the number of group households increasing by 316 (22.2%).

Family composition

The City of Charles Sturt’s family composition remained relatively stable between 2006 and 2011 and was similar to that of Greater Adelaide. The City of Charles Sturt had a slightly higher proportion of couples with no children (39.1%) and single parent families (17.2%) when compared with Greater Adelaide (38.5% and 16.6%), and a slightly lower proportion of couples with children, 41.6% compared with 43.0% for Greater Adelaide.

Of note is the very marginal change in family composition 2006 to 2011, especially when compared with the 2001 to 2006 period. Between 2001 to 2006, there was a small but noticeable decrease in the proportion of couples with children in favour of couples with no children. This trend has plateaued in the City of Charles Sturt 2006 to 2011, with the proportion of couples with children experiencing a very minor increase from 41.4% to 41.6%. The proportion of couples without children has experienced a similarly minor decrease from 39.2% to 39.1% over the same period. This slowed trend is potentially due to the mini baby boom experienced 2006 to 2011 whereby fertility rates have increased as those members of ‘Generation X’ who deferred childbearing, start having children.

Need for assistance

At the time of the 2011 Census, a total of 6,630 (6.3%) people had need of assistance, which was higher than that for Greater Adelaide (5.4%). The majority of people with need of assistance in the City of Charles Sturt were aged over 65 years, with 51.9% of people over 85 requiring assistance, compared to 49.3% for Greater Adelaide.

Number of motor vehicles

The City of Charles Sturt was characterised as having a higher proportion of dwellings with no motor vehicle (11.0%) when compared with Greater Adelaide (9.3%). The proportion of dwellings with no motor vehicle is often used to measure socio-economic status, however it can also be a result of good access to public transport options.