



Agenda Report for Decision

Meeting Date: 7 March 2024

Item Name	Code Amendment Initiation Advice to the Minister for Planning – Proposal to Initiate the Glenside Urban Corridor (Living) Code Amendment	
Presenters	Nadia Gencarelli, Marc Voortman	
Purpose of Report	Decision	
Item Number	4.2	
Strategic Plan Reference	4. Discharging Statutory Obligations	
Work Plan Reference	4.2 Advise the Minister on Code Amendments	
Confidentiality	Not Confidential (Release Delayed). To be released following final decision by the Minister for Planning on initiation of the Code Amendment. Anticipated by May 2024	
Related Decisions	Nil	
Conflicts Declared	Nil	
Is the Report author aware of any potential undeclared conflict?		No

Recommendation

It is recommended that the State Planning Commission (the Commission) resolves to:

1. Approve the designation of this item as Not Confidential (Release Delayed), with the meeting papers for the item to be released following final decision by the Minister for Planning (the Minister) on initiation of the Code Amendment. Anticipated by May 2024.
2. Advise the Minister that it:
 - 2.1 Recommends the initiation of the Glenside Urban Corridor (Living) Code Amendment under section 73(2)(b)(vii) of the *Planning, Development and Infrastructure Act 2016* (the Act), subject to the following conditions applied under section 73(5)(b) of the Act:
 - a) The Code Amendment does not include the removal of the Affordable Housing Overlay from the Affected Area.
 - b) The scope of the proposed Code Amendment does not include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays or technical and numerical variations (TNV) provided for under the published Planning and Design Code (the Code) on the date the Amendment is released for engagement.

- c) The Code Amendment is prepared by a person with qualifications and experience that is equivalent to an Accredited Professional—Planning Level 1 under the Act.
- 2.2 Recommends that Cedar Woods be the Designated Entity responsible for undertaking the Code Amendment process.
3. Specify that the Designated Entity consults with the following nominated individuals and entities, under section 73(6)(e) of the Act:
- Adelaide Airport Limited
 - Affordable Housing Unit of the SA Housing Authority
 - City of Adelaide
 - City of Unley
 - Department for Environment and Water
 - Department for Infrastructure and Transport
 - Department for Education
 - Office for Design and Architecture South Australia (ODASA)
 - Kadaltilla / Park Lands Authority
 - Office for Ageing Well – SA Health
 - State Members of Parliament for the electorates in which the proposed Code Amendment applies
 - Utility providers including SA Power Networks, Electranet, APA Group, SA Water, Epic Energy, NBN and other telecommunication providers.
4. Specify the following further investigations or information requirements under section 73(6)(f) of the Act in addition to those outlined in the Proposal to Initiate:
- As part of the proposed Design / View Analysis, ensure careful consideration is given to identifying and managing impacts of future development on overlooking, overshadowing, access to natural light, sightlines and privacy. Modelling should also take into consideration the impacts of development over 20 levels should the TNV be set at this height and 30 percent bonuses are applied.
 - Investigate the application of a lower TNV which, when used with the incentive policy contained in both the Affordable Housing Overlay and Urban Corridor (Living) Zone, would enable development up to 20 levels. Consideration should also be given to the use of lower building height TNV to enable a transition of heights at the interface between the affected area and the residential properties within the Glenside Development Area to assist in managing any potential interface issues.
 - In updating *Concept Plan 24 – Glenside*, consider identifying proposed building heights including any areas of building height transition at the interface of the Affected Area.
5. Recommend that the Minister approve the initiation of the Code Amendment by signing the Proposal to Initiate (**Attachment 1**) and approval letter with conditions (**Attachment 2**).
6. Approve and authorise the Chair of the Commission to sign the advice to the Minister as provided in **Attachment 3**.
7. Authorise the Chair to finalise any minor amendments to the advice and attachments as required.

Background

Section 73(2)(b)(vii) of the Act provides that a proposal to amend the Code may be initiated by a person who has an interest in the relevant land with the approval of the Minister, acting on the advice of the Commission, in relation to the following matters:

- Strategic assessment against the State Planning Policies and *The 30-Year Plan for Greater Adelaide: 2017 Update*.
- Any person or body that must be consulted by the Designated Entity, pursuant to section 73(6)(e) of the Act.
- Any investigations to be carried out or information to be obtained by the Designated Entity, in accordance with section 73(6)(f) of the Act.

The purpose of this report is therefore to provide the Commission with advice to be provided to the Minister in relation to the Proposal to Initiate submitted by Cedar Woods (**Attachment 1**).

Discussion

Scope of the Amendment

The Proposal seeks to amend the policy framework for a 1.2 hectare portion of the broader Glenside Development Area (which covers 16.5 hectares).

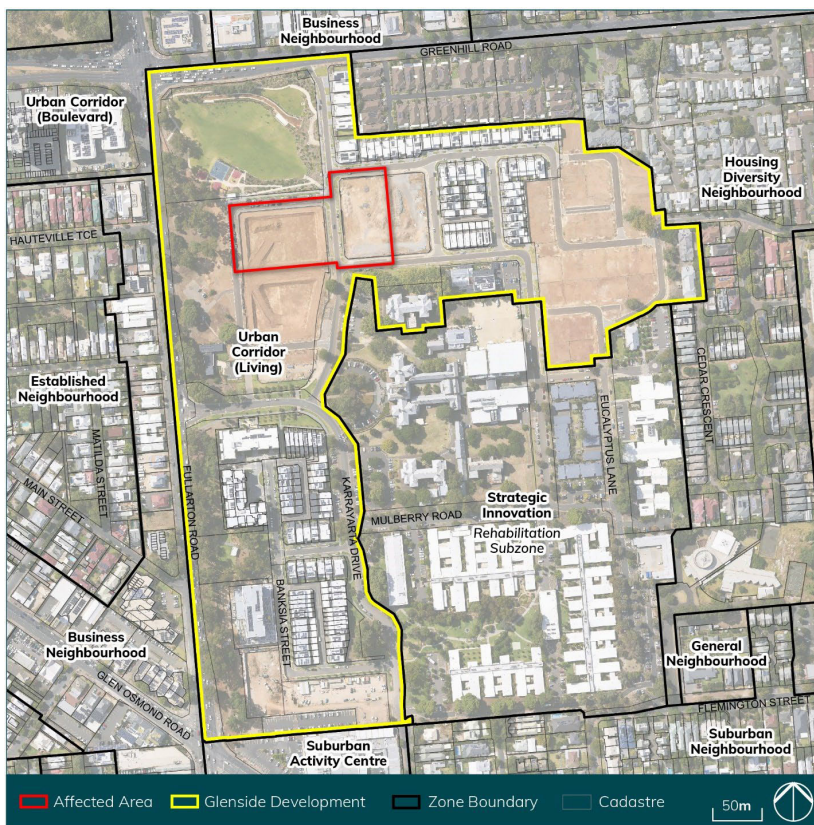
The Affected Area is zoned Urban Corridor (Living) and is located on the corner of Fullarton and Greenhill Roads. The location is of strategic importance as a key infill development site within inner metropolitan Adelaide.

The Proposal seeks to support continued urban infill growth on the strategic site by amending the maximum building height (Technical and Numeric Variation - TNV) within the Affected Area from 8 levels (29 metres) to 20 levels (73 metres), to support the development of multi-storey buildings.

The Proposal also seeks to remove the Affordable Housing Overlay based on the premise that a legally binding Land Management Agreement (LMA) has been entered into by Cedar Woods and the Minister for Planning with Cedar Woods obligated to deliver 15 percent affordable housing at this location.

The Affected Area is in the City of Burnside (the Council) on Karna Country. The subject land is located within a centralised portion of the Glenside Development area.

The Affected Area and current zoning are shown in the figure below.



Planning and Design Code Zoning

The Affected Area is located within the Urban Corridor (Living) Zone. The following Overlays apply to the land:

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Advertising Near Signalised Intersections
- Affordable Housing
- Design
- Future Road Widening
- Heritage Adjacency
- Hazards (Flooding – Evidence Required)
- Major Urban Transport Routes
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- State Heritage Place
- Traffic Generating Development
- Urban Transport Routes
- Water Resources.

Technical and Numerical Variations (TNVs) applying to the Affected Area:

- Maximum Building Height (Metres) (Maximum building height is 29 metres)
- Maximum Building Height (Levels) (maximum building height is 8 levels)
- Minimum Building Height (Levels) (Minimum building height is 2 levels)
- Concept Plan (Concept Plan 24 – Glenside) applies to a small portion of the land
- Minimum Primary Street Setback (Minimum primary street setback is 6 metres)
- Interface Height (Development should be constructed within a building envelope provided by a 30-degree plane, measured 3 metres above natural ground at the boundary of an allotment)

Land surrounding the Affected Area is within the Urban Corridor (Boulevard) Zone, Established Neighbourhood Zone, Business Neighbourhood Zone, Suburban Neighbourhood Zone, Suburban Activity Centre Zone, Strategic Innovation Zone (Rehabilitation Subzone) and the Housing Diversity Neighbourhood Zone.

Advice to the Minister

The attached advice to the Minister sets out the statutory and procedural elements that must be considered as part of the initiation of a Code Amendment (**Attachment 3**).

The advice recommends that the Minister approve the initiation of the Code Amendment for the following reasons and subject to conditions (as set out below).

Strategic considerations

The Proposal is consistent with the strategic intent of a number of the SPPs and *The 30-Year Plan for Greater Adelaide: 2017 Update* in that it provides for the continued development of a strategic infill site and an intensification of housing density and choice, represented in the form of gateway, landmark buildings incorporated within the Glenside Development area. Specifically, it will:

- Provide greater housing choice.
- Increasing the percentage of residents living in walkable neighbourhoods living in inner metropolitan Adelaide.
- Enable an intensification of development and an increase in housing supply.

The Proposal seeks to support the progression of the 'master planned' Glenside Development Area as a strategically positioned development, near the Adelaide CBD and inner metropolitan services and shopping precincts.

The Proposal also provides the opportunity to facilitate new economic growth through housing construction along with the establishment of a new population base serving retail, commercial or community activities in association with residential development.

The Affected Area (the broader Glenside Development area) is a significant infill location within Adelaide and the outlined intention to establish gateway development as a centrepiece to Glenside is of merit. This being the case, Planning and Land Use Services (PLUS) supports the exploration of a higher maximum building height in this location (subject to appropriate investigations).

However, PLUS does not support the proposed removal of the Affordable Housing Overlay.

The Proponent argues that it is committed to delivering no less than 15 percent affordable housing via the LMA over the Affected Area and does not intend to make use of the 30 percent building height incentive policy offered by the Affordable Housing Overlay which could enable development over 20 levels. The Proponent therefore contends that application of the Affordable Housing Overlay with this incentive height policy does not enable transparency with the community about intended development outcomes.

However, PLUS does not consider that the existence of an LMA addressing the delivery of affordable housing options sufficient reason to subvert clearly established Code drafting principles and otherwise create an inconsistency of policy across the broader Glenside Development Area. Furthermore, it is noted that the Urban Corridor (Living) Zone contains significant development site policy which allows a 30 percent height bonus for sites with a 25+ metre frontage to a primary road corridor. Although the Proponent suggests that this policy would not apply, PLUS is of the view that, given the Affected Area comprises a portion of a site with frontage to Fullarton Road, it could be argued that that the policy does apply. In such an instance, bonus height could be achieved irrespective of the Affordable Housing Overlay.

This being the case, PLUS recommends that the Affordable Housing Overlay be retained and other tools within the Code be used to further reinforce the intended maximum 20 level height. Specifically, consideration should be given to identification of heights on a concept plan and/or application of a lower TNV which, when used with the incentive policy, would enable development up to 20 levels. Further investigations are recommended in this regard.

Further strategic considerations and discussion are provided in **Attachment 3**.

Procedural considerations

The Proposal meets all procedural requirements, as detailed in the attached advice to the Minister (**Attachment 3**).

Conditions proposed and items specified

Conditions have been recommended to be specified by the Minister, pursuant to sections 73(5)(b) of the Act. In addition, it has been recommended that the Commission specify persons or bodies to be consulted with by the Designated Entity under section 73(6)(e) of the Act, as outlined in the advice to the Minister (**Attachment 3**).

Attachments:

1. Proposal to Initiate the Glenside Urban Corridor (Living) Code Amendment (#21033563)
2. Draft approval letter to Cedar Woods (#21108427)
3. State Planning Commission Advice to the Minister (#21108219)

Prepared by: Denise LeBlond

Endorsed by: Marc Voortman

Date: 27 February 2024



TO: MINISTER FOR PLANNING

RE: PROPOSAL TO INITIATE THE GLENSIDE URBAN CORRIDOR (LIVING) CODE AMENDMENT BY CEDAR WOODS – FOR INITIATION

PURPOSE

To recommend that you approve, with conditions, the Proposal to Initiate the Glenside Urban Corridor (Living) Code Amendment (the Proposal).

BACKGROUND

Section 73(2)(b)(vii) of the *Planning, Development and Infrastructure Act 2016* (the Act) provides that a proposal to amend a designated instrument may be initiated by a Proponent with your approval, acting on the advice of the State Planning Commission (the Commission).

Cedar Woods has lodged a Proposal to Initiate the Glenside Urban Corridor (Living) Code Amendment to amend the Planning and Design Code (the Code) as it relates to the Affected Area (**Attachment 1**).

The Commission considered the Proposal to Initiate at its meeting of 7 March 2024 and resolved to support the Code Amendment, subject to conditions.

DISCUSSION

The following sets out the strategic, policy and procedural considerations in relation to the Proposal, including conditions that are recommended should you agree to initiate the Code Amendment.

Proposal

The Proposal seeks to amend the policy framework for a 1.2 hectare portion of the broader Glenside Development Area (which covers 16.5 hectares).

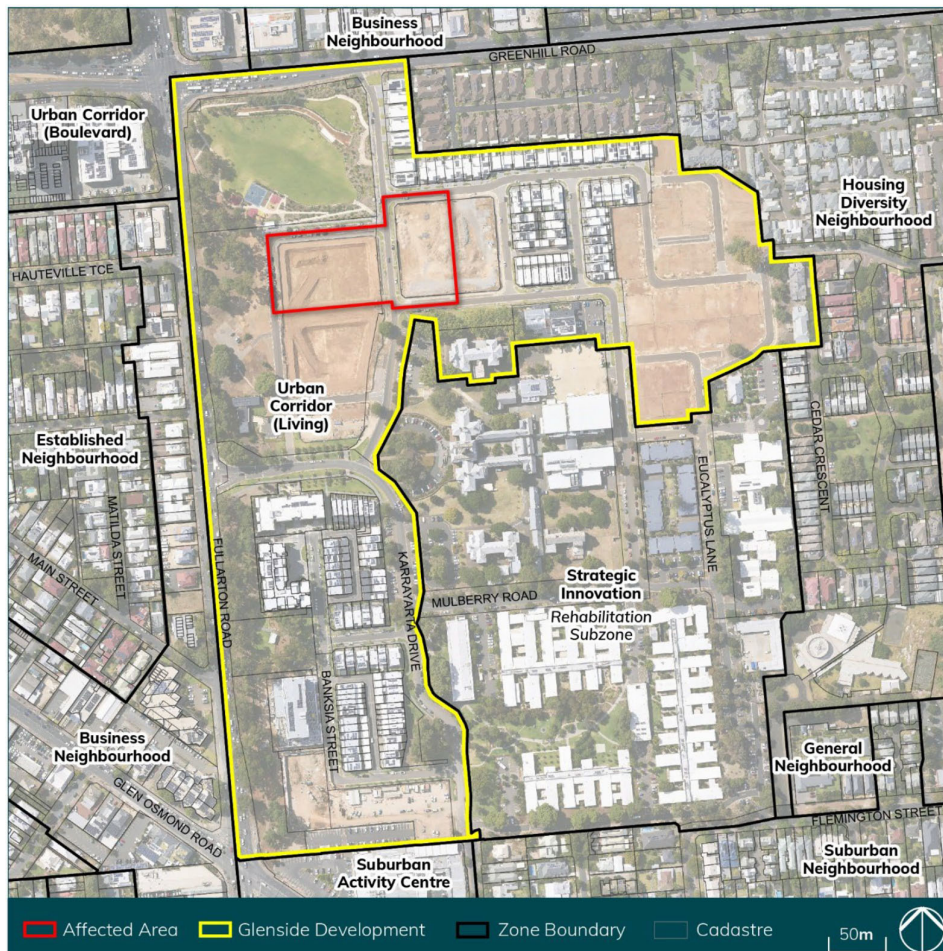
The Affected Area is zoned Urban Corridor (Living) and is located on the corner of Fullarton and Greenhill Roads. The location is of strategic importance as a key infill development site within inner metropolitan Adelaide.

The Proposal seeks to support continued infill growth by amending the maximum building height (Technical and Numeric Variation - TNV) within the Affected Area from 8 levels (29 metres) to 20 levels (73 metres).

The Proposal also seeks to remove the Affordable Housing Overlay based on the premise that a legally binding Land Management Agreement (LMA) has been entered into by Cedar Woods and the Minister for Planning with Cedar Woods obligated to deliver 15 percent affordable housing at this location.

The Affected Area is in the City of Burnside (the Council) on Kaurna Country. The subject land is located within a centralised portion of the Glenside Development area.

The Affected Area and current zoning are shown in the figure below.



Planning and Design Code Zoning

The Affected Area is located within the Urban Corridor (Living) Zone. The following Overlays apply to the land:

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Advertising Near Signalised Intersections
- Affordable Housing
- Design
- Future Road Widening
- Heritage Adjacency
- Hazards (Flooding – Evidence Required)
- Major Urban Transport Routes
- Noise and Air Emissions
- Prescribed Wells Area
- Regulated and Significant Tree
- State Heritage Place
- Traffic Generating Development
- Urban Transport Routes
- Water Resources.

Technical and Numerical Variations (TNVs) applying to the Affected Area:

- Maximum Building Height (Metres) (Maximum building height is 29 metres)
- Maximum Building Height (Levels) (maximum building height is 8 levels)
- Minimum Building Height (Levels) (Minimum building height is 2 levels)
- Concept Plan (Concept Plan 24 – Glenside) applies to a small portion of the land
- Minimum Primary Street Setback (Minimum primary street setback is 6 metres)
- Interface Height (Development should be constructed within a building envelope provided by a 30-degree plane, measured 3 metres above natural ground at the boundary of an allotment).

Land surrounding the Affected Area is within the Urban Corridor (Boulevard) Zone, Established Neighbourhood Zone, Business Neighbourhood Zone, Suburban Neighbourhood Zone, Suburban Activity Centre Zone, Strategic Innovation Zone (Rehabilitation Subzone) and the Housing Diversity Neighbourhood Zone.

Strategic considerations

The following sets out the strategic considerations relating to this proposal and rationale for the Commission recommending support for the Code Amendment.

An assessment against the State Planning Policies (SPPs) and relevant Regional Plan are provided in **Appendix A**.

Strategic advice

The Proposal provides for the continued development of a key strategic infill site represented in the form of gateway, landmark buildings incorporated within the Glenside Development Area. Specifically, it will:

- Provide greater housing choice.
- Increase the percentage of residents living in walkable neighbourhoods in inner metropolitan Adelaide.
- Enable an intensification of development and an increase in housing supply.

The Proposal seeks to support the progression of the master planned Glenside Development Area as a strategically positioned development, near the Adelaide CBD and inner metropolitan services and shopping precincts. The Glenside Development Area is projected to deliver 1000 homes along with some \$400 million dollars of investment on completion.

The Proposal also provides the opportunity to facilitate new economic growth through housing construction along with the establishment of a new population base serving retail, commercial or community activities in association with residential development.

In addition, the Proposal supports the Burnside City Master Plan by encouraging high density, precinct-based development through the delivery of apartment and townhouse buildings. The Glenside Development Area is identified in the Burnside City Master Plan as an area presenting 'opportunity for managed growth'. The Proposal is consistent with this to the extent that it is exploring urban uplift and increased densities, supported by public parks and vegetated streetscapes.

Further strategic considerations and discussion are provided below.

Land use characteristics

The Affected Area is zoned Urban Corridor (Living), which seeks to facilitate high density residential and mixed use development.

State Heritage Places are located within the Glenside Development Area, close to the Affected Area.

Some 29.5 percent of public open space is proposed to be retained as part of the overall development outcomes for the broader Glenside Development Area. The site is also close to the Adelaide Park Lands.

The surrounding locality is a mix of established housing, office and multi-storey buildings serviced by retail, community and service infrastructure and transport networks.

The Affected Area is well-connected and serviced by public transport routes, infrastructure, services and employment lands in terms of its proximity to the Adelaide CBD.

Residential land supply

The subject land is located within the Inner Metro Region of the Greater Adelaide Planning Region (GAPR). Population projections for South Australia and the Regions (2021-2041), along with the recently completed Land Supply Reports (LSRs) for Greater Adelaide, indicate the following:

- By 2041, the region is projected to grow by between 44,500 (medium growth scenario) and 57,500 (high growth scenario) persons (anticipated populous cohort being 35 - 49 year olds).
- Growth in this region will be contained predominately to the Adelaide CBD, urban corridors and strategic infill sites, given heritage constraints for a significant portion of the region.
- 67 percent of new housing built between 2017 and 2021 was from strategic infill developments such as Glenside. Over the same period 2,300 new homes were built per annum.
- As of June 2023, an estimated 2,600 allotments were identified within existing strategic infill development sites, followed by an estimated potential for a further 23,450 allotments over undeveloped zoned land, such as that subject to this Proposal.

Building heights and Affordable Housing Overlay

The Proposal is seeking a significant increase in building heights, more than doubling building levels from 8 to 20 levels. The clear intention is to promote the Affected Area as a centrepiece development within the Glenside Development Area. By comparison, the nearby Air Apartments along Greenhill Road are 14 levels in height.

Recognising the size and setting of the Affected Area, the Commission considers there is merit in exploring the application of a higher maximum building height in this location. To that end, it is noted that the Design Overlay applies to the affected area and any application for a building of 20 levels would trigger a referral to the Government Architect. This provides a level of reassurance that, should the Code Amendment successfully demonstrate the proposed building heights are appropriate, future development on the site will be designed in a way which responds to its surrounding context and minimises impacts on surrounding urban areas.

However, the Commission does not support the proposed removal of the Affordable Housing Overlay.

The Proponent argues that it is committed to delivering no less than 15 percent affordable housing via the LMA over the Affected Area and does not intend to make use of the 30 percent building height incentive policy offered by the Affordable Housing Overlay which could enable development over 20 levels. The Proponent therefore contends that application of the Affordable Housing Overlay with this incentive height policy does not enable transparency with the community about intended development outcomes.

However, the Commission does not consider that the existence of an LMA addressing the delivery of affordable housing options sufficient reason to subvert clearly established Code drafting principles and otherwise create an inconsistency of policy across the broader Glenside Development Area. Furthermore, it is noted that the Urban Corridor (Living) Zone contains significant development site policy which allows a 30 percent height bonus for sites with a 25+ metre frontage to a primary road corridor. Although the Proponent suggests that this policy would not apply, the Commission is of the view that, given the Affected Area comprises a portion of a site with frontage to Fullarton Road, it could be argued that that the policy *does* apply. In such an instance, bonus height could be achieved regardless of the Affordable Housing Overlay.

This being the case, the Commission recommends that the Affordable Housing Overlay be retained and other tools within the Code be used to further reinforce the intended maximum 20 level height. Specifically, consideration should be given to identification of heights on a concept plan and/or application of a lower TNV which, when used with the incentive policy, would enable development up to 20 levels. Further investigations are recommended in this regard.

Procedural considerations

The following sets out the key procedural considerations that satisfy the legislative requirements. Pursuant to section 73(5) of the Act, approval for a Proposal to Initiate may be given on conditions prescribed by the regulations (there are none at this time) or as specified by you, as Minister for Planning. As such, conditions are recommended by the Commission as set out below.

Information requirements

In accordance with *Practice Direction 2 – Preparation of Amendment of Designated Instruments*, the mandatory information requirements have been met, and therefore, the Proposal is of a suitable form to be considered by you.

Consistent with the State Planning Policies and Regional Plan

The Code must be consistent with the principles of the SPPs and should be consistent with the directions of the relevant Regional Plan, which, in this instance, is *The 30-Year Plan for Greater Adelaide: 2017 Update* (the Regional Plan).

This assessment is provided in **Appendix A**. A more detailed analysis is also located in the Proposal. In summary, the Proposal is consistent with the SPPs and Regional Plan.

Designated Entity

As this proposal is by a private proponent, under section 73(4) of the Act, you may decide to enable the Proponent to be the Designated Entity and conduct the Code Amendment processes, or alternatively, you can give the Chief Executive of the Department for Trade and Investment the responsibility for undertaking the processes, in which case the Chief Executive can charge the person or entity reasonable costs associated with doing so (pursuant to section 73(4)(b)) of the Act. In this instance it is recommended that the Proponent be the Designated Entity.

Investigations to support the Amendment

The investigations undertaken to date are outlined in the Proposal (**Attachment 1**), noting that numerous investigations previously undertaken for the development of a master plan and previous rezoning of the area (the Mixed Use (Glenside) Zone Policy Review Development Plan Amendment, 2016) will be reviewed.

The Proponent has identified further investigations to support the proposed Code Amendment, including:

- Traffic and On Street Car Parking Impact Analysis
- Heritage and Character Analysis
- Design / View Analysis
- Social Infrastructure
- Services Infrastructure
- Stormwater
- Land Contamination
- Trees.

The Commission has resolved that these investigations are suitable; however, has recommended that these be further supported by additional investigations under section 73(6)(f) of the Act, as detailed below:

- As part of the proposed Design / View Analysis, ensure careful consideration is given to identifying and managing impacts of future development on overlooking, overshadowing, access to natural light, sightlines and privacy. Modelling should also take into consideration the impacts of development over 20 levels should TNV be set at this height and 30 percent bonuses are applied.
- Investigate the application of a lower TNV which, when used with the incentive policy, would enable development up to 20 levels. Consideration should also be given to the use of lower building height TNV to enable a transition of heights at the interface between the affected area and the residential properties within the Glenside Development Area to assist in managing any potential interface issues.
- In updating *Concept Plan 24 – Glenside*, consider identifying proposed building heights including any areas of building height transition at the interface of the Affected Area.

Application of the Code

The Proposal seeks to:

- Amend the maximum building height TNV from 8 levels (29 metres) to 20 levels (73 metres).
- Amend *Concept Pan 24 – Glenside* to reflect building height changes proposed (noting that proposed updates will be limited to land owned by Cedar Woods, with only part of the Affected Area located on the current Concept Plan).

- Remove the Affordable Housing Overlay on the basis that a legally binding LMA between Cedar Woods and the Minister for Planning achieves the delivery of affordable housing at this location.

As discussed above, the Commission is of the view that the existence of an LMA should not determine which overlays are applied to the site. Overlays are used to set out location-specific policy outcomes, often linked to SPPs where agency referral is required. The removal of the Affordable Housing Overlay would undermine the Code framework and set a precedent for the removal of other overlays. The Commission therefore recommends that the Affordable Housing Overlay be retained and that this forms a condition of approval.

Engagement

The Proponent has undertaken preliminary consultation with the City of Burnside who have advised on matters requiring additional investigation and clarification (refer **Attachment 1**), including:

- The likelihood of significant community concerns with the proposed building height of 20 Levels (73 metres) applying to the Affected Area and the potential application of height bonuses (at the zone level).
- A request for detailed building height analysis to address matters such as overlooking, overshadowing, access to natural light, sightlines and privacy, amongst other matters.
- The need for a robust traffic impact assessment of resulting impacts both within the residential precinct and on the adjacent road network.
- A detailed car parking analysis of the Glenside residential precinct considering availability of car parking spaces and the impact of the future development (inclusive of height bonuses) on the supply and demand of car parking.
- Hydraulic investigations to demonstrate the extent to which the land can be developed cognisant of its location within the Hazards (Flooding – Evidence Required) Overlay.
- Design considerations aimed at minimising impact on heritage values and particularly heritage places when viewed from public vantage points.
- Revision of *Concept Plan 24 – Glenside* to provide greater certainty about intended heights across the underdeveloped parcels of the land as well as interface with existing boundaries.

The above matters have been accounted for in the investigations proposed and additional investigations recommended by the Commission to support the Code Amendment.

In accordance with the Community Engagement Charter, the Designated Entity is required to prepare an Engagement Plan that will outline how, when and with whom it engages with regarding the proposed Code Amendment. Engagement is scheduled to commence late September 2024.

The Commission has determined to specify the following further persons or bodies that the Designated Entity must consult with in relation to the proposed Code Amendment, as permitted under section 73(6)(e) of the Act:

- Adelaide Airport Limited
- Affordable Housing Unit of the SA Housing Authority

- City of Adelaide
- City of Unley
- Department for Environment and Water
- Department for Infrastructure and Transport
- Department for Education
- Office for Design and Architecture South Australia (ODASA)
- Kadaltilla / Park Lands Authority
- Office for Ageing Well, SA Health
- State Members of Parliament for the electorates in which the proposed Code Amendment applies
- Utility providers including SA Power Networks, Electranet, APA Group, SA Water, Epic Energy, NBN and other telecommunication providers.

In addition, in accordance with sections 44(6) and 73(6)(d) of the Act, consultation must be undertaken with:

- City of Burnside
- Owners or occupiers of the land and adjacent land in accordance with the *Planning, Development and Infrastructure (General) Regulations 2017*.

RECOMMENDATIONS

It is recommended that you:

1. Note the advice of the State Planning Commission provided to you as required under section 73(2)(b) of the Act. NOTED / NOT NOTED
2. Note that the State Planning Commission has, under section 73(6)(e) of the Act, specified that the Designated Entity must consult with the following nominated individuals and entities, and advise the Designated Entity accordingly: NOTED / NOT NOTED
 - Adelaide Airport Limited
 - Affordable Housing Unit of the SA Housing Authority
 - City of Adelaide
 - City of Unley
 - Department for Environment and Water
 - Department for Infrastructure and Transport

- Department for Education
 - Office for Design and Architecture South Australia (ODASA)
 - Kadaltilla / Park Lands Authority
 - Office for Ageing Well, SA Health
 - State Members of Parliament for the electorates in which the proposed Code Amendment applies
 - Utility providers including SA Power Networks, Electranet, APA Group, SA Water, Epic Energy, NBN and other telecommunication providers.
3. Note that the State Planning Commission has, under section 73(6)(f) of the Act, resolved to specify the following further investigations to that outlined in the Proposal to Initiate, and advise the Designated Entity accordingly:
- As part of the proposed Design / View Analysis, ensure careful consideration is given to identifying and managing impacts of future development on overlooking, overshadowing, access to natural light, sightlines and privacy. Investigations should substantiate the proposed 20 level maximum height.
 - Investigate the application of a lower TNV which, when used with the incentive policy contained in both the Affordable Housing Overlay and Urban Corridor (Living) Zone, would enable development up to 20 levels. Consideration should also be given to the use of lower building height TNV to enable a transition of heights at the interface between the affected area and the residential properties within the Glenside Development Area to assist in managing any potential interface issues.
 - In updating *Concept Plan 24 – Glenside*, consider identifying proposed building heights including any areas of building height transition at the interface of the Affected Area.

NOTED / NOT NOTED

4. Approve initiation under section 73(2)(b) of the Act, subject to the following conditions, under section 73(5) of the Act:

APPROVED / NOT APPROVED

- a) The Code Amendment does not include the removal of the Affordable Housing Overlay from the Affected Area.
- b) The scope of the proposed Code Amendment does not include the creation of new planning rules, and is limited to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code on the date the Amendment is released for engagement.
- c) The Code Amendment is prepared by a person with qualifications and experience that is equivalent to an Accredited Professional—Planning Level 1 under the Act.

5. Under section 73(4)(a) of the Act, approve the initiation of the Code Amendment on the basis that the Proponent will undertake the Code Amendment processes (as the Designated Entity) required under the Act.

APPROVED / NOT APPROVED

6. Agree to sign the Proposal to Initiate the Glenside Urban Corridor (Living) Code Amendment (**Attachment 1**).

AGREED / NOT AGREED

7. Agree to sign the attached letters to the Cedar Woods (**Attachment 2**) and the City of Burnside (**Attachment 3**) advising of your approval and conditions.

AGREED / NOT AGREED



CRAIG HOLDEN
Chair, State Planning Commission
18 / 03 / 2024

NICK CHAMPION MP
/ / 2024

Attachments:

1. Proposal to Initiate the Glenside Urban Corridor (Living) Code Amendment (#21033563)
2. Suggested letter to Cedar Woods (#21108427)
3. Suggested letter to the City of Burnside (#21108481)

Appendices:

- A. Assessment against the State Planning Policies and Regional Plan (#21108369)

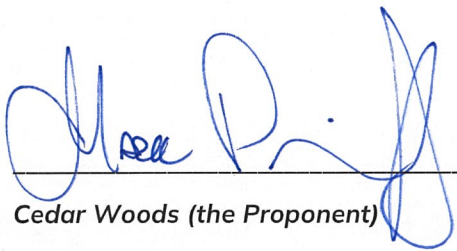
Contact: Nadia Gencarelli

Tel No: (08) 7133 2311

Proposal to Initiate an Amendment to the Planning & Design Code

Glenside Urban Corridor (Living) Code
Amendment

Cedar Woods (the Proponent)

 (Signature Required)
Cedar Woods (the Proponent)

Date: 20 December 2023

This Proposal to Initiate document together with conditions specified by the Minister forms the basis for the preparation of a proposed amendment to the Planning and Design Code for the purpose of section 73(2)(b) of the *Planning, Development and Infrastructure Act 2016*.

MINISTER FOR PLANNING

Date:

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Attachment A – Certificate of Title

Attachment B – Map of Affected Area

Attachment C – Local Services Map

Attachment D – Urban Corridor (Living) Zone

Attachment E – Glenside Buildings Concept

Attachment F – Council Response

Attachment G – Engagement Approach

Attachment H – Timetable for Code Amendment by Proponent

1. Introduction

The Proponent (Cedar Woods) is proposing to initiate an amendment to the Planning and Design Code (Code) as it relates to Certificate of Title – Volume 6290 Folio 638. The land is located within the Glenside Development area on corner of Fullarton and Greenhill Roads in the City of Burnside. Cedar Woods is the proprietor of the Affected Area. The proposed Code Amendment intends to change the maximum building heights for the land to provide gateway buildings. This proposal is consistent with the 30-Year Plan for Greater Adelaide as it seeks to promote uplift, increase densities around key transport corridors, enhance connectivity and improve liveability more generally.

The proposal demonstrates the proponent's goal to support sustainability and inclusiveness. Minimising environmental impacts through design, creating efficiencies, and increasing densities in the right areas is central to the proponent's vision for the site. Power and water usage will be minimised as a result creating a contemporary development which strives to minimise its carbon footprint. This development promotes connected and walkable communities and focuses on building community capacity through design. It also promotes affordability and allows more people the opportunity to live in a sought after, well serviced area close to the Adelaide CBD.

The purpose of this Proposal to Initiate is to seek approval of the Minister for Planning (the Minister) to initiate the Code Amendment under section 73(2)(b) of the *Planning, Development and Infrastructure Act 2016 (the Act)*.

This Proposal to Initiate details the scope, relevant strategic and policy considerations, nature of investigations to be carried out and information to be collected for the Code Amendment. It also details the timeframes to be followed in undertaking the Code Amendment, should this Proposal to Initiate be approved by the Minister.

The Proponent acknowledges that the Minister may specify conditions on approving this Proposal to Initiate, under section 73(5) of the Act. In the event of inconsistency between this Proposal to Initiate and any conditions specified by the Minister, the conditions will apply.

1.1 Designated Entity for Undertaking the Code Amendment

In accordance with section 73(4)(a) of the Act, the Proponent will be the Designated Entity responsible for undertaking the Code Amendment process. As a result:

- 1.1.1. The Proponent acknowledges that it will be responsible for undertaking the Code Amendment in accordance with the requirements Act.
- 1.1.2. The Proponent's contact person responsible for managing the Code Amendment and receiving all official documents relating to this Code Amendment is:

Anita Allen,
Associate Director, URPS

aallen@urps.com.au

(08) 8333 7999

This person is equivalent to an Accredited Professional level 1.

- 1.1.3. The Engagement Activities will be overseen by an IAP2 accredited URPS engagement specialist.
- 1.1.4. The proponent intends to undertake the Code Amendment by:
 - (a) engaging URPS to provide the professional services required to undertake the Code Amendment.

The Proponent acknowledges that the Minister may, under section 73(4)(b) of the Act, determine that the Chief Executive of the Department will be the Designated Entity responsible for undertaking the Code Amendment. In this case, the proponent acknowledges and agrees that they will be required to pay the reasonable costs of the Chief Executive in undertaking the Code Amendment.

1.2 Rationale for the Code Amendment

The proposed Code Amendment will support the progression of the Glenside Development by Cedar Woods. The total area of the Glenside Development is 16.5 hectares and once complete, will accommodate approximately one thousand homes built on site, consisting of town houses and apartments. This is all whilst retaining 29.5% of the site for public open space. This development is a \$400 million project, creating approximately 450 FTE local jobs across all key development disciplines and trades. This investment will have positive flow on effects and is anticipated to create a further 1,850 jobs in the wider community.



Figure 1 Glenside Development Area Master Plan

Figure 1 is the master plan for the development area and illustrates how it is anticipated to be developed. Although the development will incorporate several apartment buildings, the proponent is seeking to build gateway buildings in the heart of the development. The buildings are proposed to exceed the building heights currently permitted by the guideline building heights within the Code.

The Glenside Development is growing into a thriving activity centre and ideally suited to support higher building forms. The development area is positioned between two key transit corridors and naturally lends itself to active travel and public transport use. Further, it borders the Adelaide Park Lands and is in proximity to the Adelaide CBD.

The new buildings will be architecturally designed and sympathetic to the surrounding environment. To support design excellence, the Design in Urban Areas Overlay applies to the site which requires a statutory referral to the Government Architect. This development provides a genuine opportunity to support population growth in the sought after eastern suburbs of Adelaide. Much of this broader area is of heritage value and as a result is limited in terms of promoting densities as sought by the 30 Year Plan for Greater Adelaide.

The advancement of this Code Amendment will:

- Support excellent liveability outcomes via access to quality public spaces, walkable neighbourhoods, and a connected active transport network.
- Promote housing affordability in a highly sought-after location.
- Leverage existing investment in the Glenside to create a vibrant community.
- Fulfill strategic policy direction expressed in the 30 Year Plan for Greater Adelaide.
- Support the Glenside development in reaching its full potential in a locality which is well serviced and can support higher densities.

2. Scope of the Code Amendment

2.1 Affected Area

The area affected by this proposed Code Amendment is identified as CT6290/638. Located in the Glenside development area on the corner of Fullarton and Greenhill Roads in the City of Burnside as shown in Attachment B.

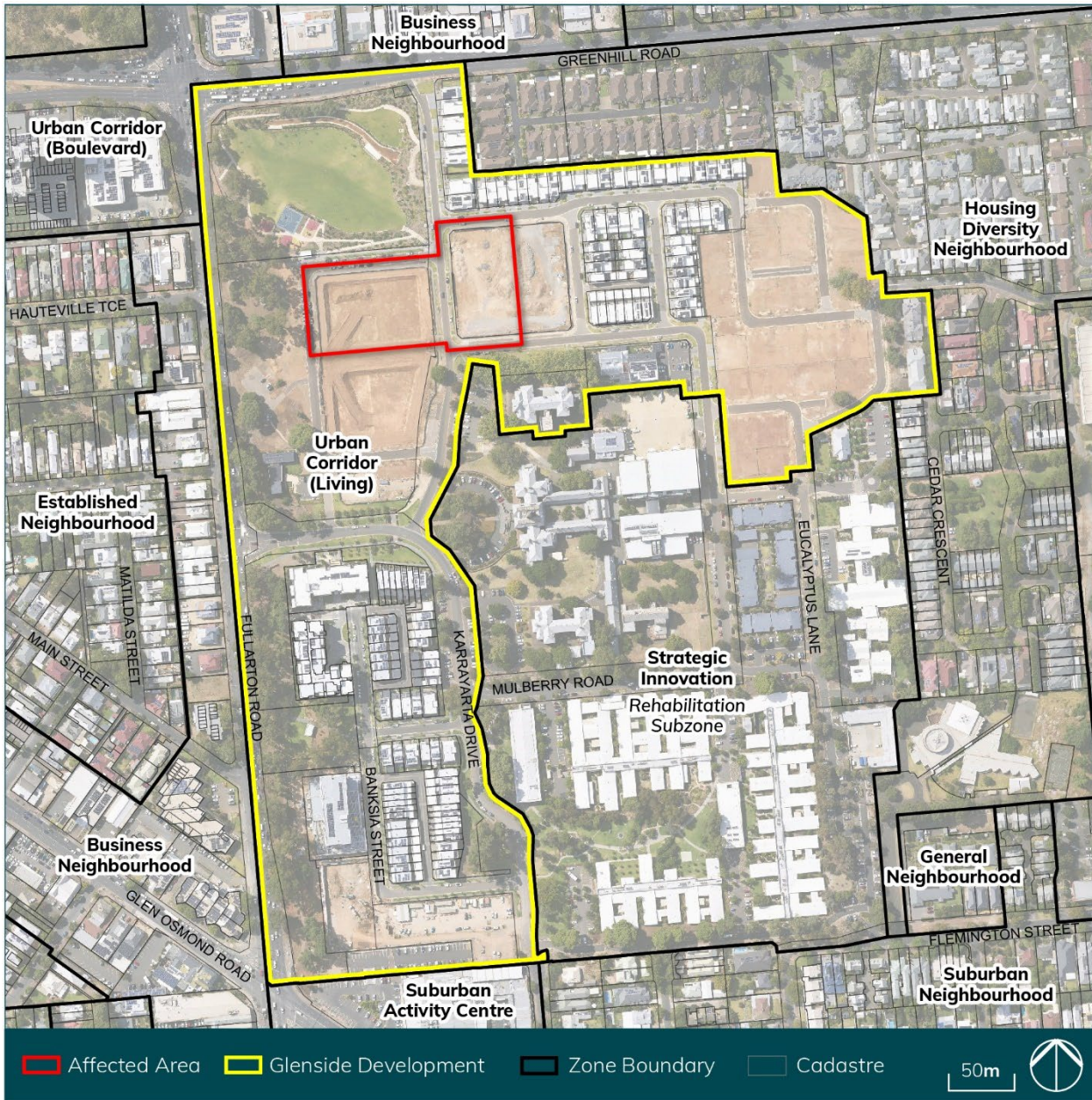


Figure 2 Affected Area / Glenside Development Area



Figure 3 Affected Area

The proposal seeks to the Code by increasing the maximum building heights TNV. The maximum building height TNV is proposed to be lifted from 8 levels / 29 metres to 20 levels to support the development of proposed gateway buildings.

2.2 Locality Description

The locality has a range of strategic advantages, including:

- Located 2.6 kilometres from the Adelaide CBD.
- Located along key transit corridor / high frequency public transport corridor.
- Borders the Adelaide Park Lands which provides for recreation and relaxation.
- Provision of health, education and recreation services nearby.

The Glenside Development is 16.5 hectares in area and located within the grounds formerly occupied by the Glenside Hospital. The site is to the south-east of the Adelaide CBD and situated between Greenhill and Fullarton Roads, amongst historic buildings and a natural parkland setting.

Following Cabinet’s consideration of the site in 2007 which resulted in the consolidation of facilities, the surplus land was identified as a key area to support infill development. Approximately 16 years later this vision is coming to fruition as development progresses.

Residential accommodation has been supported through the development of townhouses and apartments. To date, development has largely focussed in the southwest of the site. There remains significant scope in the broader development area which is envisaged to support more than 1000 homes.

Figures 4-10 illustrates streetscape character across the Glenside development. The development area accommodates a variety of dwelling typologies of differing scales and densities.



Figure 4 Mulberry Road / row terrace housing



Figure 5 Harriet Lucy Drive / semi-detached dwellings



Figure 6 Tea Tree Street / semi-detached dwellings



Figure 7 Mulberry Road / row apartments



Figure 8 Banksia Street / terrace housing and apartments under construction



Figure 9 Mulberry Road / row terrace housing



Figure 10 Mulberry Road / adaptive reuse – childcare centre

The Glenside Development is in proximity to various service, employment, and recreation precincts. It is ideally positioned to support a walkable neighbourhood with access to high frequency public transport on Greenhill Road. The Frewville shopping centre also abuts the development to the south. Figure 11 provides a focused locality plan.



Figure 11 Locality Plan

The proponent has invested significantly into open space across the development area. An overview of features and amenities are below:

- 29.5% public open space with numerous mature trees, landscaped gardens, a network of paths and public seating.
- Glenside Park (corner of Greenhill and Fullarton Rd) contains:
 - 1.5Ha of public reserve with extensive grassed area.
 - Pavilion with BBQ's, tables and seating.
 - Playground with senior, intermediate and junior play, and exercise equipment e.g. half basketball court, slides, swings.
- Local Park (between apartments 1 and 3) contains:

- Pavilion with BBQ's, tables and seating.
- Numerous mature trees providing shade.
- Pathways and public seating.

Attachment C provides an overview of the following services in proximity to the Glenside Development:

- Food and retail
- Health
- Parks and Recreation
- Education

The Glenside development benefits from significant public and private investment into the above services. Reiterating why increased densities along urban corridors is sought after and logical. The area can service the anticipated population growth and will benefit from increased economic activity.

Education

Table 1 identifies 28 schools within a 5-kilometre radius of the Affected Area. These schools include both public and private institutions servicing primary and secondary students.

This significant figure suggests it is likely there is a sufficient capacity within the education system to accommodate anticipated population growth associated with the proposed development. This list doesn't include specialist schools or universities. Detailed analysis concerning school capacity will be undertaken through the subsequent investigative process.

Noting this, an analysis of sales data indicates the Glenside development has quite a different demographic profile from the surrounding suburb. To date 510 purchases have been made at the Glenside development, with a breakdown of purchaser types below:

- Retiree – 209 sales (40.7%)
- Investor - 107 sales (20.9%)
- First Home buyer - 95 sales (18.6%)
- Upgrader - 74 sales (14.5%)
- Other - 25 sales (4.9%)

This purchaser profile will likely remain consistent through future stages of the development as proposed product will remain comparable. With over 60% of sales being to retirees or investors, it is less likely these cohorts will be raising school age children. Anecdotal data suggests as few as 6 school age children are currently residing in the Glenside development area.

Public	Private
Adelaide Botanic High School (Secondary)	Christian Brothers College (Primary & Secondary)
Adelaide High School (Secondary)	Mercedes College (Primary & Secondary)

Public	Private
Burnside Primary School (Primary)	Muirden Senior College (Secondary)
Giles Street Primary School (Primary)	Prince Alfred College (Primary & Secondary)
Glen Osmond Primary School (Primary)	Pulteney Grammar School (Primary & Secondary)
Glenunga International High School (Secondary)	Saint Ignatius College Junior School (Primary)
Highgate School (Primary)	Seymour College (Primary & Secondary)
Linden Park Primary School (Primary)	Scotch College (Primary & Secondary)
Marryatville High School (Secondary)	St Aloysius College (Primary & Secondary)
Norwood Primary School (Primary)	St Joseph's Memorial School (Primary)
Parkside Primary School (Primary)	St Mary's College (Primary & Secondary)
Rose Park Primary School (Primary)	St Peter's College (Primary & Secondary)
Sturt Street Community School (Primary)	St Raphael's Primary School (Primary)
Unley Primary School (Primary)	
Unley High School (Primary)	

Table 1 Local schools

Heritage

There are several historic buildings abutting the Affected Area. Formerly part the Glenside Hospital, these buildings are of State heritage significance. The former hospital is a valued example of the Gothic revival style. Its grand scale, architectural composition, detail and embellishment all add to its architectural value.



Figure 12 Former Glenside Hospital¹

The project has been designed to include a view corridor from Fullarton Road through to the State Heritage item which has been created through the design of Mulberry Road, it is a highly landscaped space with an open character (Figure 13).



Figure 13 Mulberry Road Boulevard

The locality's high heritage value is reflected in the applicable heritage overlays. Figures 14 and 15 below identify the application of both the State Heritage Place Overlay and Heritage Adjacency Overlay across the Affected Area. This proposal is not seeking to amend either of these overlays. Rather it identifies that through good design, heritage buildings can be complemented and contrasted without overwhelming

¹ <https://gigcity.com.au/locations/sa-film-corporation>

their heritage values. The careful consideration of scale, massing, setbacks and streetscape is fundamental when designing within a heritage context.

This proposal will not encroach on the heritage setting of this place.

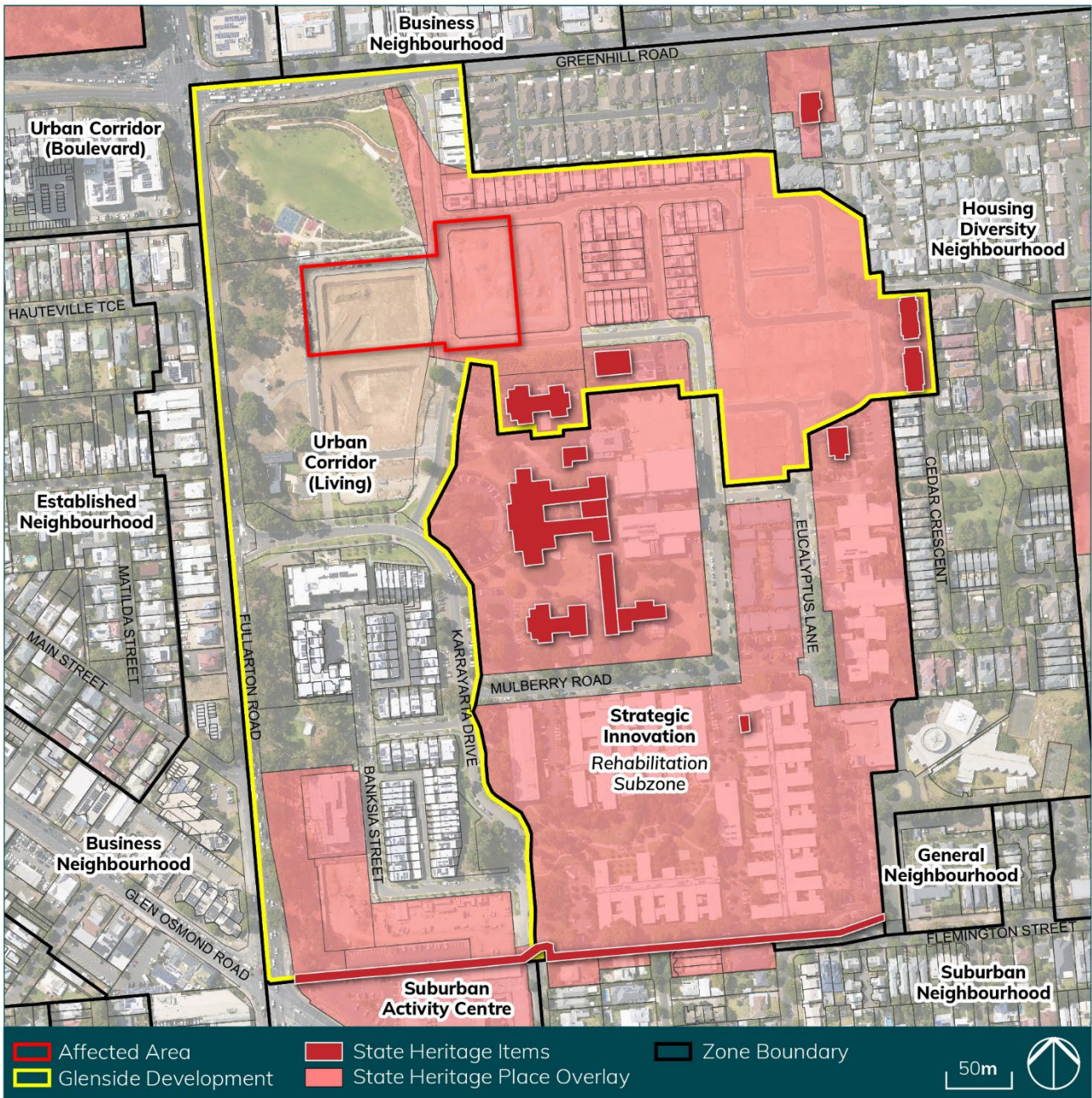


Figure 14 State Heritage Place Overlay + Affected Area

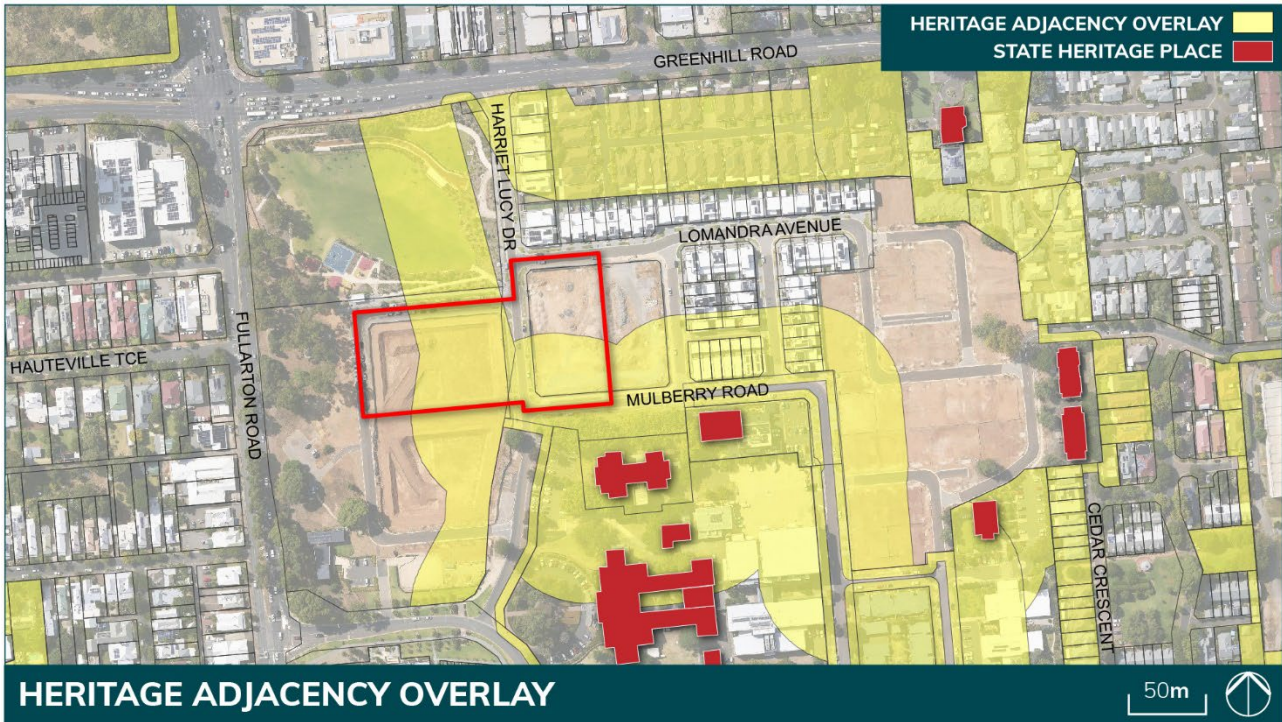


Figure 15 Heritage Adjacency Overlay + Affected Area

The Glenside development is an attractive, vibrant and connected community. With its combination of modern amenities, heritage buildings and open public spaces. Glenside is an example of how to effectively balance historic charm with modern convenience. It will serve as an attractive and liveable option for generations to come.

2.3 Scope of the Proposed Code Amendment

The scope of the Code Amendment is to enable the development of gateway buildings within the Glenside development site, delivering high-quality design that complements the neighbourhood and maximises the benefits of the locality.

The scope of proposed policy changes is limited to:

- Increasing building height TNVs (metres and levels)
- Removing the Affordable Housing Overlay
- Updating Concept Plan 24 – Glenside.

The Affected Area has been selected given the significant setback from the main roads, the potential to overlook an existing neighbourhood park, and the opportunity to minimise overshadowing or overlooking to existing residents. Preliminary modelling has been undertaken to demonstrate views from various vantage points and evaluate potential impacts.

Removal of the Affordable Housing Overlay is premised on the legally binding Land Management Agreement (LMA), Cedar Woods has entered with the Minister for Planning to deliver affordable housing at this site. This LMA obligates Cedar Woods to develop and offer for sale as affordable housing not less than 15% of the total number of dwellings to be created on the land.

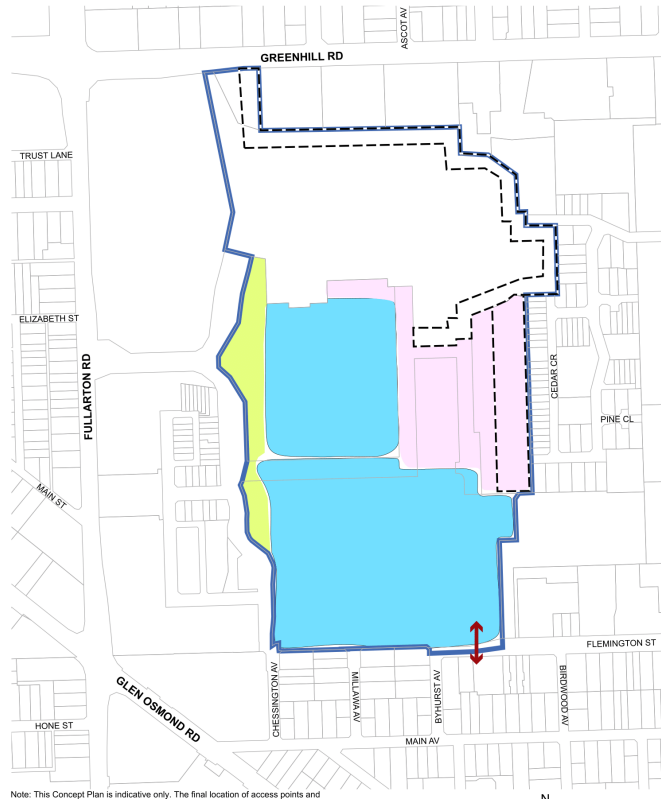
This LMA authenticates the proponent’s commitment to delivering affordable housing at this site. The outcomes sought by the Affordable Housing Overlay and the obligations of the LMA are essentially identical. Therefore, the application of the overlays is unnecessary. Further removal of the Affordable Housing Overlay eliminates the opportunity for additional building height incentives to be requested via the development assessment process. It can give confidence to the community that the 20 levels sought via this proposal will in fact be the maximum permissible.

Proposed updates to ‘Concept Plan 24 Glenside’ will be limited to land owned by Cedar Woods and located within the existing Concept Plan boundary. Noting only part of the Affected Area is located within the existing Concept Plan boundary.

Site 1 – Lot 905 Fullarton Road Glenside

Policy	Outline
Current Policy ¹	<p><u>Zone</u></p> <ul style="list-style-type: none"> • Urban Corridor (Living) <p>Refer to Attachment D</p> <p><u>Overlays</u></p> <ul style="list-style-type: none"> • Airport Building Heights (Regulated) (All structures over 45 metres) • Advertising Near Signalised Intersections • Affordable Housing (note this Overlay does allow additional building height) • Design (note this Overlay will require a statutory referral to the Government Architect) • Future Road Widening • Heritage Adjacency • Hazards (Flooding - Evidence Required) • Major Urban Transport Routes • Noise and Air Emissions • Prescribed Wells Area • Regulated and Significant Tree • State Heritage Place (24960) • State Heritage Place (24961) • State Heritage Place (8384) • State Heritage Place (8385) • Traffic Generating Development

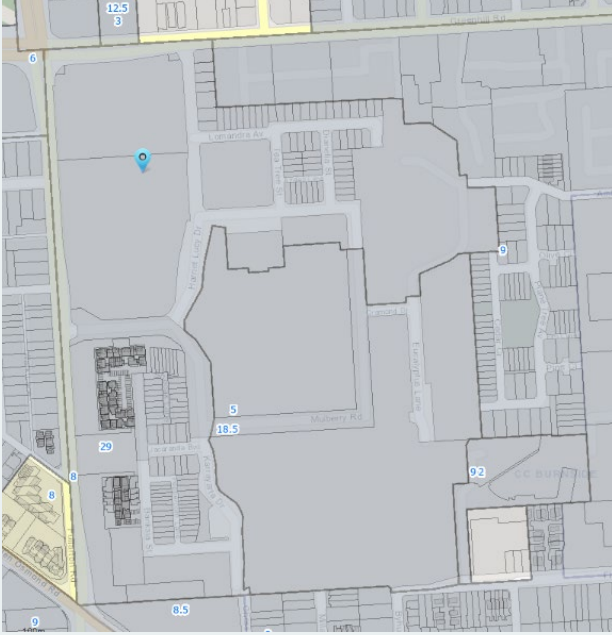
Policy	Outline
	<ul style="list-style-type: none"> • Urban Transport Routes • Water Resources <p><u>TNV</u></p> <ul style="list-style-type: none"> • Maximum Building Height (Metres) (Maximum building height is 29m) • Maximum Building Height (Levels) (Maximum building height is 8 levels) • Minimum Building Height (Levels) (Minimum building height is 2 levels) • Concept Plan (Concept Plan 24 - Glenside) applies to a small portion of the land • Minimum Primary Street Setback (Minimum primary street setback is 6m) • Interface Height (Development should be constructed within a building envelope provided by a 30-degree plane, measured 3m above natural ground at the boundary of an allotment).



Note: This Concept Plan is indicative only. The final location of access points and the arrangement of land use areas may change as a result of detailed land division and urban design outcomes that achieve the desired character for the policy area.

- Concept Plan Boundary
- Open Space / Stormwater Management
- Maximum 6 level building height
- Maximum 5 level building height
- ↔ Secondary Access Point
- - - Maximum 2 level building height

Concept Plan 24 GLENSIDE

Policy	Outline
	
Amendment Outline	<p>This Code Amendment seeks to investigate buildings heights of up to 20 levels to allow gateway landmark buildings, designed to be viewed in the round. Desired building heights will be established through Technical and Numeric Variations. The Affordable Housing Overlay is proposed to be removed as affordable housing for the Affected Area is secured via an LMA.</p>
Intended Policy	<p><u>Zone</u></p> <ul style="list-style-type: none"> • Urban Corridor (Living) – No change <p><u>Overlays</u></p> <p>Retain all existing Overlays except:</p> <ul style="list-style-type: none"> • Affordable Housing Overlay <p><u>TNV</u></p> <ul style="list-style-type: none"> • Maximum Building Height (Metres) (Maximum building height is 73 m) • Maximum Building Height (Levels) (Maximum building height is 20 levels) • Concept Plan (Concept Plan 24 - Glenside)- Update

3. Strategic Planning Outcomes

Proposed Code Amendments occur within a state, regional and local strategic setting, which includes:

- State Planning Policies (SPPs)
- Regional Plans
- Other relevant strategic documents

3.1 Alignment with State Planning Policies

The State Planning Policies (SPPs) set out the State’s overarching goals and requirements for the planning system. Under section 66(3)(f) of the Act, the Code must comply with any principle prescribed by a SPP.

The Code Amendment should be initiated because the strategic planning outcomes sought to be achieved through the Code Amendment align with or seeks to implement the following SPPs:

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>SPP 1 – Integrated Planning</p>	
<p>To apply the principles of integrated planning to shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.</p>	
<p>1.1 An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.</p> <p>1.3 Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.</p> <p>1.7 Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.</p> <p>1.9 Plan neighbourhoods to support walking and cycling, particularly in Greater Adelaide and regional townships.</p>	<p>The Code Amendment seeks to provide further opportunity to support urban infill growth on a strategic site that ultimately is anticipated to support in the order of 1000 dwellings.</p> <p>The land is located within the suburb of Glenside and is well serviced by a range of community services and infrastructure and is in proximity to the Adelaide CBD, the Adelaide Park Lands and key shopping and entertainment precincts.</p> <p>The Glenside Development is a successful example of strategic infill development executed in a sophisticated manner. It has provided for the regeneration of the site to support attractive built form outcomes and additional housing supply within a highly sought-after location.</p> <p>The locality of the development with its positioning on the outskirts of the Adelaide CBD and its proximity to various employment and recreation precincts naturally promotes active methods of transport.</p>
<p>SPP 2 – Design Quality</p>	
<p>To elevate the design quality of South Australia’s built environment and public realm.</p>	

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>2.1 Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design</p> <p>2.7 Promote a culture of good design to foster creative thinking, innovation and effective design processes within the planning industry, built environment professions and general public.</p> <p>2.9 Respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers existing and desired future context of a place.</p> <p>2.10 Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.</p> <p>2.12 Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.</p> <p>2.13 Provide a diverse range of high quality green public open spaces and streetscapes, particularly in areas of growth and renewal.</p>	<p>Through this Code Amendment, the proponent is seeking to compliment the Glenside Development and facilitate an opportunity to create gateway buildings. Contemporary principles will be at the forefront of this process to ensure quality design outcomes are achieved.</p> <p>As can be seen throughout the Glenside development to date, good design outcomes have and continue to be produced. The Glenside development is arguably one of Adelaide’s most sophisticated and sought after infill developments. This has been achieved by way of facilitating design outcomes which integrate with the surrounding environment and generate a high standard of living for residents.</p> <p>Further, the Planning and Design Code includes a range of policies that address design quality, including the management of the interface between modern built form and more traditional dwelling forms. This rezoning will allow for a high-quality residential infill opportunity that is of a scale that is considered appropriate and can manage the range of design issues that may arise for the subject land.</p>
<p>SPP 5 – Climate Change</p> <p>To maintain and improve our state’s biodiversity and its life supporting functions</p>	
<p>5.1 Create carbon-efficient living environments through a more compact urban form that supports active travel, walkability and the use of public transport.</p> <p>5.2 The good design of public places to increase climate change resilience and future liveability.</p> <p>5.3 Facilitate climate-smart buildings to reduce our demand for water and energy.</p>	<p>The Glenside Development is a strategic infill site supporting medium and higher density living in proximity to the Adelaide CBD. This compact urban form supports active methods of travel to nearby employment hubs and recreation precincts.</p> <p>The development area has prioritised approximately 29.5% of the site for public open space and incorporates a significant provision of green infrastructure. This combats the impacts of heat island effect in built up areas whilst supporting biodiversity and providing areas for people to enjoy leisure time within.</p>

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
	<p>All apartment buildings at the Glenside Development currently offer a 7-Star NatHERs rating, while all the town houses score minimum 6-star energy rating. The Banksia apartment building, currently under construction will be rated at 7.9 stars and demonstrates the proponent commitment to sustainable apartment design.</p> <p>A list of key environmental aspects and design features implemented at various apartments in Glenside include:</p> <ul style="list-style-type: none"> • Embedded energy network, with 'market ready' smart meters for each apartment. • Common hot water systems, with remote connectivity for Energy Efficiency National Partnership (EENP). • 100% green source energy during occupation. • Photovoltaic solar systems to power common areas. • EV ready parking areas. • Automatic lighting controls. • LED lighting (energy efficient). • Dual water meters to every apartment. • Natural ventilation of common areas. • Flyscreens on windows and sliding doors to promote natural ventilation. • Australian made water efficient plumbing fixtures. • Waste management systems including various bins and e-diverters to support a zero-landfill objective. • Parcel lockers on ground floors to reduce impacts associated with travel. • Low irrigation planting. • Bicycle storage. • Double glazed windows and sliding doors. • Sunhoods/shading for north and west facing windows.

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
	<ul style="list-style-type: none"> • Good natural lighting. • Ceiling sweep fans as standard upgrade option. • Energy efficient air conditioning. • Improved levels of insulation. • Remote access to various building systems e.g., intercom, entry doors, CCTV, lifts etc.
<p>SPP 6 Housing Supply and Diversity:</p> <p>To promote the development of well-serviced and sustainable housing and land choices where and when required.</p>	
<p>6.1 A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities.</p> <p>6.3 Develop healthy neighbourhoods that include diverse housing options; enable access to local shops, community facilities and infrastructure; promote active travel and public transport use; and provide quality open space, recreation and sporting facilities.</p> <p>6.5 Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services.</p> <p>6.6 A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.</p> <p>6.8 Ensure a minimum of 15% of new housing in all significant developments that meets the criteria for affordable housing.</p>	<p>This Proposal is seeking to amend the Planning and Design Code to increase envisaged building heights and allow for higher density residential development that complements the locality. The Proposal therefore adds to the existing housing supply in a locality which is highly sought after and is proximate to a range of services and community infrastructure.</p> <p>The removal of the Affordable Housing Overlay is premised on the fact an LMA applies over the land, obligating the developer to deliver affordable housing on this site.</p> <p>This LMA obligates Cedar Woods to develop and offer for sale as affordable housing not less than 15% of the total number of dwellings to be created on the land.</p>
<p>SPP 7 Cultural Heritage:</p> <p>To protect and conserve heritage places and areas for the benefit of our present and future generations.</p>	

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>7.1 The sensitive and respectful use of our culturally and historically significant places.</p> <p>7.5 Maintain the context of a place or area of heritage value through appropriate design guidelines that encourage compatible design solutions.</p>	<p>The Glenside Development has emerged in close proximity to several State Heritage Places. This has transpired into a built form outcome where the two eras complement one another and sit in harmonious juxtaposition.</p> <p>This Code Amendment is proposing to retain the Heritage Adjacency Overlay and sees it as a fundamental tool in achieving appropriate built form outcomes. This overlay seeks for development to respect and maintain heritage and cultural values when located adjacent State and Local Heritage Places.</p>

3.2 Alignment with Regional Plans

As with the SPPs, the directions set out in Regional Plans provide the long-term vision as well as setting the spatial patterns for future development in a region. This includes consideration of land use integration, transport infrastructure and the public realm.

The 30-Year Plan for Greater Adelaide is the relevant Regional Plan for this Code Amendment. This Plan includes six targets, underpinned by a range of policies that will help measure progress on delivering a new urban form. They are:

1. Containing our urban footprint and protecting our resources
2. More ways to get around
3. Getting active
4. Walkable neighbourhoods
5. A green liveable city
6. Greater housing choice.

Target 1 is concerned with 'Containing our urban footprint and protecting our resources' and includes a target for 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.

Target 2 is focussed on 60% of new housing being in proximity to a fixed line public transport or high frequency bus routes.

Target 4 seeks for neighbourhoods to evolve into walkable areas where active modes transport can become the default in an effort to reduce our dependence on the private automobile.

Target 6 – 'Greater Housing Choice' includes a target to increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.

These targets will drive higher population across the metropolitan area and a more compact and dense urban form. The Code Amendment proposal reinforces the desire for a more compact metropolitan area as it represents the ongoing infill of one of the few remaining redevelopment sites of scale inside the existing urban footprint. It is acknowledged that the price point for the development is likely to be above the affordable housing price point. This is largely due to market forces driving up property prices in sought after localities such as Glenside.

Regional Plan Identified Priorities or Targets	Code Amendment Alignment with Regional Plan
<p>Transit corridors, growth areas and activity centres</p> <p>P1. Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas by increasing density at strategic locations close to public transport.</p> <p>P2. Increase residential and mixed-use development in the walking catchment of:</p> <ul style="list-style-type: none"> • strategic activity centres • appropriate transit corridors • strategic railway stations. <p>P3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</p> <p>P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.</p>	<p>The Code Amendment is proposing to permit higher densities along a key transit corridor. The Affected Area is in proximity to various employment and recreation precincts, offering strong linkages to these areas that can be conveniently accessed via active travel or public transport.</p> <p>Development along transit corridors reduces car dependence and naturally encourages growth in locations which are best serviced to support increased densities.</p>
<p>Design Quality</p> <p>P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide’s changing housing needs, reflects its character and climate, and provides a diversity of price points.</p> <p>P28. Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new</p>	<p>The Code Amendment will support the development of a gateway building for the Glenside Development. Quality design outcomes are a key deliverable for the proponent, noting the significant investment already made across the site which through good design has generated a highly sought after development.</p> <p>Through this Code Amendment a greater spectrum of building typologies will be provided at Glenside responding to a diversity of needs from the community. Further the site already benefits from a strong investment in green infrastructure which</p>

Regional Plan Identified Priorities or Targets	Code Amendment Alignment with Regional Plan
<p>growth areas and infill redevelopment areas that incorporate green infrastructure.</p> <p>P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</p> <p>P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.</p>	<p>supports resident well-being and helps manage the impacts of climate change.</p> <p>The Affected Area is subject to several overlays which will influence its design and seek its successful integration, including:</p> <ul style="list-style-type: none"> • Affordable Housing • Design • Heritage Adjacency <p>The Code Amendment proposes no change to the application of these overlays as they are seen as key tools in supporting encouraging quality design outcomes.</p>
<p>Heritage</p> <p>P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.</p>	<p>The Code Amendment will investigate the potential to impact on the heritage values of the locality to ensure development is sensitive and respectful of its surroundings.</p>
<p>Infrastructure</p> <p>P86. Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> • walking and cycling paths and facilities • local stormwater and flood management including water sensitive urban design • public open space • sports facilities • street trees • community facilities, such as childcare centres, schools, community hubs and libraries <p>P86. Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and</p>	<p>The Code Amendment will include a review of nearby service and social infrastructure provision. This review will determine at a high level the extent of capacity within the existing network.</p> <p>Refer to Attachment C for preliminary review of available services.</p>

Regional Plan Identified Priorities or Targets	Code Amendment Alignment with Regional Plan
individuals of all demographic groups and levels of ability.	
<p>Climate Change</p> <p>P105 Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> • protect valuable primary production land • reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas • conserve areas of nature protection areas • safeguard the Mount Lofty Ranges Watershed <p>reduce vehicle travel and associated greenhouse gas emissions.</p>	<p>This Code Amendment provides opportunities for infill development within the existing urban footprint. It will investigate opportunities for urban greening and quality landscape design.</p>

3.3 Alignment with other Relevant Documents

Additional documents may relate to the broader land use intent within the scope of this proposed Code Amendment (or directly to the Affected Area) and therefore are identified for consideration in the preparation of the Code Amendment.

The following table identifies other documents relevant to the proposed Code Amendment:

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
Greater Adelaide Regional Plan – Discussion Paper	<p>The Greater Adelaide Regional Plan Discussion Paper was released for a 12-week feedback period from 14 August to 6 November 2023. The Discussion Paper provides ideas to prompt debate, with feedback to assist in developing the next iteration of the Greater Adelaide Regional Plan.</p> <p>The Discussion Paper identifies strategic infill and urban corridor development as important sources of future land supply. The Glenside development area is specifically recognised as a strategic infill site and is situated within a broader mass rapid transit area which will be the subject of further investigation. The Discussion Paper states:</p> <p><i>“Urban corridor development will continue to play an important role in providing growth options. It will locate more homes near high-</i></p>

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
	<p><i>frequency public transport offering more choice in how to move around.”²</i></p> <p>The Discussion Paper outlines key opportunities associated with urban corridor development. Strengths/opportunities include:</p> <ul style="list-style-type: none"> • <i>“Offers increased housing choice in established urban areas, near existing jobs, services, and transport</i> • <i>Presents opportunities for mixed use development and more affordable and diverse living in highly sought-after established areas</i> • <i>Focuses growth in transit corridors, so we can preserve Adelaide’s distinctive urban character, and relieve pressure on established suburban streets.”³</i> <p>The proposed development aligns with each of the strengths/opportunities listed above. Further the Glenside development area is a large site and allows for integrated design outcomes. This will aid in managing interface issues with nearby receivers.</p> <p>Further, this proposal personifies with the ‘Living Locally’ concept outlined in the discussion paper. This concept supports locating housing, jobs and services in proximity to one another, so people have the majority of their daily needs nearby. The ‘Living Locally’ concept can contribute to achieving the State Planning Commission’s four key outcomes for Greater Adelaide, being:</p> <ol style="list-style-type: none"> 1. A greener, wilder and climate resilient environment 2. A more equitable and socially-cohesive place 3. A strong economy built on a smarter, cleaner, regenerative future 4. A greater choice of housing in the right places
Burnside 2030 Strategic Community Plan	<p>The City of Burnside’s Community Plan is centred around three key themes and a corresponding goal, as follows:</p> <p><u>Community</u></p> <p>Goal 1 - A resilient, healthy and connected community</p> <p><u>Environment</u></p>

² State Planning Commission, Greater Adelaide Regional Plan Discussion Paper, 2023, page 134

³ State Planning Commission, Greater Adelaide Regional Plan Discussion Paper, 2023, page 135

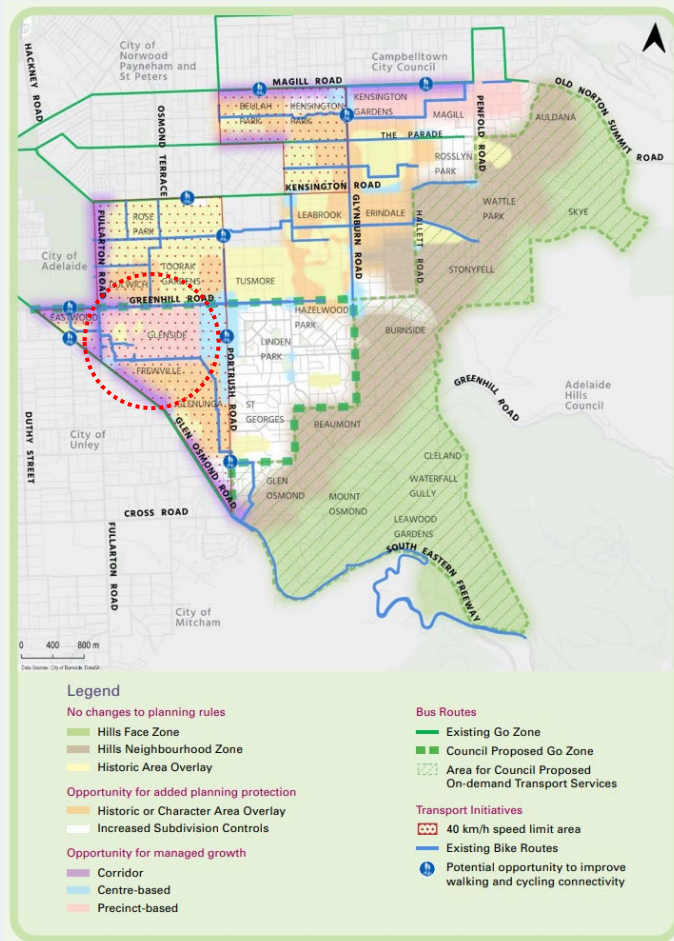
Other Relevant Document	Code Amendment Alignment with Other Relevant Document
	<p>Goal 2 - Our City will be a leading environmental custodian</p> <p>Place</p> <p>Goal 3 -A City of accessible and liveable precincts, open spaces, and treasured heritage</p> <p>Each of these goals has a variety of corresponding priorities/objectives. The most pertinent to the proposed Code Amendment and development are listed below:</p> <p>Priority 2.2 Canopy cover, greening and open space - The extent and quality of urban canopy cover, streetscapes, landscaping and City greening is maximised. The urban canopy is increasing to enhance the character, identity and liveability of the City of Burnside. Our open spaces are accessible, sustainable, safe and well-utilised. Our high quality parks and spaces are designed to facilitate social connections by encouraging diverse activities in an open and welcoming environment.</p> <p>Priority 3.3 Attractive streets and neighbourhoods with easy access and movement and encouragement of greener transport - The City of Burnside upholds our community's expectations for high quality streetscapes that enhance our City. Council takes an integrated approach that better manages traffic through a network of accessible, safe, connected transport routes and options. There is improved connectivity between key destinations throughout the City and other neighbouring economic centres. Priority</p> <p>3.4 Character and heritage protected, cherished and celebrated - Council, together with its community, protects and respects the City of Burnside's heritage and neighbourhood character. We recognise, promote and celebrate our indigenous culture, places and local heritage.</p>
Burnside City Master Plan	<p>This city master plan identifies suitable areas to support a greater diversity of housing and suits the needs of a diverse and growing community. This is whilst ensuring there remains access to quality open space, a range of convenient mobility options and good access to services. The City Master Plan provides a high-level view of:</p> <ul style="list-style-type: none"> • Existing centres, commercial corridors and development precincts • Future urban uplift growth opportunities • Existing historic overlay areas • Areas for investigation to introduce planning policy to increase protection of Burnside's character suburbs

Other Relevant Document

Code Amendment Alignment with Other Relevant Document

- Existing and proposed enhanced bus services
- Essential walk and cycle routes and crossings
- Suburbs for potential 40 km/h speed limit areas.

The below structure plan illustrates the key features outlined above. Noting the Glenside development is captured under the broader heading of ‘opportunity for managed growth’ and more specifically ‘precinct-based development.’



The master plan identifies that precinct-based development envisages increased development opportunities. Increased density is encouraged with apartment buildings and townhouses the most likely built form outcome. These areas are to be supported by highly vegetated streetscapes and public parks.

Considering the above this Code Amendment aligns with Council’s master plan.

4. Investigations and Engagement

4.1 Investigations Already Undertaken

The Affected Area has been the subject of numerous investigations which have supported the development of a master plan and a previous rezoning through the 'Mixed Use (Glenside) Zone Policy Review Development Plan Amendment (2016)'.

These investigations considered traffic and transport, services, stormwater, land contamination, heritage and trees. Although the Affected Area has already proven to be suitable to support medium-high density development, a number of these investigations will be reviewed in light of this proposal (highlighted below). Further, traffic investigations have been undertaken as part of each development application and the site has a stormwater management strategy which links to the Victoria Park Wetlands.

4.2 Preliminary Design

To support this Code Amendment, preliminary designs of the gateway buildings have been prepared. Although illustrative in nature, these renders show how the buildings would sit in context. Integrating the buildings and managing their impact on the broader locality has been a focus of the design process. This work reiterates that as a strategic infill site, this proposal can build density where it works whilst complementing heritage, improve streetscapes and build communities refer to figures 16-20).

Concept view 1

Good design creates an impressive architectural outcome, generating vibrancy and activity in the locality. Spaces are people centric, improving connectivity and supporting active modes of travels (figure 16).

Concept view 2

Transitioning buildings heights can minimise massing and impacts upon heritage buildings. This approach allows natural sunlight to penetrate whilst minimising overshadowing. Further it maintains views through the site, creating visual interest in the buildings and softening views from the south (figure 17).

Concept view 3

A significant stand of gateways buildings, these towers seek to increase densities along a key transit corridor and create an Adelaide landmark (figure 18).

Concept view 4

View 4 demonstrates travelling south along Fullarton Road, high rise development in the locality. The AIR apartments which abut the Glenside development site is 14 storeys high. The proposed development compliments the landscape and doesn't overwhelm it (figure 19).

Concept view 5

View 5 demonstrates that from the Adelaide Parklands (Victoria Park) the proposed towers are only just recognisable and their impact on the landscape is negligible (figure 20).



Figure 16 Concept view 1



Figure 17 Concept view 2



Figure 18 Concept view 3



Figure 19 Concept view 4



Figure 20 Concept view 5

The concept illustrates an approach which responds to the localities natural elements by retaining and enhancing views to, through and from the site. It also maximises daylight penetration and minimises overshadowing through building height transitioning (refer to figure 21).

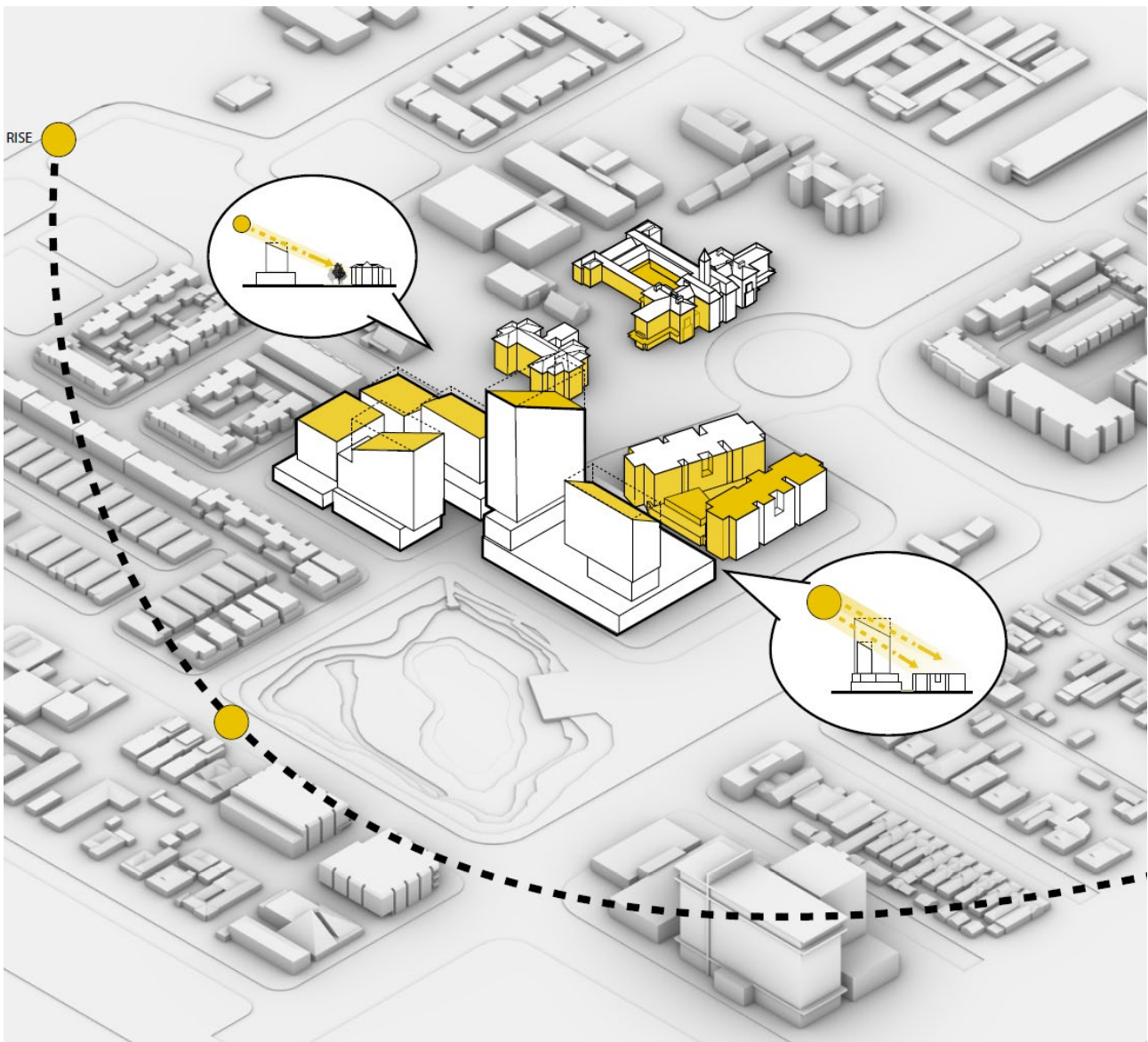


Figure 21 Natural light / over shadowing diagram

Responding to and complementing the localities-built elements was also a key focus. There are several apartment buildings in proximity to the Affected Area ranging from four to fifteen levels in height (refer to figures 22 and 23). Whilst this proposal seeks to further develop the locality as a higher density precinct, through design it also complements the scale, form and materials which underpin the historic fabric of the area. These same design principles also prioritise permeability and connectivity with nearby open space, commercial precincts and transit corridors.

Refer to **Attachment E** – Glenside Buildings Concept Design



Figure 22 Responding to place / contemporary urban fabric

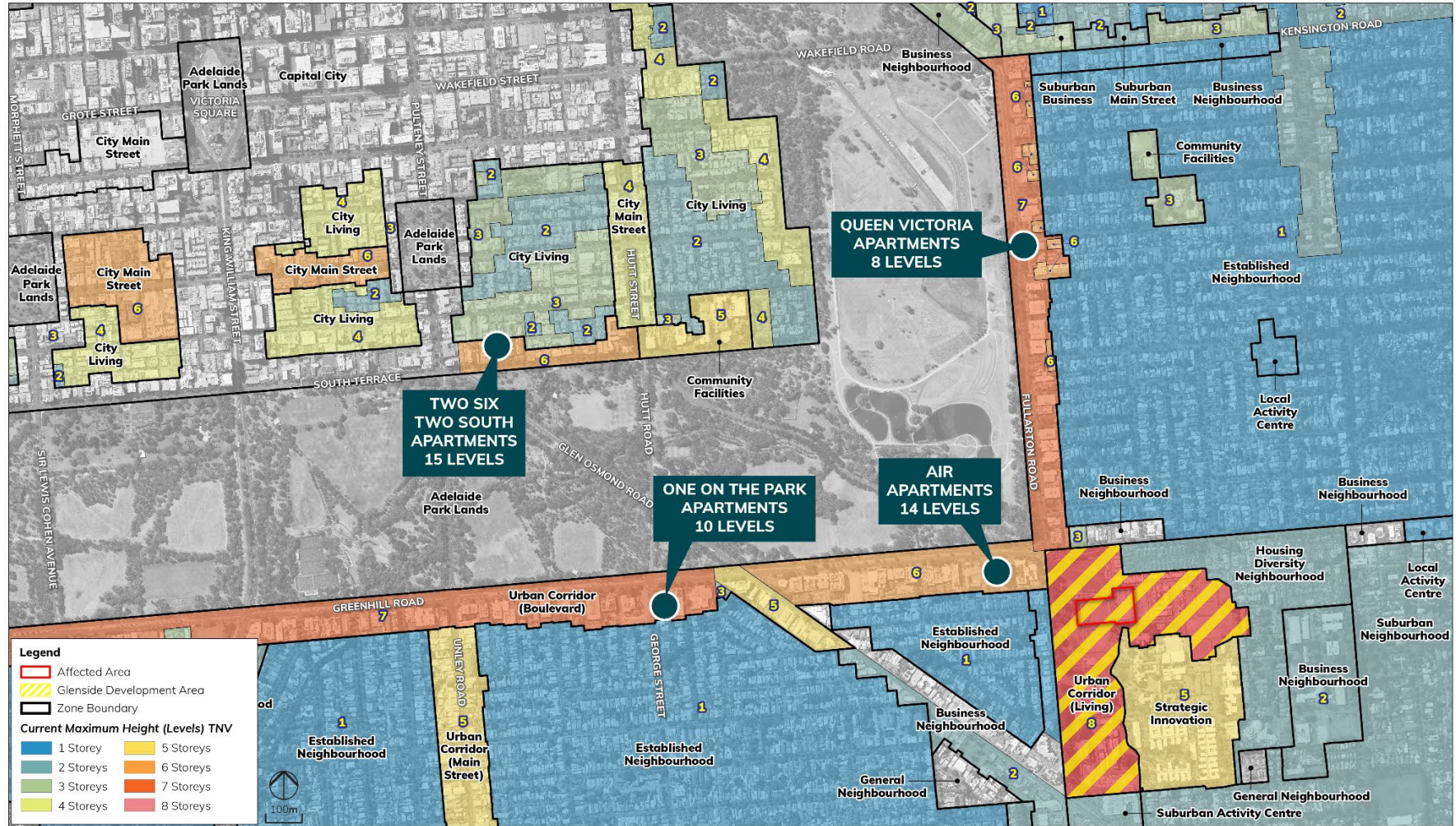


Figure 23 Building height analysis

4.3 Further Investigations Proposed

In addition to the investigations already undertaken and outlined above, the table below outlines what additional investigations that will be undertaken to support the Code Amendment.

Further Investigations Proposed	Explanation of how the further investigations propose to address an identified issue or question
Traffic and On Street Car Parking Impact Analysis	To determine the impact the proposed development will have on the wider road network and the existing supply of on-street parking.
Heritage and Character Analysis	To determine the suitability of the proposed alterations upon the collection of State Heritage listed items.
Design / View Analysis	Investigation into the TNVs and the potential impacts on adjoining land. This will include an analysis of <u>overshadowing</u> and <u>overlooking</u> considerations and the potential to alter these across the site to better respond to site conditions.
Social infrastructure	<p>A desktop review of community services and facilities within proximity of the Affected Area will be undertaken. This high-level strategic review is to identify any significant shortfalls in the provision of social services including open space, education and health.</p> <p>It's noted social infrastructure has been provided has been/will be delivered as part of the Glenside development. This will also been taken into consideration as part of these investigations.</p>
Services Infrastructure (Review)	Analysis regarding availability and capacity of water and power to service proposed use.
Stormwater (Review)	Investigation to confirm <u>stormwater</u> and localised flooding can be appropriately managed.
Land contamination (Review)	Determine potential <u>land contamination</u> issues impacting the Affected Area and if identified remediation approach.
Trees (Review)	Site analysis of <u>regulated and significant trees</u> to determine any impacts caused by development and appropriate management strategies.

4.4 Engagement Already Undertaken

In accordance with Practice Direction 2, the City of Burnside has been consulted with regarding this proposal. In addition, several other stakeholders were engaged with, and the outcomes of these meetings/discussions summarised below:

Agency	Investigations / Matters Highlighted	Preliminary Response
<p>City of Burnside</p> <p>Refer to Attachment F</p>	<p>Height Bonuses</p> <p>The application of the 'Affordable Housing Overlay' and the significant development site criteria within the Urban Corridor (Living) Zone can facilitate height bonuses above what is specified by the TNV. As a result, Council is seeking a policy strategy outlining how the development will be capped at 20 storeys within the existing policy environment.</p>	<p>This proposal seeks for the removal of the Affordable Housing Overlay from the Affected Area to disapply building height bonuses.</p> <p>Cedar Woods has entered an LMA with the Minister for Planning to deliver affordable housing at this site. This LMA obligates Cedar Woods to develop and offer for sale as affordable housing not less than 15% of the total number of dwellings to be created on the land.</p> <p>This approach provides confidence to the community that the maximum building height identified will be applied to the future assessment of any proposal.</p> <p>Additional incentives apply within the Urban Corridor (Living) Zone as set out below. However, the Affected Area does not directly abut Fullarton or Greenhill Road. Accordingly, it does not meet the requirement for a frontage of over 25m to a primary road corridor and does not qualify for this bonus.</p> <p><i>"P05.1</i></p> <p><i>Consolidation of significant development sites (a site <u>with a frontage over 25m to a primary road corridor</u> (e.g., a State maintained road or a road with similar attributes) and <u>over 2500m² in area</u>, which may include one or more allotments) to achieve increased development yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features."</i></p>

Agency	Investigations / Matters Highlighted	Preliminary Response
	<p>Impacts of Height</p> <p>Analysis of the buildings potential impacts on the surrounding environment have been requested in the form of massing diagrams, streetscape diagrams, elevation perspectives, a building height analysis (30-degree plane test), shadow diagrams (inclusive of height bonuses) and landscape perspectives.</p>	<p>Addressed under proposed investigations.</p>
	<p>Other Technical Numeric Variations</p> <p>Further clarity sought on the area beyond the scope of the proposal regarding existing building height TNVs.</p>	<p>The Code Amendment is proposing to change the building height TNV in the two specific locations identified. The current building height TNV will be retained across the remainder of the site.</p>
	<p>Traffic and Parking Impacts</p> <p>Through the Code Amendment, Council is seeking a traffic and car parking analysis which assesses the impacts of the proposed development of the adjacent road network as well as anticipated demand for parking, noting existing supply is nearing capacity.</p>	<p>Addressed under proposed investigations.</p>
	<p>Flood Risk Management</p> <p>The 'Flooding – Evidence Required Overlay' suggests the Affected Area may be impacts by flooding impacts. As a result, Council is seeking hydraulic investigations to better understand these potential impacts.</p>	<p>Addressed under proposed investigations.</p>
	<p>Revised Concept Plan</p> <p>Council's preferred policy approach is for Concept Plan 24 – Glenside to be updated to reflect desired development outcomes. This is instead of revising the building height TNV.</p>	<p>A revision to 'Concept Plan 24 – Glenside' is anticipated and will be influenced by the investigations outlined in this proposal.</p>

Agency	Investigations / Matters Highlighted	Preliminary Response
	<p>Council Member Briefing</p> <p>Preliminary engagement with the elected body of Council is sought. Further a recommendation was made to engage with the cities of Adelaide and Unley due to impacts associated with traffic, parking and the parklands.</p>	<p>A comprehensive engagement approach is proposed to take place as part of the process and will include the cities of Adelaide and Unley.</p>
<p>Member for Bragg</p>	<p>Member for Bragg – Jack Batty MP was consulted on 21 September 2023 regarding the proposal. Matters highlighted included:</p> <p>Impacts of Height</p> <p>Analysis of the buildings potential impacts on the surrounding environment sought through investigative process.</p>	<p>Addressed under proposed investigations.</p>
<p>Adelaide Airport</p>	<p>The Obstacle Limitation Surface at the location is at 153.5m AHD (Australian Height Datum). AHD is height above sea level not ground.</p> <p>153.5m AHD would be the trigger for an approval in accordance with the <i>Airports Act Protection of Airspace Regulations 1996</i>.</p> <p>The Affected Area has an approximate Ground Level of 65m AHD, as a result a building height of approximately 88.5 metres is permissible before an approval is triggered.</p>	<p>Changes sought to the 'Maximum Building Height' TNV through this proposal are below the 88.5 metres allowable before an approval <i>Airports Act Protection of Airspace Regulations 1996</i> is triggered.</p> <p>As a result, an airspace study is not proposed as part of the process.</p>
<p>Planning and Land Use Services (PLUS)</p>	<p>Engagement has been undertaken with Planning and Land Use Services (Code Control Group) on this proposal. A presentation took place on 15 August 2023 where an outline of the proposed policy approach took place.</p>	<p>Addressed under proposed investigations.</p>

Agency	Investigations / Matters Highlighted	Preliminary Response
	The Code Control Group identified interface considerations as a key area of investigation. Further investigations should also provide detailed information regarding privacy impacts, overshadowing, car parking and infrastructure provision.	

4.5 Further Engagement Proposed

In addition to preliminary engagement already undertaken, an engagement summary document has been prepared. This report outlines our proposed approach to engaging with community and stakeholders – Refer to **Attachment G**. A detailed engagement plan will be prepared shortly, and guide associated community and stakeholder engagement.

5. Code Amendment Process

5.1 Engagement Plan

The Code Amendment process will occur in accordance with the Community Engagement Charter and Practice Direction 2 – Consultation on the Preparation or Amendment of a Designated Instrument.

The Designated Entity will prepare an Engagement Plan prior to the commencement of engagement on the proposed Code Amendment. The Engagement Plan will include the following mandatory consultation requirements (which may be in addition to the engagement outlined in this Proposal to Initiate):

- the Local Government Association must be notified in writing of the proposed Code Amendment;
- if the Code Amendment has a specific impact on 1 or more particular pieces of land in a particular zone on subzone (rather than more generally), the Designated Entity must take reasonable steps to give a notice in accordance with Regulation 20 of the *Planning, Development and Infrastructure (General) Regulations 2017*, to:
 - the owners or occupiers of the land; and
 - owners or occupiers of each piece of adjacent land;
- consultation must also occur with any person or body specified by the State Planning Commission under section 73(6)(e) of the Act.

5.2 Engagement Report

Once engagement on the Code Amendment is complete, the Designated Entity will prepare an Engagement Report under section 73(7) of the Act.

The Designated Entity must ensure that a copy of the Engagement Report is furnished on the Minister and also published on the SA Planning Portal. This will occur in accordance with Practice Direction 2.

The Engagement Plan and the Engagement Report will also be considered by the State Planning Commission during the final stages of the Code Amendment process. The Commission will provide a report to the Environment, Resources and Development Committee of Parliament under section 74(3) of the Act. The Commission's report will provide information about the reason for the Code Amendment, the consultation undertaken on the Code Amendment and any other information considered relevant by the Commission.

5.3 Code Amendment Timetable

The Proponent (where it is also the Designated Entity) commits to undertaking the Code Amendment in line with the timeframe outlined **Attachment H**. If a timeframe is exceeded (or expected to be exceeded) the Proponent agrees to provide an amended timetable to the Department with an explanation of the delay, for approval by the Minister of an extension of time for the Code Amendment.

Attachment A – Certificate of Title

REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 6290 Folio 638

Parent Title(s) CT 6269/503
Creating Dealing(s) RTC 14121182
Title Issued 19/09/2023 Edition 1 Edition Issued 19/09/2023

Estate Type

FEE SIMPLE

Registered Proprietor

ZAMIA PROPERTY PTY. LTD. (ACN: 105 654 564)
OF CARE CEDAR WOODS PROPERTIES LTD GROUND FLOOR 50 COLIN STREET WEST PERTH WA 6005

Description of Land

ALLOTMENT COMPRISING PIECES 915, 916, 917 AND 918 DEPOSITED PLAN 132812
IN THE AREA NAMED GLENSIDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C ON D132812 TO THE COUNCIL FOR THE AREA (LAND GRANT VOL.4398 FOLIO 986)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED E ON D132812 TO SOUTH AUSTRALIAN WATER CORPORATION (LAND GRANT VOL.4402 FOLIO 419)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G AND H ON D132812 TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (RLG 10181721)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED K ON D132812 TO THE COUNCIL FOR THE AREA (LAND GRANT VOL.4402 FOLIO 418)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED R ON D132812 (RTD 11175806)

SUBJECT TO RIGHT(S) OF WAY OVER THE LAND MARKED R ON D132812 (RTD 11175806)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED D(T/F) ON D132812 FOR ELECTRICITY SUPPLY PURPOSES TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED S ON D132812 FOR SEWERAGE PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

Schedule of Dealings

Dealing Number	Description
12753779	ENCUMBRANCE TO MINISTER FOR HEALTH AND WELLBEING
12753780	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(1)
12753781	MORTGAGE TO ANZ FIDUCIARY SERVICES PTY. LTD. (ACN: 100 709 493)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests

CONFIRMED IN SA HERITAGE REGISTER 21/11/1985

CONFIRMED IN SA HERITAGE REGISTER 23/09/1982

CONFIRMED IN SA HERITAGE REGISTER 25/07/1980

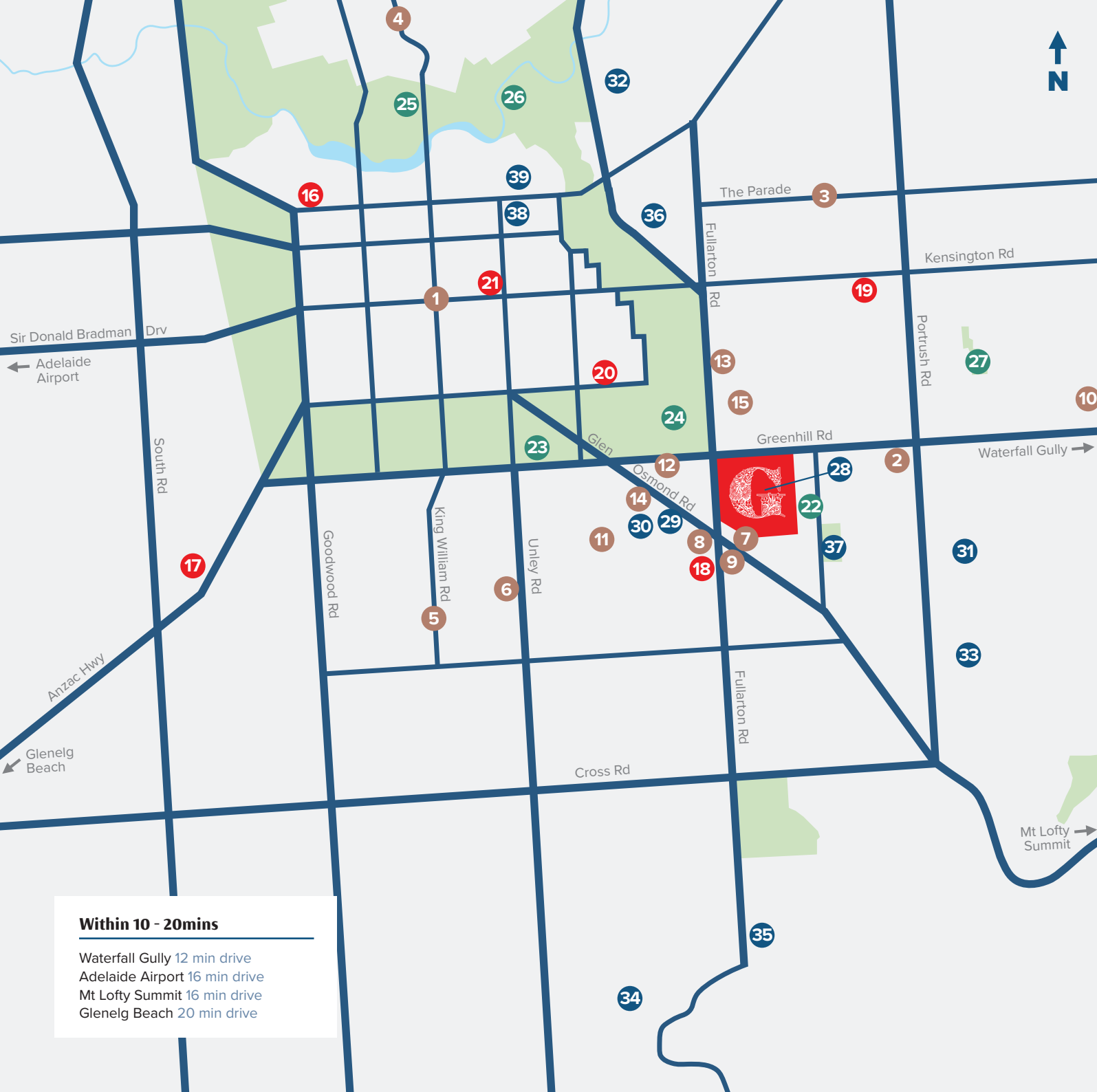
CONFIRMED IN SA HERITAGE REGISTER 12/10/1995

CONFIRMED IN SA HERITAGE REGISTER 19/10/2009

Attachment B – Map of Affected Area



Attachment C – Local Services Map



Within 10 - 20mins

Waterfall Gully 12 min drive
 Adelaide Airport 16 min drive
 Mt Lofty Summit 16 min drive
 Glenelg Beach 20 min drive

Food & Retail



1. Adelaide CBD 6 min drive
Rundle Mall, restaurants, bars, cafes
2. Burnside Village 5 min drive
Coles, fashion, homewares, cafes
3. Norwood Parade 7 min drive
Cinema, Woolworths, cafes, restaurants, fashion
4. North Adelaide 12 min drive
Fashion, cafes, bars, restaurants
5. King William Road 7 min drive
Cafes, restaurants, fashion
6. Unley Shopping Centre 6 min drive
Woolworths, Coles, fashion, cafes
7. Frewville Foodland 7 min walk
8. Parkside Hotel 8 min walk
9. Arkaba Hotel 8 min walk
10. Feathers Hotel 7 min drive
11. Earl of Leicester Hotel 4 min drive
12. Commitment Issues Cafe 11 min walk
13. Commissary 3 min drive
14. East Borough Eatery 9 min drive
15. Corner Store Cafe 3 min drive

Health



16. Royal Adelaide Hospital 12 min drive
17. Ashford Hospital 8 min drive
18. Arkaba Medical Centre 9 min walk
19. Burnside Hospital 5 min drive
20. St Andrews Hospital 5 min drive
21. Calvary Hospital 6 min drive

Parks & Recreation



22. Conyngham St Dog Park 3 min drive
23. Tree Climb 5 min drive
24. Victoria Park & Wetlands 3 min walk
25. Adelaide Oval 12 min drive
26. Adelaide Zoo 9 min drive
27. Tasmore Park 5 min drive

Education



28. Kozy Kids Childcare within Glenside
29. St Raphaels Primary School 8 min walk
30. Parkside Primary School 11 min walk
31. Linden Park Primary 5 min drive
32. St Peters College 8 min drive
33. Seymour College 5 min drive
34. Scotch College 10 min drive
35. Mercedes College 8 min drive
36. Prince Alfred College 7 min drive
37. Glenunga International High School 5 min drive
38. University of SA - City East 9 min drive
39. University of Adelaide - City 9 min drive

Disclaimer: All times to destinations are approximate and sourced from Google Maps, August 2022

Attachment D – Urban Corridor (Living) Zone

Part 2 - Zones and Sub Zones

Urban Corridor (Living) Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A mixed use area with a strong residential focus that provides a diverse range of medium density housing options primarily in multi-level medium rise buildings supported by compatible non-residential land uses oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes), high frequency public transport route, activity centre or significant open space.
DO 2	Non-residential activities that enhance convenient day to day living for nearby residents and encourage small group and intimate social gatherings that is contextually appropriate to a compact residential amenity.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 A vibrant mix of land uses adding to the vitality of the area and extend activities outside shop hours including restaurants, educational, community and cultural facilities and visitor and residential accommodation.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> (a) Advertisement (b) Child care facility (c) Consulting Room (d) Dwelling (e) Educational Facility (f) Office (g) Retirement Facility (h) Shop (i) Student Accommodation (j) Supported Accommodation (k) Tourist Accommodation
PO 1.2 A range of small to medium scale non-residential uses, services and facilities such as shops, offices and consulting rooms that meet the day to day needs for the local community.	DTS/DPF 1.2 Shop, office, or consulting room uses not exceeding a maximum gross leasable floor area of 500m ² .
PO 1.3 Development of diverse medium density accommodation options either as part of a mixed use development or wholly residential development.	DTS/DPF 1.3 None are applicable.
PO 1.4	DTS/DPF 1.4

<p>Changes in the use of land encourage the efficient reuse of premises to support local access to a range of services compatible to the locality.</p>	<p>Provided off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, a change of use involving either of the following:</p> <ul style="list-style-type: none"> (a) from residential to office or consulting room on the ground or first floor of a building (b) from residential to shop less than 250 m² on the ground floor of a building.
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Built Form and Character

<p>PO 2.1</p> <p>Buildings positively contribute to a continuous framing of the primary road corridor (e.g., a State maintained road or a road with similar attributes) and public realm, and provide visual relief from building scale and massing from the ground level public realm.</p>	<p>DTS/DPF 2.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m in height (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall. 																				
<p>PO 2.2</p> <p>Buildings setback from the primary street boundaries are consistent with the established streetscape, except in locations where no setback is desired to achieve a more prominent, strongly defined, and continuous built form presence to the primary street frontage.</p>	<p>DTS/DPF 2.2</p> <p>Buildings setback from the primary street boundary:</p> <p>(a) not less than:</p> <table border="1" data-bbox="831 931 1520 1137"> <thead> <tr> <th colspan="2">Minimum Primary Street Setback</th> </tr> </thead> <tbody> <tr> <td>Minimum primary street setback is 0m</td> <td></td> </tr> <tr> <td>Minimum primary street setback is 2m</td> <td></td> </tr> <tr> <td>Minimum primary street setback is 3m</td> <td></td> </tr> <tr> <td>Minimum primary street setback is 4m</td> <td></td> </tr> <tr> <td>Minimum primary street setback is 6m</td> <td></td> </tr> </tbody> </table> <p>Or</p> <p>(b) where no value is returned in DTS/DPF 2.2(a), in accordance with the following table:</p> <table border="1" data-bbox="831 1312 1520 1789"> <thead> <tr> <th>Development Context</th> <th>Minimum setback</th> </tr> </thead> <tbody> <tr> <td>There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.</td> <td>The average setback of the existing buildings.</td> </tr> <tr> <td>There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.</td> <td>The setback of the existing building.</td> </tr> <tr> <td>There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.</td> <td> <ul style="list-style-type: none"> (a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage - no DTS/DPF is applicable </td> </tr> </tbody> </table> <p>In instances where DTS/DPF 2.2 (a) or (b) do not apply, then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.</p> <p>For the purposes of DTS/DPF 2.2 (a) and (b):</p> <ul style="list-style-type: none"> (a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the 	Minimum Primary Street Setback		Minimum primary street setback is 0m		Minimum primary street setback is 2m		Minimum primary street setback is 3m		Minimum primary street setback is 4m		Minimum primary street setback is 6m		Development Context	Minimum setback	There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	<ul style="list-style-type: none"> (a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage - no DTS/DPF is applicable
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	<p>purposes of determining its setback</p> <p>(b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table</p>
<p>PO 2.3</p> <p>Buildings set back from secondary street boundaries to contribute to a consistent established streetscape.</p>	<p>DTS/DPF 2.3</p> <p>Building walls setback from a secondary street frontage not less than 2m.</p>
<p>PO 2.4</p> <p>Buildings are:</p> <p>(a) sited on side boundaries for parts of the building located towards the front part of the allotment to achieve a continuity of street façade to the street</p> <p>(b) setback from side boundaries for parts of the building located behind the street facing elements, to enable building separation to provide access to natural ventilation and sunlight.</p>	<p>DTS/DPF 2.4</p> <p>Building walls with no window/s or balcony/s fronting the boundary, setback from side boundaries as follows:</p> <p>(a) no minimum on the boundary, within the first 18m from the front property boundary for any building level</p> <p>(b) no minimum for remaining length for ground level only</p> <p>(c) 2m or more for 1st level and above for building parts more than 18m from the front property boundary.</p>
<p>PO 2.5</p> <p>Buildings set back from rear boundaries (other than street boundaries) to:</p> <p>(a) minimise negative impacts on neighbouring properties, including access to natural sunlight and ventilation</p> <p>(b) provide open space recreational opportunities</p> <p>(c) provide space for landscaping and vegetation.</p>	<p>DTS/DPF 2.5</p> <p>Building walls setback from rear boundaries as follows:</p> <p>(a) 5m or more where the subject land directly abuts an allotment of a different zone</p> <p>(b) 3m or more in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.</p>
<p>PO 2.6</p> <p>Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.</p>	<p>DTS/DPF 2.6</p> <p>Building walls setback from the rear access way:</p> <p>(a) no requirement where the access way is not less than 6.5m wide or</p> <p>(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.</p>

Building Height

<p>PO 3.1</p> <p>Building height is consistent with the form expressed in the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> and the <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or positively responds to the local context including the site's frontage, depth, and adjacent primary road corridor (e.g., a State maintained road or a road with similar attributes) or street width.</p>	<p>DTS/DPF 3.1</p> <p>Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s):</p> <table border="1"> <thead> <tr> <th colspan="2">Maximum Building Height (Levels)</th> </tr> </thead> <tbody> <tr> <td>Maximum building height is</td> <td>3 levels</td> </tr> <tr> <td>Maximum building height is</td> <td>4 levels</td> </tr> <tr> <td>Maximum building height is</td> <td>6 levels</td> </tr> <tr> <td>Maximum building height is</td> <td>8 levels</td> </tr> <tr> <th colspan="2">Maximum Building Height (Metres)</th> </tr> <tr> <td>Maximum building height is</td> <td>11.5m</td> </tr> <tr> <td>Maximum building height is</td> <td>12.5m</td> </tr> <tr> <td>Maximum building height is</td> <td>15m</td> </tr> <tr> <td>Maximum building height is</td> <td>16.5m</td> </tr> <tr> <td>Maximum building height is</td> <td>22m</td> </tr> <tr> <td>Maximum building height is</td> <td>24.5m</td> </tr> <tr> <td>Maximum building height is</td> <td>29m</td> </tr> </tbody> </table> <p>In relation to DTS/DPF 3.1, in instances where:</p> <p>(a) more than one value is returned, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine</p>	Maximum Building Height (Levels)		Maximum building height is	3 levels	Maximum building height is	4 levels	Maximum building height is	6 levels	Maximum building height is	8 levels	Maximum Building Height (Metres)		Maximum building height is	11.5m	Maximum building height is	12.5m	Maximum building height is	15m	Maximum building height is	16.5m	Maximum building height is	22m	Maximum building height is	24.5m	Maximum building height is	29m
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the applicable value relevant to the site of the proposed development

- (b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other
- (c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.

PO 3.2
Buildings designed to achieve optimal height and floor space yields, and maintain traditional main street form.

DTS/DPF 3.2
New development is not less than the following building height:

Minimum Building Height (Levels)
Minimum building height is 1 level
Minimum building height is 2 levels
Minimum building height is 3 levels

In relation to DTS/DPF 3.2, in instances where:

- (a) more than one value is returned, refer to the *Minimum Building Height (Levels) Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development
- (b) no value is returned (i.e. there is a blank field), then there is no minimum building height and DTS/DPF 3.2 is met.

Interface Height

PO 4.1
Buildings mitigate impacts of building massing on residential development within a neighbourhood-type zone.

DTS/DPF 4.1

Interface Height

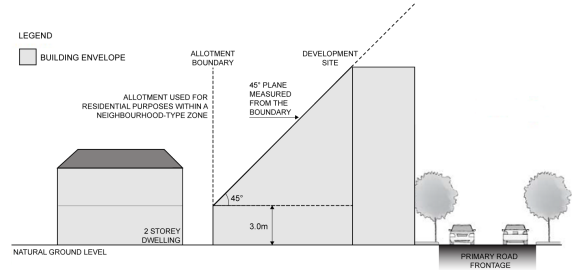
Buildings constructed within a building envelope provided by a:

- (a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of the allotment where abutting a residential use, or where the allotment is separated by a road less than 6.5 metres in width measured from the residential allotment boundary, within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary):

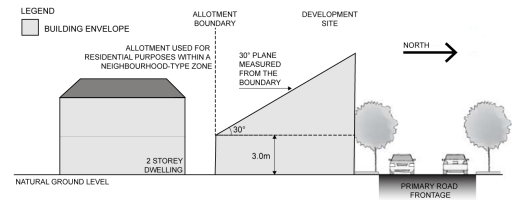
- (b) in relation to a southern boundary, 30 degree plane grading north, measured from a height of 3m above natural ground at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a street boundary):

Interface Height

Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a street boundary):



Buildings constructed within a building envelope provided by a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a street boundary):



PO 4.2

Buildings on an allotment fronting a road that is not the primary road corridor (e.g., a State maintained road or a road with similar attributes) and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.

DTS/DPF 4.2

None are applicable.

Significant Development Sites

PO 5.1

Consolidation of significant development sites (a site with a frontage over 25m to a primary road corridor (e.g., a State maintained road or a road with similar attributes) and over 2500m² in area, which may include one or more allotments) to achieve increased development

DTS/DPF 5.1

Development on significant development sites up to 30% above the maximum building height specified in DTS/DPF 3.1 (rounded to the nearest whole number) where it:

<p>yield provided that off-site impacts can be managed and broader community benefit is achieved in terms of design quality, community services, affordable housing provision, or sustainability features.</p>	<ul style="list-style-type: none"> (a) incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and context that positively contributes to the character of the local area (b) includes more than 15% of dwellings as affordable housing or (c) includes at least: <ul style="list-style-type: none"> (i) three of the following: <ul style="list-style-type: none"> A. high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street B. high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site C. active uses are located on the public street frontages of the building, with any above ground car parking located behind D. a range of dwelling types that includes at least 10% of 3+ bedroom apartments E. a child care centre. (ii) three of the following: <ul style="list-style-type: none"> A. a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance; B. living landscaped vertical surfaces of at least 50m² supported by services that ensure ongoing maintenance; C. passive heating and cooling design elements including solar shading integrated into the building; D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings. 		
<p>PO 5.2</p> <p>Development on a significant development site (a site with a frontage over 25m to a primary road corridor (e.g., a State maintained road or a road with similar attributes) and over 2500m² in area, which may include one or more allotments) designed to minimise impacts on residential uses in adjacent zones with regard to intensity of use, overshadowing, massing and building proportions.</p>	<p>DTS/DPF 5.2</p> <p>Development that:</p> <ul style="list-style-type: none"> (a) is constructed within zone's Interface Building Height provision as specified DTS/DPF 4.1 (b) locates non-residential activities and higher density elements towards the primary road corridor (e.g., a State maintained road or a road with similar attributes) (c) locates taller building elements towards the primary road corridor (e.g., a State maintained road or a road with similar attributes). 		
<p>Movement, parking and access</p>			
<p>PO 6.1</p> <p>Development does not result in additional crossovers on the primary street frontage, except where rationalising existing crossovers on consolidated sites and is designed to minimise conflicts with pedestrians and cyclists and minimise disruption to the continuity of built form.</p>	<p>DTS/DPF 6.1</p> <p>Vehicular access to be provided:</p> <ul style="list-style-type: none"> (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones or (b) where it consolidates or replaces existing crossovers. 		
<p>PO 6.2</p> <p>Development is designed to ensure car parking is located avoid negative impacts on the primary street frontage streetscape.</p>	<p>DTS/DPF 6.2</p> <p>Vehicle parking garages located behind buildings away from the primary main street frontage.</p>		
<p>Advertisements</p>			
<p>PO 7.1</p> <p>Freestanding advertisements identify the associated business without creating a visually dominant element within the streetscape.</p>	<p>DTS/DPF 7.1</p> <p>Freestanding advertisements:</p> <ul style="list-style-type: none"> (a) do not exceed 6m in height above natural ground level (b) do not have a face that exceeds 4m² per side. 		
<p>Concept Plans</p>			
<p>PO 8.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 8.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Description</th> </tr> </thead> <tbody> <tr> <td>Concept Plan 24 - Glenside</td> </tr> </tbody> </table>	Description	Concept Plan 24 - Glenside
Description			
Concept Plan 24 - Glenside			

Description
Concept Plan 110 - Forestville
<p>In relation to DTS/DPF 8.1, in instances where:</p> <ul style="list-style-type: none"><li data-bbox="836 248 1509 315">(a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.<li data-bbox="836 320 1509 365">(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Attachment E – Glenside Buildings Concept

GLENSIDE BUILDINGS 6, 7, 8 & 9

32247



Hames Sharley acknowledges the Traditional Custodians of the lands we live on. We pay our respects to all Elders, past and present, of all Aboriginal and Torres Strait Islander nations.

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Director

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Developed for : Cedar Woods

GLENSIDE - BUILDING 8 & 9

24/10/2023

**HAMES
SHARLEY**
ENABLING COMMUNITIES TO FLOURISH

01



CONTEXT



the glenside story.

Located two kilometres south-east of the Adelaide CBD and adjoining the Adelaide Parklands, Glenside is a mixed-use urban neighbourhood by Cedar Woods. The proposed development will be the fifth multi-storey residential apartment building on the site.

RENEWAL SA OBJECTIVES
In the development's infancy in 2015, Renewal SA outlined six key objectives for the Glenside Development.

a connected, urban neighbourhood.

Create a vibrant hub of well-designed retail, commercial, residential and recreational uses which are connected and enhanced by high quality public spaces.

heritage and trees.

Retain and integrate the site's heritage features and significant vegetation to create a unique and distinctive place.

environment and open space.

Promote sustainable living through intelligent design and improved walking and cycling connections.=

community participation.

Engage the community to develop the vision for the Glenside site and ensure tangible community benefit are achieved.

heritage and trees.

Provide a range of high quality, innovative housing options including affordable housing with the potential for 800-1000 dwellings.

private sector investment.

Stimulate urban renewal by facilitating attractive investment opportunities for the private sector.



the masterplan.

The site is situated between Fullarton road and Harriet Lucy Drive which is a newly constructed internal road within the Glenside Development.

To the North of Mulberry Road the development will become one of the next planned apartment development that will extend the Fullarton Road streetscape northward towards Greenhill Road and the newly constructed Glenside Park.

The development will have a strong street presence along Harriet Lucy Drive with a landscape buffer provided by the precinct parks and gardens to all sides. Building 11 will have its own outlook towards the State Heritage listed buildings and the Adelaide Hills.

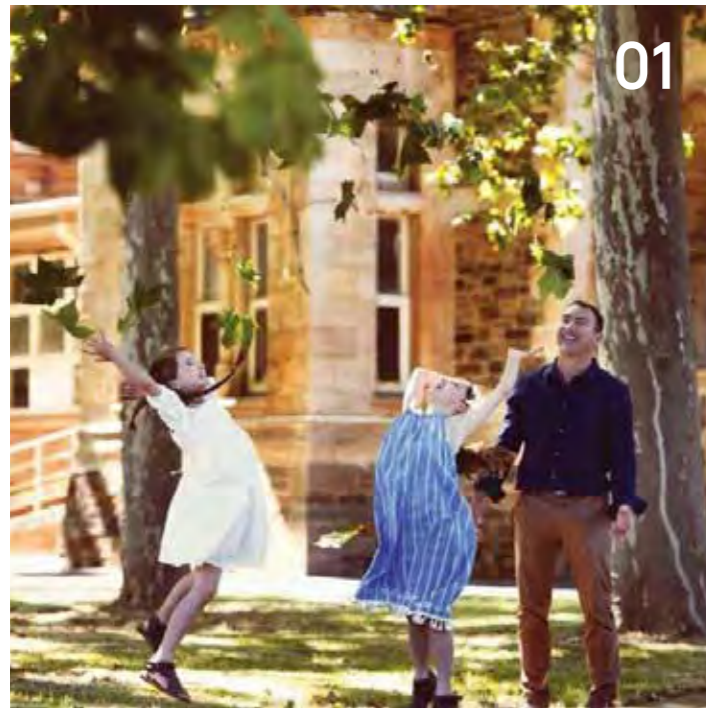


development aspirations.



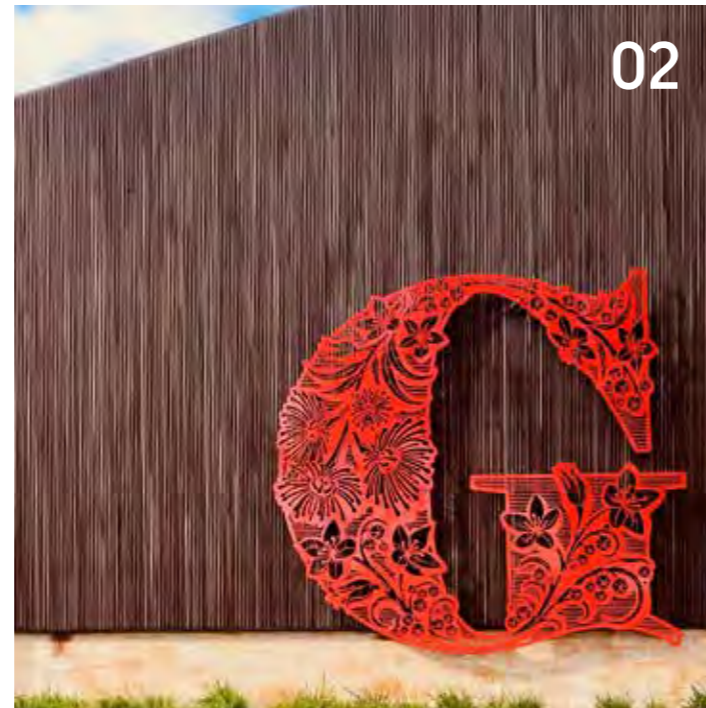
AN ALIGNED DEVELOPMENT

The following aspirations were developed to ensure the alignment of the Glenside Building 10 & 11 project with the broader objectives of the Glenside Development.



CELEBRATE THE LEGACY OF GLENSIDE, ITS HERITAGE AND VEGETATION FOR ITS FUTURE GENERATIONS TO ENJOY

- + Continue to develop the connected urban, neighbourhood vision for Glenside.
- + Represent an inspiring solution to create a well-designed, mixed use urban neighbourhood of which all South Australians can be proud.
- + Draw inspiration from the scale, materiality and other architectural features of Glenside's heritage assets.



BUILD UPON THE SENSE OF PLACE AND COMMUNITY THAT IS GLENSIDE.

- + Use placemaking as an essential community-based process.
- + Ensure sense of belonging and ownership and encourage community harmony.
- + Draw inspiration from the existing development to create a cohesive architectural language for the neighbourhood.
- + Continue to build walking and cycling connections through the site.
- + Create intuitive and legible wayfinding and site permeability.



DESIGN FOR THE FUTURE

- + Be innovative and foster intelligent design
- + Embrace the unexpected.
- + Promote a diverse, sustainable community.
- + Enable flexible spaces.
- + Implement environmentally sustainable strategies.
- + Share community infrastructure across the site where feasible.

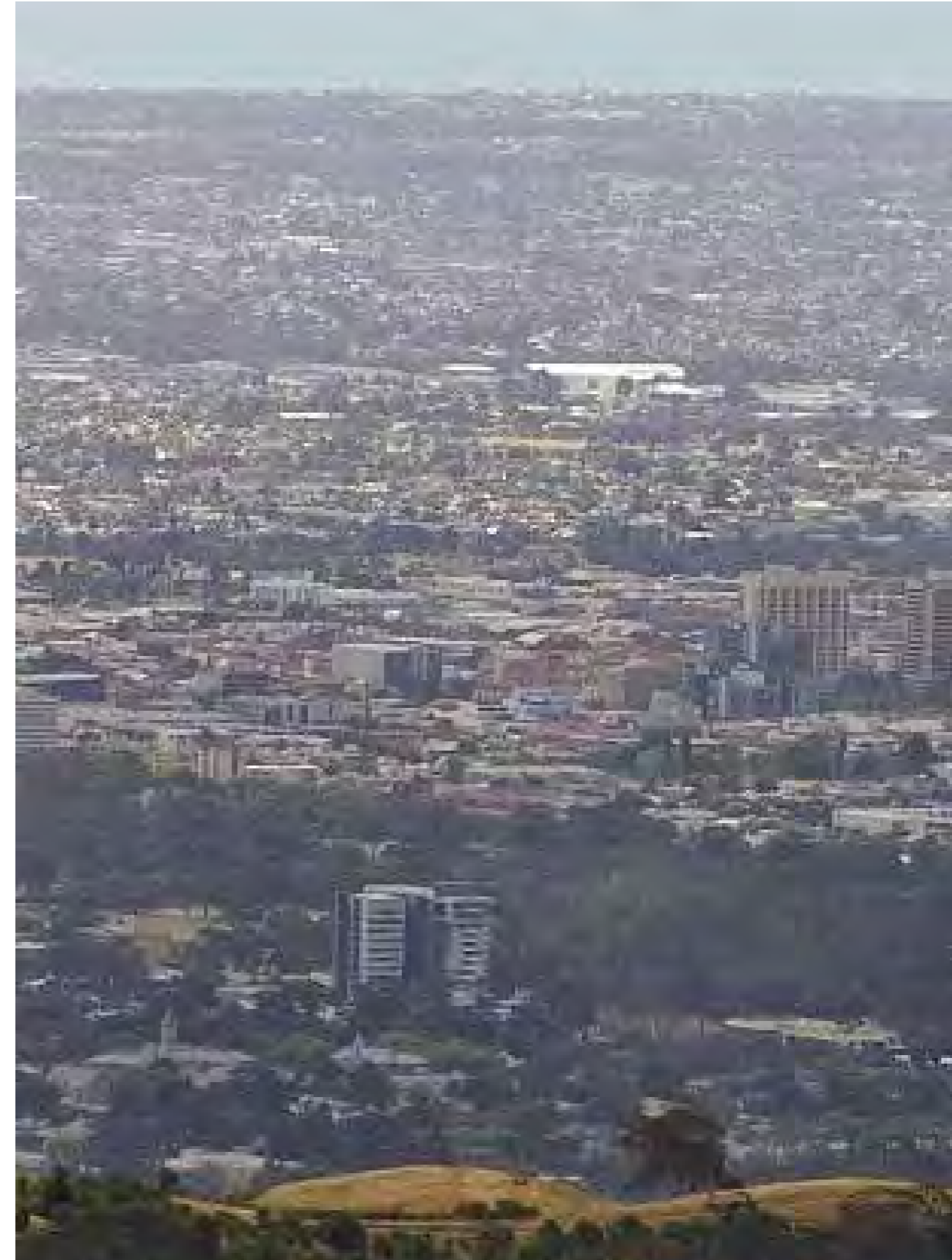


BE GROUNDED AND INSPIRED BY THE UNIQUE PARKLAND SETTING THE SITE OFFERS

- + Connect to the site's quality public spaces.
- + Draw the filtered natural light, into living spaces.
- + Emphasise wellbeing in the design of shared and private spaces.

✦ **This is a local and city opportunity.
It should build pride and be built on
pride.**

- + It is leveraging existing services and amenities (public transport, services, access to employment and parklands)





✦ **It has a local and regional responsibility to give back, to support local life and citywide pride.**

✦ Glenside can change the way we feel about our city in the same way that the Riverbank has.

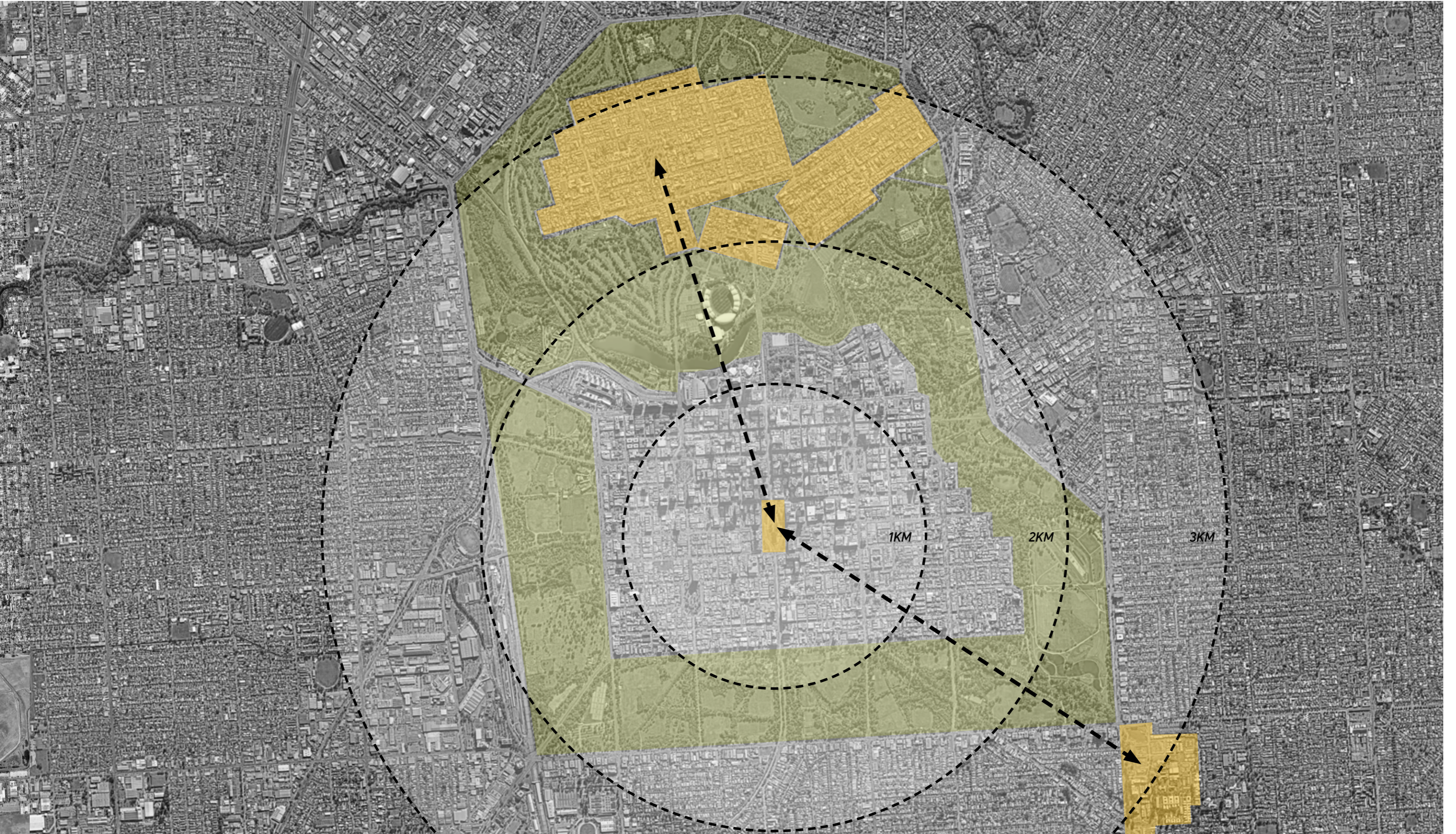




✦ **It has a broader role in the city it will be part of the Adelaide's future identity. Part of the post card view.**

+ Tell stories, of life on the city of Adelaide plain. Potentially indigenous stories.





+ Balancing the investment and landmarks of the northern city (riverbank)

+ To do this it should incorporate public amenity and contribute to city life in the same way that the riverbank does.





✦ Leaning on the Strategic infill and corridor growth

- ✦ The site is ideally suited to take advantage of existing public transport, social infrastructure, open space and amenity.

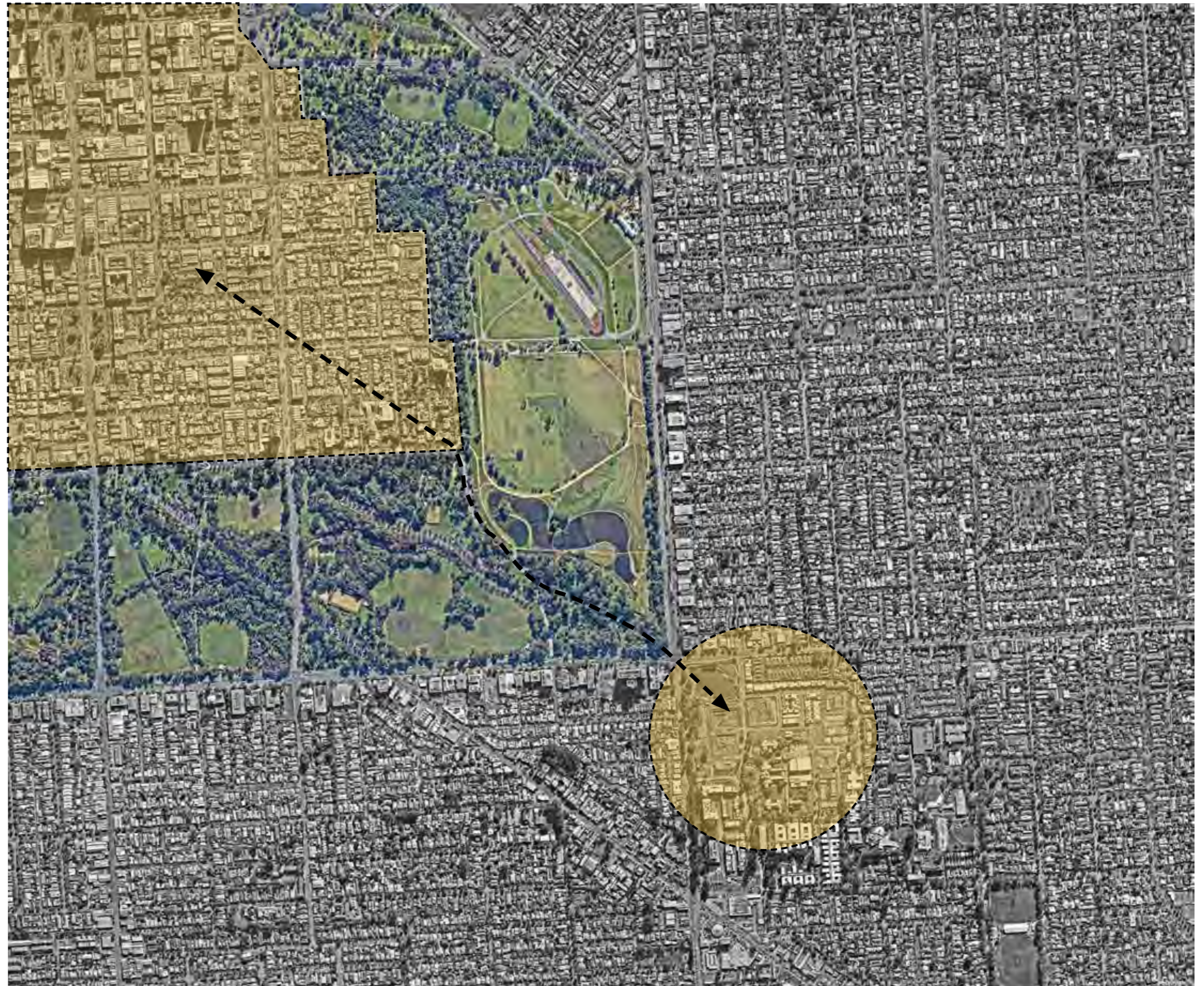




✦ **Building density where it works well, help retain existing heritage streetscapes and communities in the wider region.**

- ✦ It is leveraging existing services and amenities (public transport, services, access to employment and parklands)





✦ **It's important to recognise that city identity evolves. Dynamic and prosperous cities develop new symbols to reflect ambitions and values of their time.**

+ It is leveraging existing services and amenities (public transport, services, access to employment and parklands)





✦ It should have Symbolic meaning: an expression of Adelaide's re- emerging confidence.

- + Matching the heritage symbols, the commercial symbols of the 1960-80's and the civic landmarks of the city.
- + Be a symbol of Adelaide's ambitions in the 2020's. A diverse, prosperous community.





+ What might a residential tower communicate locally and city wide?

- + Sustainability: we care about the planet and want to support low carbon lifestyles (walkable communities, energy efficient living, community focused)
- + Inclusiveness: we can live in the inner city also.
- + Imbue confidence and pride. You live there and this is our city.
- + Tall stories: things that matter to the community and city.





02



DESIGN MOVES

What we can achieve is.

- + Efficient and effective. It works well as a home for its residents.
- + Forms that are shaped (if needed) with purpose (to mitigate overshadowing, to improve views around it and to and from it and to be sensitive to place and community)
- + Adorned with purpose. Telling stories about place and community.
- + Authentic. It is of Adelaide. Fresh but recognisably aligned with our city values.

+ design approaches.



EXTRUSION

+ The efficient extrusion veiled in a simple skin.



SCULPTURAL

+ The sculptural form that deliberately contrasts or seeks attention.



ADORNMENT

+ The adorned tower: colour, texture and increasingly landscape.

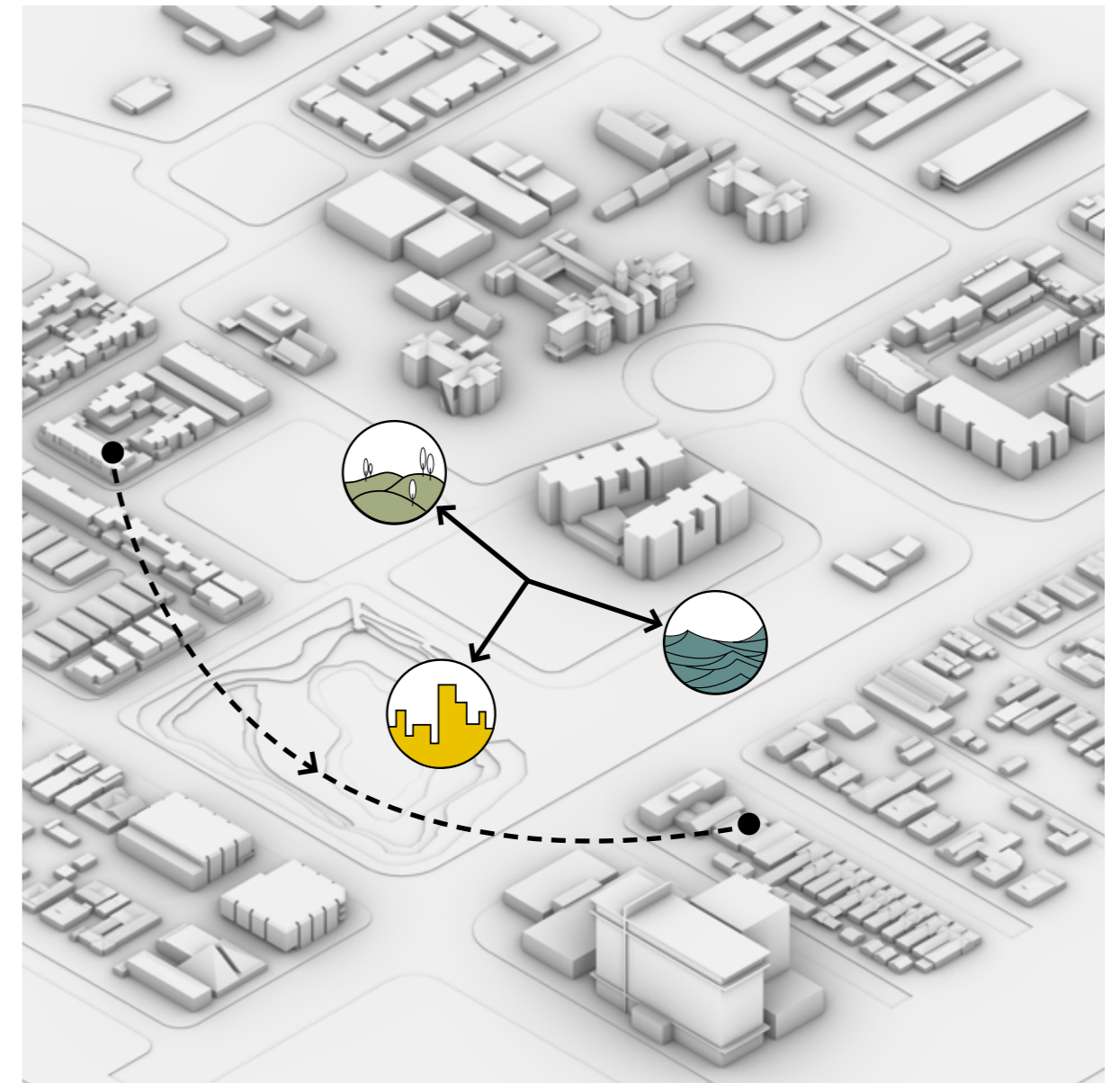
✦ natural elements.

RESPONDING TO PLACE: THE PARKLAND SETTING.



- + Drawing the landscape through the site and embrace the parklands.
- + Increasing the area of green and public space.

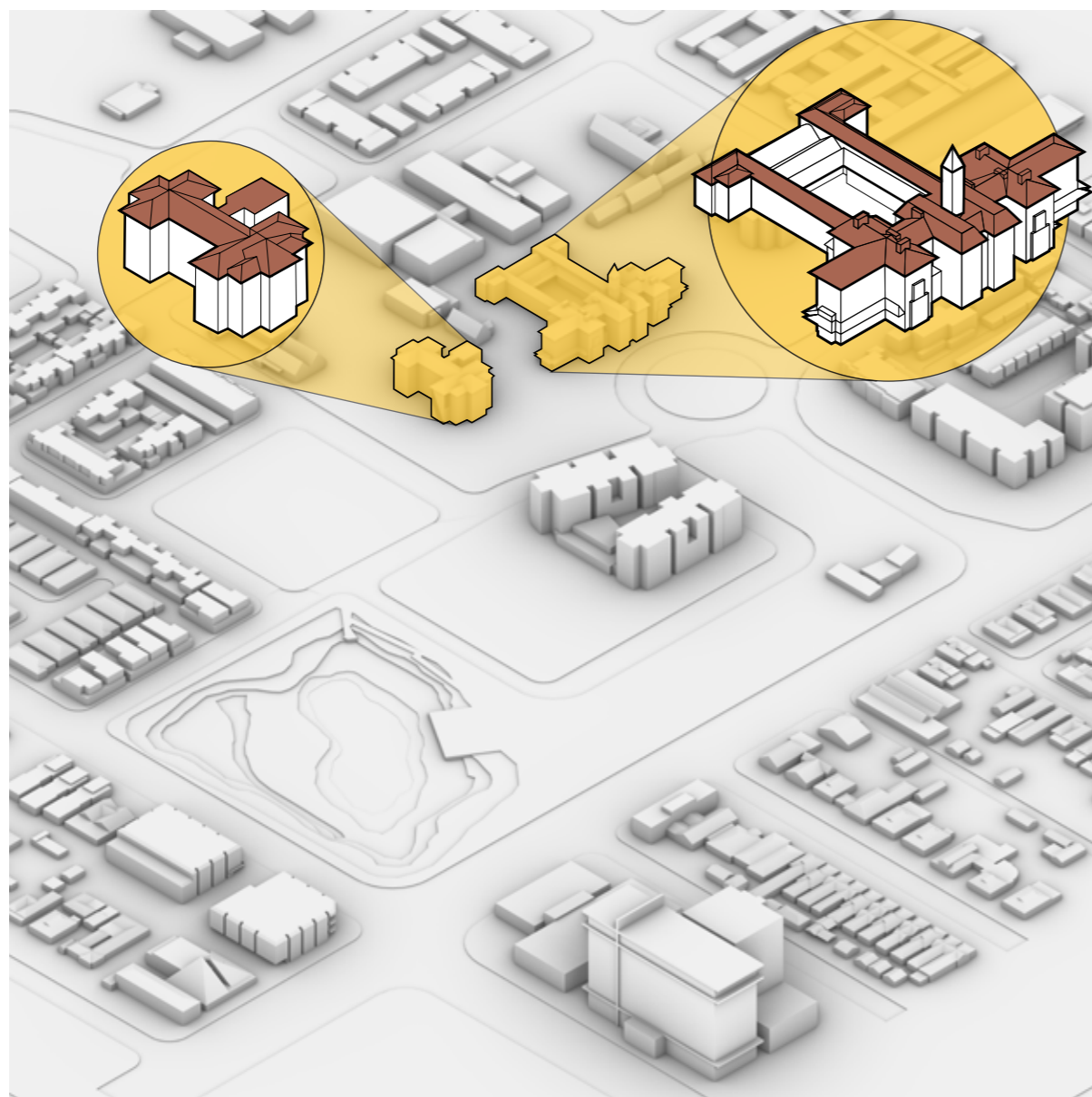
RESPONDING TO PLACE: CLIMATE AND VIEWS.



- + Retain and enhance views to, through and from the site.
- + Maximize daylight penetration and minimize overshadowing.

built elements.

RESPONDING TO PLACE: HISTORIC FABRIC



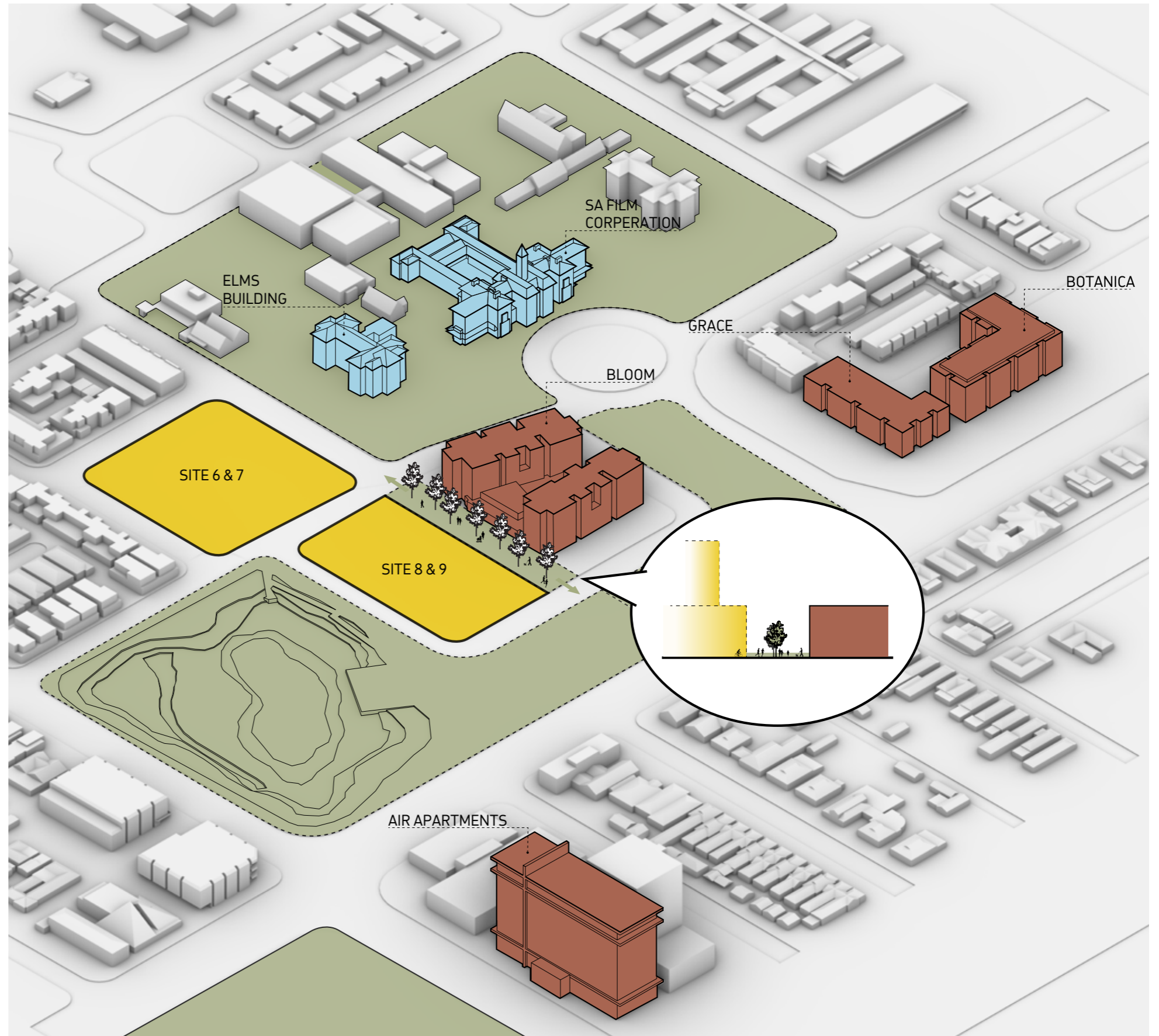
+ Responding to scale, materials and form of the heritage fabric.

RESPONDING TO PLACE: CONTEMPORARY FABRIC

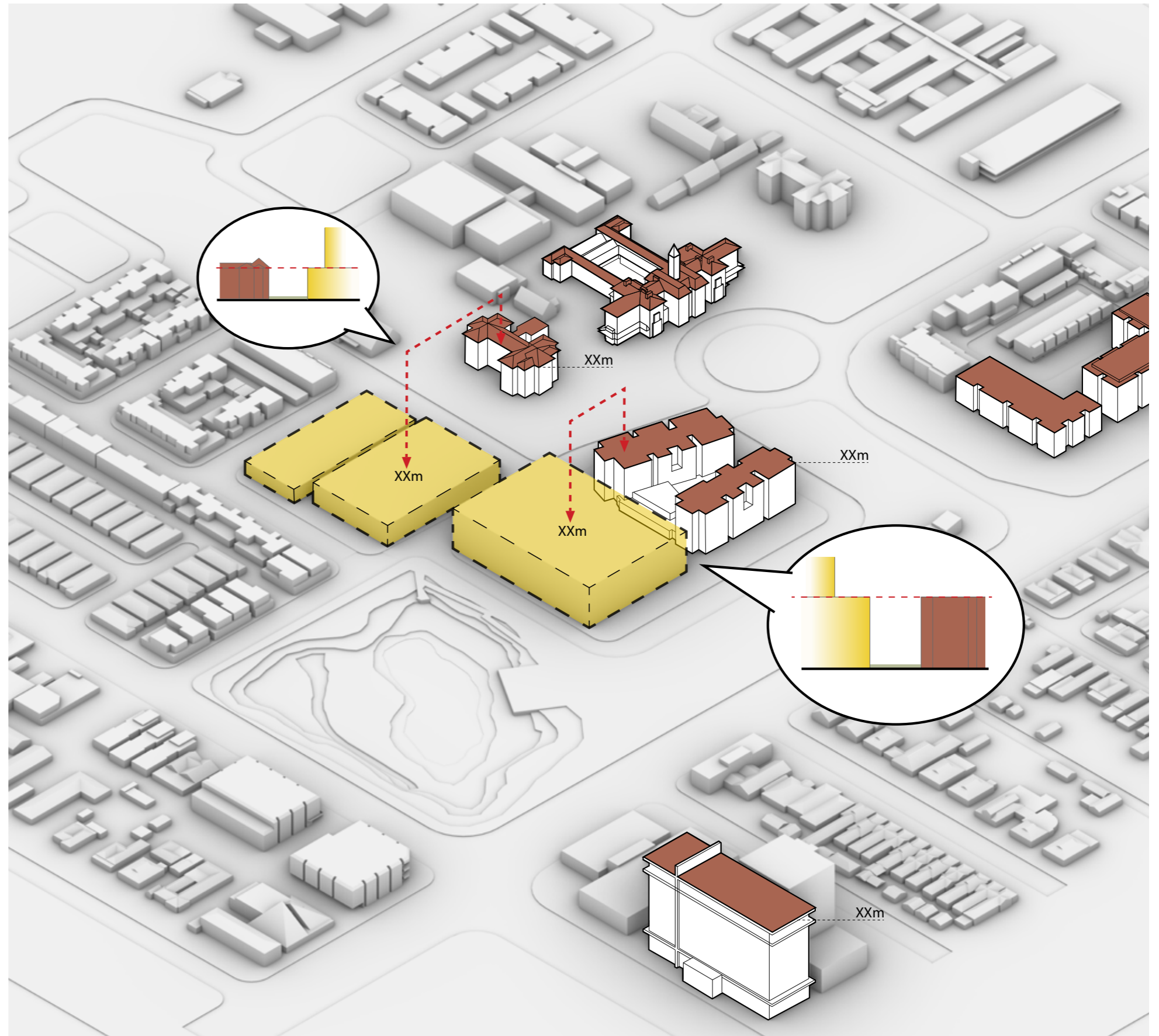


+ responding to the scale and form of the contemporary Glenside development and surrounding locality.

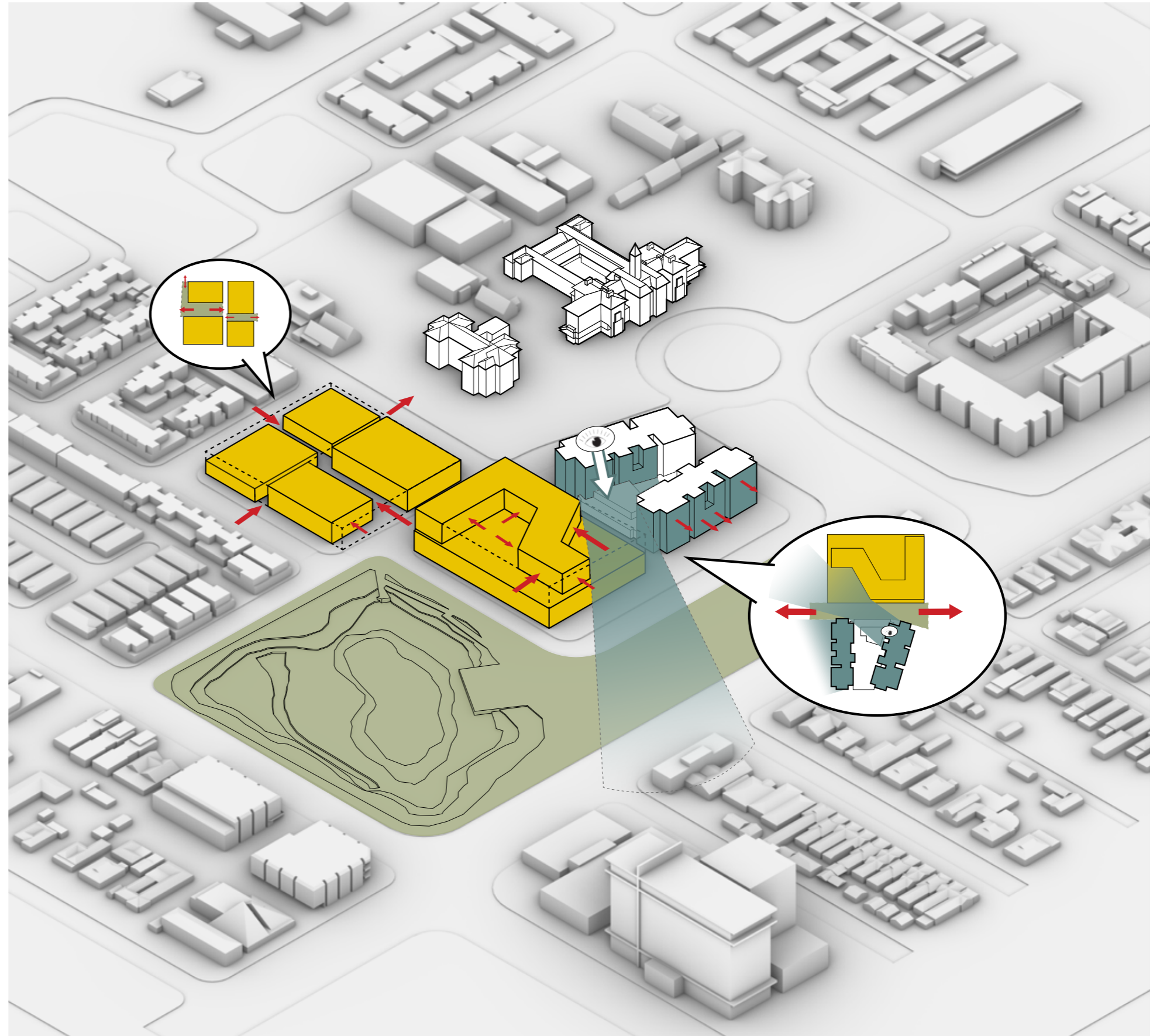
**building a community:
respecting and learning from
Place.**



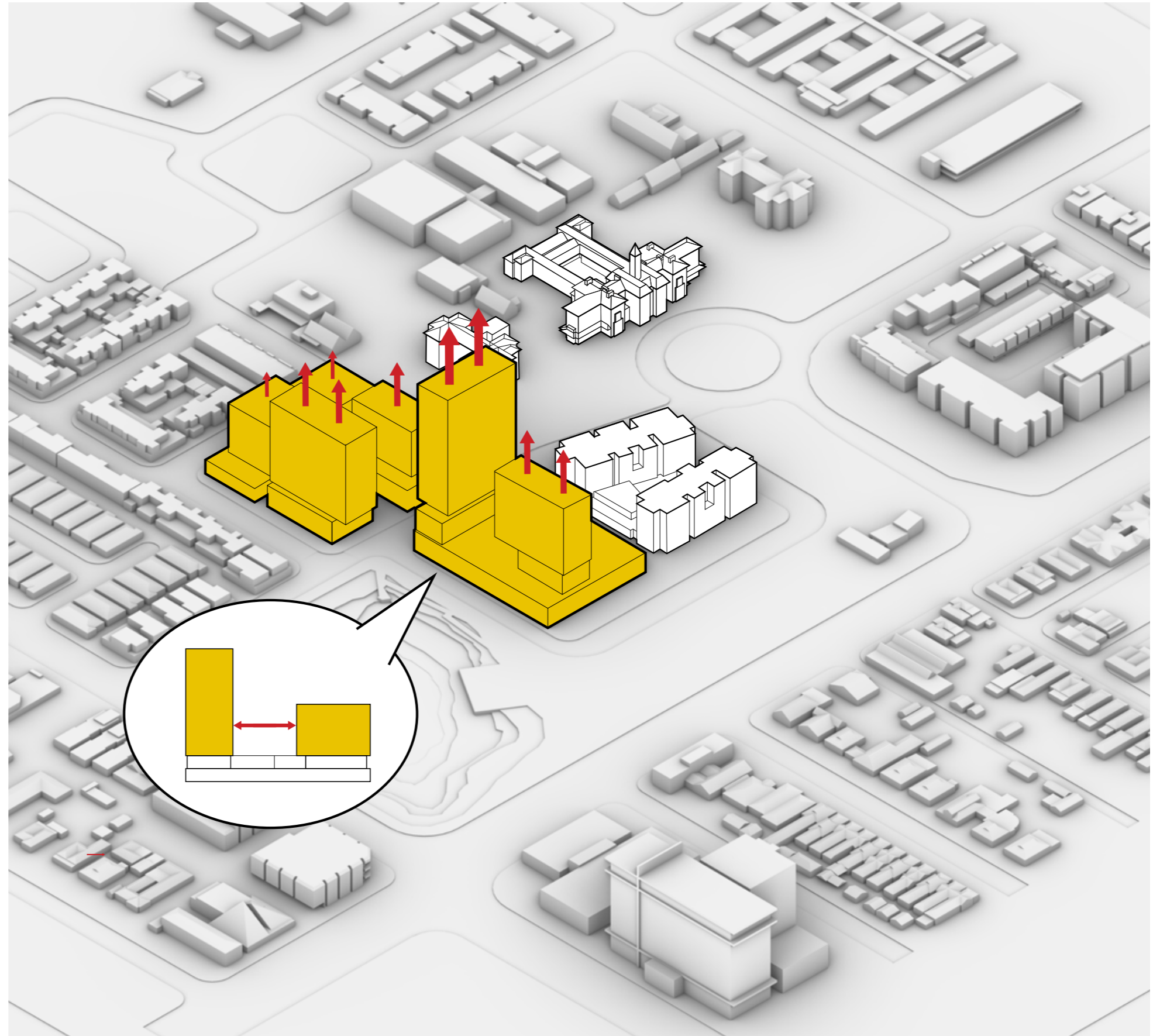
✦ responding to place: historic and contemporary fabric.



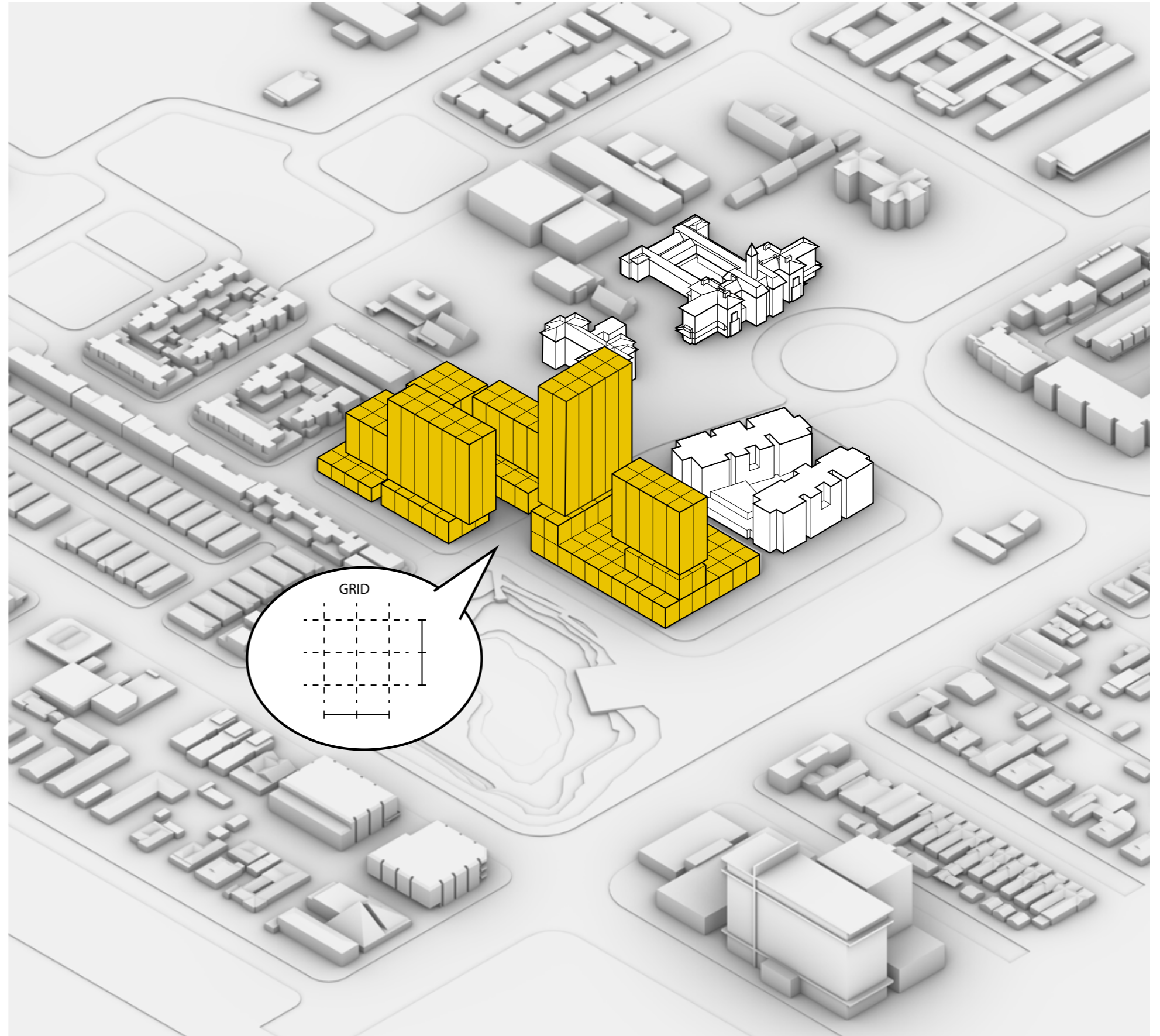
building a community. permeability, connections and views.



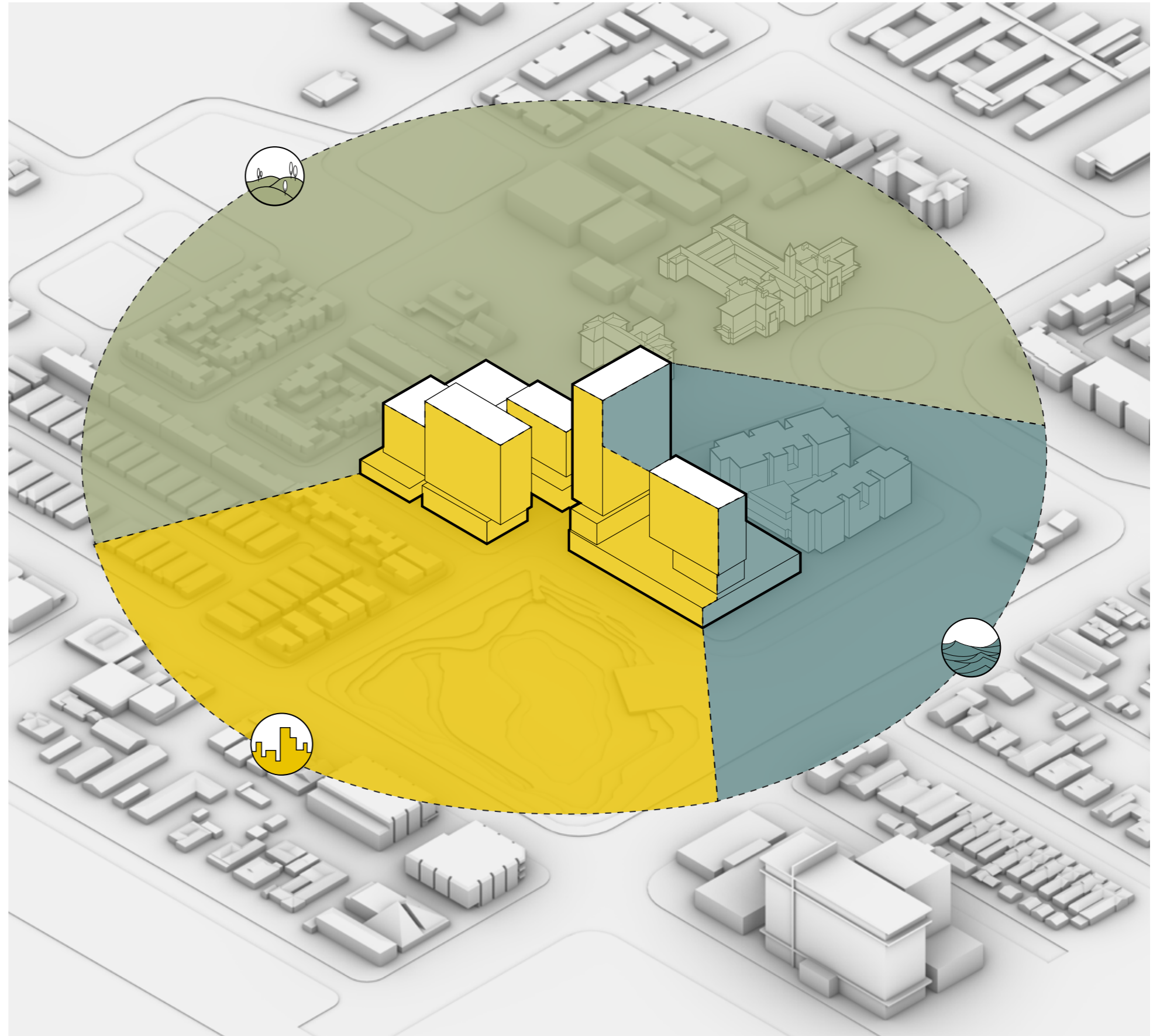
✦ **building a
community: city
identity and local
context.**



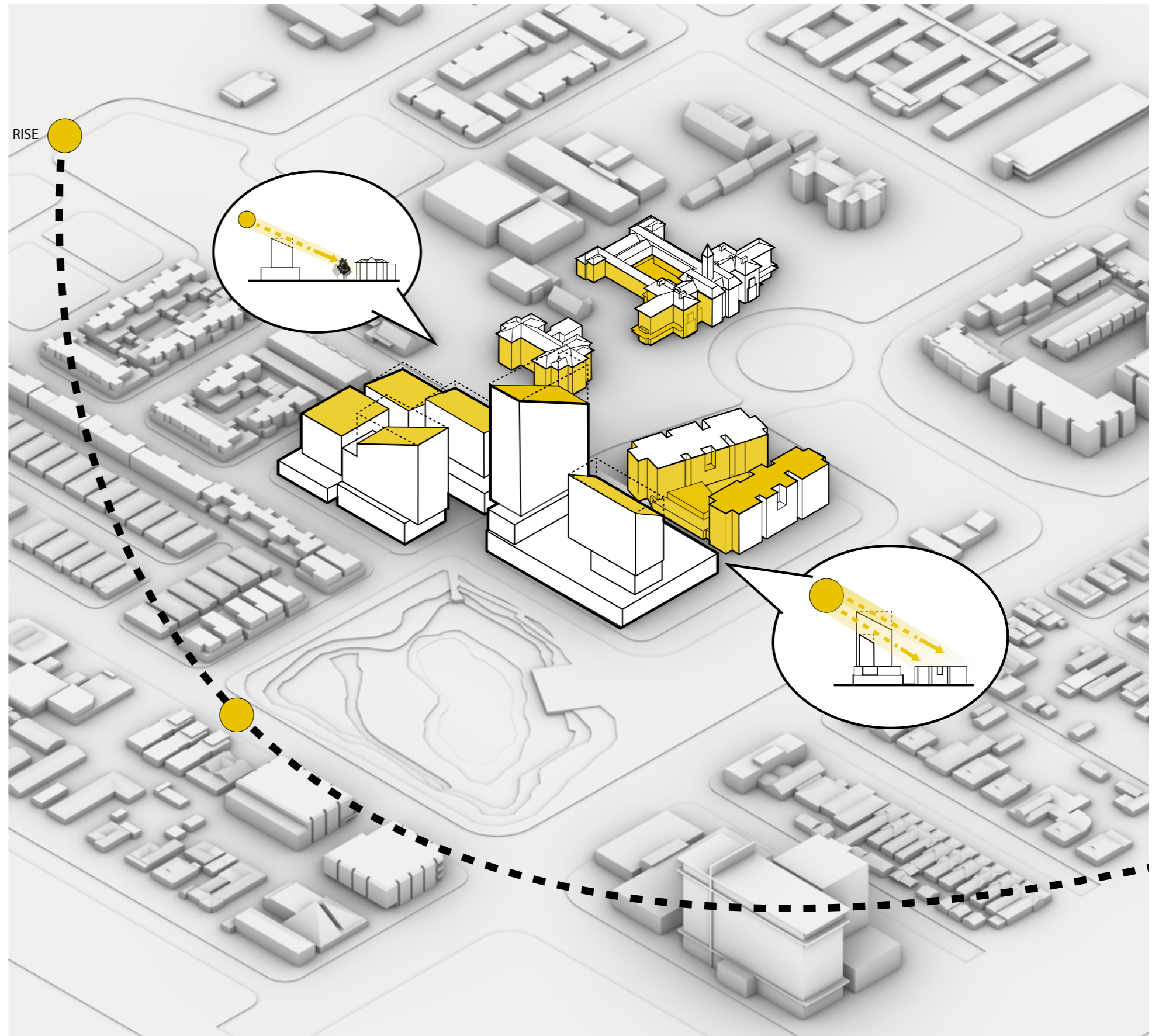
✦ **building a
community:
efficient, flexible,
adaptable and
diverse.**



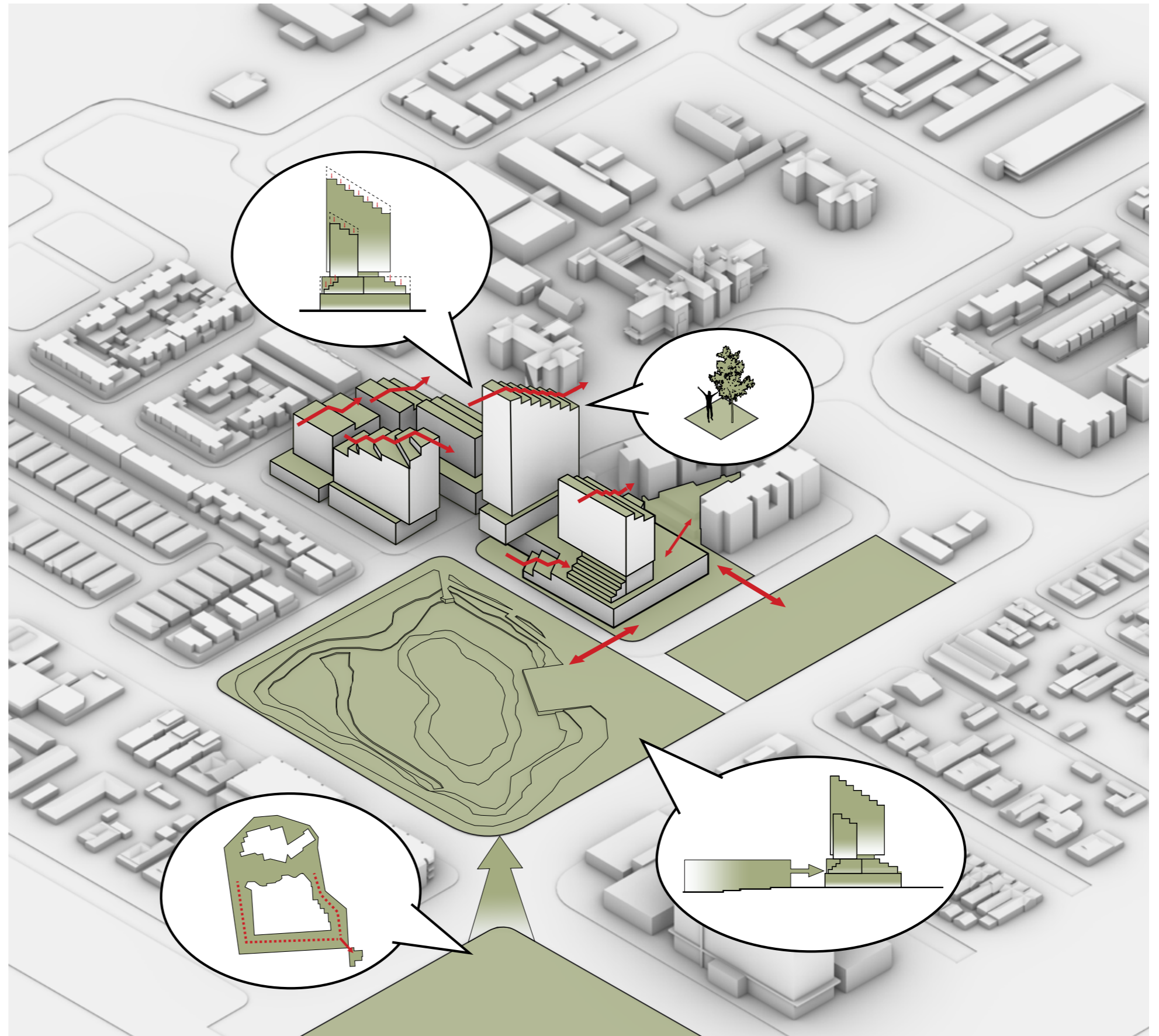
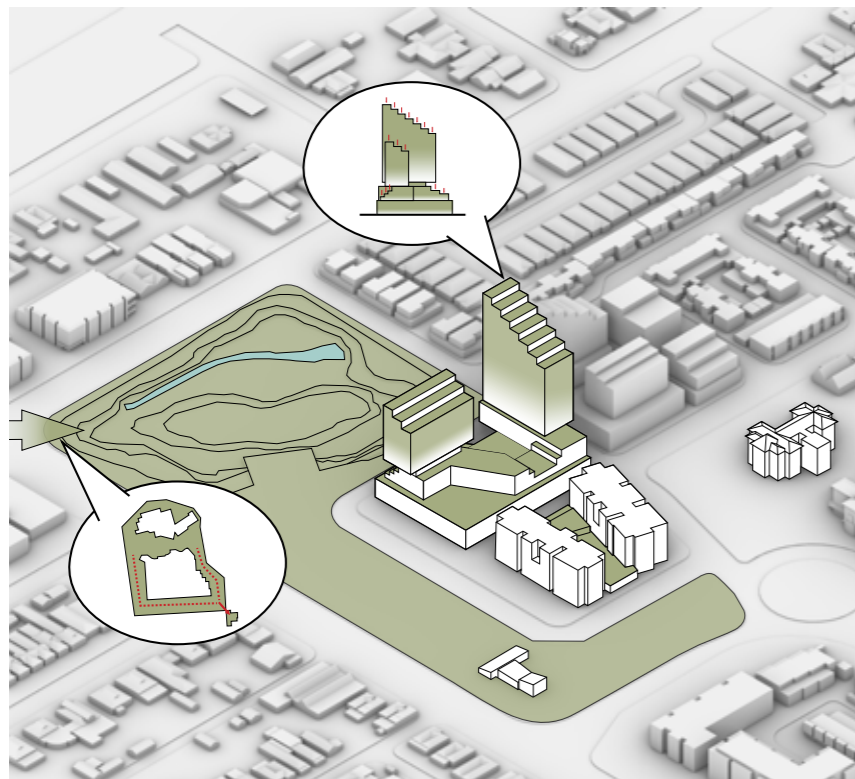
building a community: views



**building a community:
responding to place
and preserving
access to daylight.**



**building a community:
parkland setting
and sustainability.**











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Attachment F – Council Response

15 September 2023

Ms Anita Allen
Associate Director
URPS
Tenancy 2, 27 Halifax St
ADELAIDE SA 5000
Email: aallen@urps.com.au

Dear Ms Allen,

**NOTIFICATION OF INTENT TO INITIATE THE GLENSIDE URBAN CORRIDOR (LIVING)
CODE AMENDMENT AT LOT 905 FULLARTON RD, GLENSIDE**

The purpose of my correspondence is to acknowledge the intent to undertake a 'proponent initiated' Code Amendment affecting land at Lot 905 Fullarton Road, Glenside (the 'land') further to our meeting attended by Council staff and Cedar Woods on 30 August 2023, and your correspondence dated 30 August 2023.

I appreciate being informed at this early stage and bring to your attention some matters of concern.

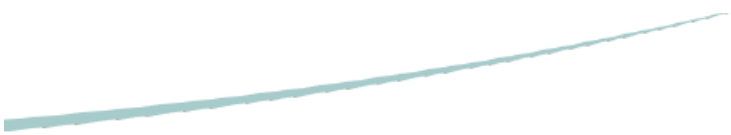
The comments made in this correspondence should not be interpreted in any way as support or otherwise of the Glenside Urban Corridor (Living) Code Amendment at this stage.

The Council reserves the right to provide further comments and form a final position on the proposed rezoning when the draft Code Amendment is available for review through the formal consultation process.

CONCERNS

While the intention to retain the existing Urban Corridor (Living) Zone and construct a gateway landmark building is acknowledged, Council Members and the community are likely to have significant concerns with the proposed height Technical Numeric Variation (TNV) of 20 storeys (73m) as it applies over the Affected Area. These concerns extend to the height TNVs themselves, the potential application of height bonuses and the anticipated external impacts.

There are a variety of matters that will need to be taken into consideration when preparing the Code Amendment. These matters are outlined briefly below.



Height Bonuses

During the meeting on 30 August 2023, it was outlined that the proposed 20 level (73m) height TNV would be inclusive of any height bonuses available either through the application of the significant development site criteria contained within the Urban Corridor (Living) Zone, or the Affordable Housing Overlay.

The Council seeks an explanation of the effect of any bonuses that can be obtained through either policy and that may apply in the possible legislative context of the Planning, Development, and Infrastructure (Affordable Housing) Amendment Bill 2023, should it be successful.

If the intention is for the future height to be capped at no more than 20 building levels, a policy strategy explaining how this will be achieved within the anticipated legislative context should be provided.

Impact of the height

Given the significant height proposed, Council seeks a detailed analysis of the impact of the heights of the potential buildings, inclusive of rendered massing diagrams set within the existing context, rendered streetscape diagrams, and elevation perspectives as viewed within the development site and from adjoining properties.

A building height analysis is sought, which demonstrates the interface impact of the proposed heights with the existing 30-degree plane test in place.

Shadow diagrams prepared at 9am, 12 noon and 3pm on 21 June are also requested, demonstrating any potential height's impact, including any height bonuses.

Additional landscape perspectives should also be provided, ideally taken from the intersection of Wakefield Street and Fullarton Road looking south towards the site and travelling west to east on Greenhill Road.

Other Technical Numeric Variations (TNVs)


The Proposal to Initiate does not explain what will happen to the existing Minimum Building Height (Levels) TNV, Minimum Primary Street Setback TNV and the Interface Height TNV that currently apply under the Urban Corridor (Living) Zone. This should be detailed within the Proposal to Initiate.

Traffic and Parking Impacts

The location of the site has the benefit of four intersections, including the signalised intersection of Harriet Lucy Drive and Fullarton Road, the un-signalised intersection of Harriet Lucy Drive and Greenhill Road, the un-signalised intersection of Amberwoods Drive (once opened) and Conyngham Street, and the signalised intersection of Conyngham Street and Greenhill Road.

The Council seeks a robust traffic impact assessment that assesses the impact of resulting traffic within the residential precinct and on the adjacent road network, including an analysis of the volume of vehicles, congestion and impact on the capacity of the above-mentioned intersections using a SIDRA analysis software.





Feedback and requests from the Cedar Woods residential community show that parking demand within the development area already exceeds the available supply, notwithstanding some parking pressure exerted by external generators. A detailed analysis of the Glenside residential precinct that considers parking availability and the impact of a future development (inclusive of any bonuses) envisaged by the Code Amendment on the supply and demand for parking space is also sought.

Flood Risk Management

The Affected Area is located within the Hazards (Flooding – Evidence Required) Overlay. Flooding in the area may impact the extent to which the land can be developed, and hydraulic investigations are recommended.

Heritage Impact

As you are aware, the Affected Area and adjacent land contain several State Heritage Places as identified in the *Planning and Design Code*. Future development will need to be carefully designed so that it does not detrimentally affect the heritage value of these buildings, particularly as viewed from public vantage points. The heritage and character investigations you indicated will be prepared to support the Code Amendment package are welcomed.

RECOMMENDATIONS

Revised Concept Plan

Given the considerations and constraints as outlined above, it is recommended that the future Code Amendment incorporate an amended concept plan rather than a revised Technical Numeric Variation (TNV), which applies broadly across the Affected Area.

A revised concept plan would deal with the remaining undeveloped parcels of land and the existing developed parcels. It could provide greater certainty about the intended heights across the undeveloped parcels of land, the interface with the existing boundaries of the area, and provide some spatial guidance for future development of the whole precinct.

While a Code Amendment should not pre-determine the nature of development on the site, an amended concept plan is likely to provide greater clarity and certainty for the community, particularly during the engagement process.

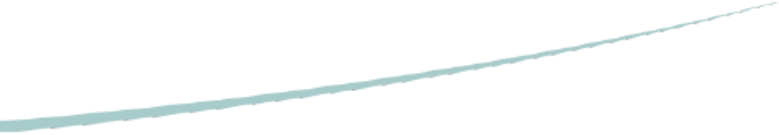
Council Member Briefing

It is essential that City of Burnside Council Members receive a briefing on this matter and it is conducted by you as soon as practicable.

Given the adjacency of the land to the City of Adelaide and the potential impact on traffic, parking, and the parklands, it is recommended that preliminary discussions are held with the City of Adelaide.

Due to the anticipated traffic and parking impacts, it is recommended that preliminary discussions be held with the City of Unley.





Thank you for the opportunity to provide comments at this preliminary stage of the Code Amendment process.

Please do not hesitate to contact Council's Strategy Officer/Policy Planner, Carly Walker, on 8366 4241 should you have any questions or concerns.

Yours sincerely,



Chris Cowley
Chief Executive Officer



Attachment G – Engagement Approach

Attachment H – Timetable for Code Amendment by Proponent

Step	Responsibility	Timeframe
Approval of the Proposal to Initiate		
Review of Proposal to Initiate to confirm all mandatory requirements are met (timeframe will be put on hold if further information is required). Referral to the Minister to request advice from the Commission	PLUS	2 weeks (includes lodgement and allocation + referral to Government Agencies within the first week)
Minister requests advice from the Commission.	Minister	2 weeks
Referral to Government Agencies for comment (where necessary)	PLUS, Relevant Government Agencies	+ 2 weeks
Consideration of Proposal to Initiate and advice to the Minister	Commission (Delegate)	3 weeks
	Commission	+ 3 weeks
Proposal to Initiate agreed to by the Minister	Minister	2 weeks
Preparation of the Code Amendment		
Engagement Plan Prepared. Investigations conducted; Code Amendment Report prepared The Drafting instructions and draft mapping provided to PLUS	Designated Entity	12 weeks
PLUS prepares Amendment Instructions and Mapping and provides to Council for consultation purposes	PLUS	1 week
Preparation of Materials for Consultation	Designated Entity	To be informed by Engagement Plan
Engagement on the Code Amendment		
Code Amendment Report released for public consultation in accordance with the Community Engagement Charter and the prepared Community Engagement Plan	Designated Entity	To be informed by Engagement Plan

Step	Responsibility	Timeframe
Consideration of Engagement and Finalisation of Amendments		
Submissions summarised; Amended drafting instructions provided, Engagement Report prepared and lodged with PLUS	Designated Entity	4 weeks
Assess the amendment and engagement. Prepare report to the Commission or delegate <i>Timeframe will be put on hold if further information is required, or if there are unresolved issues</i>	PLUS	4 weeks
Consideration of Advice	Commission (Delegate)	2 weeks (includes 1 week to process through Minister's office)
	Commission	+ 3 weeks
Decision Process		
Minister considers the Code Amendment Report and the Engagement Report and makes decision	Minister	3 weeks
Implementing the Amendment (operation of the Code Amendment)		
Go- Live- Publish on the PlanSA Portal	PLUS	2-4 weeks
Parliamentary Scrutiny		
Referral of approved Code Amendment to ERDC	PLUS	8 weeks

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COMMUNITIES





Assessment against the State Planning Policies and Regional Plans

The Code must be consistent with the principles of the State Planning Policies (SPPs) and should be consistent with the directions of the relevant Regional Plan, which in this instance is *The 30-Year Plan for Greater Adelaide (2017 Update)* (the Regional Plan).

SPP Key Principles

The SPPs require that the Principles of Good Planning are considered in the preparation of any designated instrument. The following principles of good planning are considered most relevant to the Proposal:

- *Policy frameworks should be based around long-term priorities, be ecologically sound, and seek to promote equity between present and future generations.*
- *Policy frameworks should be able to respond to emerging challenges and cumulative impacts identified by monitoring, benchmarking and evaluation.*
- *Preference should be given to accommodating the expected growth of cities and towns through the logical consolidation and redevelopment of existing urban areas.*
- *Urban renewal should seek to make the best use (as appropriate) of underlying or latent potential associated with land, buildings and infrastructure.*
- *Development should be designed to reflect the local setting and context, to have a distinctive identity that responds to the existing character of its locality, and strike a balance between built form, infrastructure and the public realm.*
- *Built form should be durable, adaptive (including the reuse of buildings or parts of buildings) and compatible with the relevant public realm.*
- *The public realm should be designed to be used, accessible and appropriately landscaped and vegetated.*
- *Built form and the public realm should be designed to be inclusive and accessible to people with differing needs and capabilities (including universal design practices).*
- *Cities and towns should be planned and designed to be well connected in ways that facilitate the safe, secure and efficient movement of people within and through them.*
- *Planning and design should promote mixed use neighbourhoods and buildings that support diverse economic and social activities.*
- *Urban areas should include a range of high quality housing options with an emphasis on living affordability.*
- *Neighbourhoods and regions should be planned, designed and developed to support active and healthy lifestyles and to cater for a diverse range of cultural and social activities.*
- *Cities and towns should be planned, designed and developed to be sustainable.*

- *Particular effort should be focused on achieving energy efficient urban environments that address the implications of climate change.*
- *Policies and practices should promote sustainable resource use, reuse and renewal and minimise the impact of human activities on natural systems that support life and biodiversity.*
- *Planning and design should be undertaken with a view to strengthening the economic prosperity of the state and facilitating proposals that foster employment growth.*
- *The achievement of good planning outcomes should be facilitated by coordinated approaches that promote public and private investment towards common goals.*
- *Policies, including those arising outside the planning system, should be coordinated to ensure the efficient and effective achievement of planning outcomes.*
- *Planning, design and development should promote integrated transport connections and ensure equitable access to services and amenities.*
- *Any upgrade of, or improvement to, infrastructure or public spaces or facilities should be coordinated with related development.*

This Proposal to Initiate draws upon the existing Code Policy Library rather than creating new strategic policy settings. The Proposal is seeking to provide for increased residential development by amending maximum building heights within the Glenside Development area, which is highly accessible to transport connections and existing residential neighbourhoods.

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments. The attached Proposal sets out how the SPPs will be considered in this Amendment. The most critical SPPs in this context are:

Integrated Planning:

- Objective:** To shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.
- SPP 1.1** An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.
- SPP 1.3** Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.
- SPP 1.7** Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.
- SPP 1.9** Plan neighbourhoods to support walking and cycling, particularly in Greater Adelaide and regional townships.

The Proposal promotes 'integrated planning' as part of the master planned development of the Glenside Development Area for high density residential, strategic infill housing, anticipated to support some 1000 dwellings. The Proposal seeks to foster the regeneration of the site and is well positioned and serviced to take advantage of existing infrastructure, retail areas and community services adjacent to the Adelaide CBD.

Design Quality:

- Objective:** To elevate the design quality of South Australia's built environment and public realm.
- SPP 2.1** Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design.
- SPP 2.2** Promote best practice in access and inclusion planning in the design of buildings and places by applying the principles of Universal Design, Crime Prevention Through Environmental Design and Access and Inclusion.
- SPP 2.3** The development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions.
- SPP 2.4** Design advice should be obtained early in the planning process for complex developments, and utilise consistent and credible processes (such as Design Review) to ensure improved outcomes.
- SPP 2.6** Maximise opportunities for the Principles of Good Design and community engagement to inform future policy creation and improve design outcomes.
- SPP 2.7** Promote a culture of good design to foster creative thinking, innovation and effective design processes within the planning industry, built environment professions and general public.
- SPP 2.8** Recognise the unique character of areas by identifying their valued physical attributes in consultation with communities.
- SPP 2.9** Respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers existing and desired future context of a place.
- SPP 2.10** Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.
- SPP 2.11** Manage the interface between modern built form of different scales with more traditional dwelling forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions.
- SPP 2.12** Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.
- SPP 2.13** Provide a diverse range of high quality green public open spaces and streetscapes, particularly in areas of growth and renewal.

SPP 2.14 Provide public open space that accommodates a range of passive, active and formal sporting opportunities at the state, regional and/or local level.

The Proposal seeks to facilitate mixed use, high density residential development by amending the maximum building height (TNV) from 8 levels (29 metres) to 20 levels (73 metres) to support the development of high quality, multi-storey gateway buildings on land at the corner of Fullarton and Greenhill Roads. In achieving design quality outcomes, the Proposal aims to consider potential impacts on nearby State Heritage Places, existing character and public open space.

In this context it is seeking to integrate increased building heights as central components to the Glenside Development Area, with other medium and high density, apartment style, residential development, areas of open space and look to retain the heritage value of existing State Heritage Places.

Adaptive Reuse:

Objective: To enhance areas of cultural or heritage value, capitalise on existing investment and/or contribute to vibrant and livable places.

The Proposal represents the continued development of the Glenside Development Area with the introduction of identifiable, gateway buildings central to the development. The Proposal intends to demonstrate the placement and design of gateway buildings as part of the wider adaptive reuse of the grounds and buildings of the former hospital, grounds and buildings.

Housing Supply and Diversity:

Objective: To promote the development of a well-serviced and sustainable housing and land choices where and when required.

SPP 6.1 A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities

SPP 6.2 The timely supply of land for housing that is integrated with, and connected to, the range of services, facilities, public transport and infrastructure needed to support livable and walkable neighbourhoods.

SPP 6.3 Develop healthy neighbourhoods that include diverse housing options; enable access to local shops, community facilities and infrastructure; promote active travel and public transport use; and provide quality open space, recreation and sporting facilities.

SPP 6.5 Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services.

SPP 6.6 A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.

- SPP 6.7** Facilitate the provision of Affordable Housing through incentives such as planning policy bonuses or concessions (e.g., where major re-zonings are undertaken that increase development opportunities).
- SPP 6.8** Ensure a minimum of 15% of new housing in all significant developments that meets the criteria for affordable housing.
- SPP 6.9** Apply universal and adaptable housing principles in new housing stock to support changing needs over a lifetime, including the needs of those who are less mobile.

The Proposal seeks to advance the development of the Glenside Development Area providing for medium to higher density, apartment style, residential development. The Proposal will contribute to the supply and diversity of housing choice in the locality, including affordable housing.

Cultural Heritage:

- Objective:** To protect and conserve heritage places and areas for the benefit of our present and future generations.
- SPP 7.1** The sensitive and respectful use of our culturally and historically significant places.
- SPP 7.2** Recognise and protect Indigenous cultural heritage sites and areas of significance.
- SPP 7.3** Recognise and protect places and areas of acknowledged heritage value for future generations.
- SPP 7.4** The appropriate conservation, continuing use, and as appropriate, adaptive reuse of our heritage places and heritage areas of value to the community
- SPP 7.5** Maintain the context of a place or area of heritage value through appropriate design guidelines that encourage compatible design solutions.
- SPP 7.6** The interpretation potential of heritage places and areas is enhanced to contribute to the economic and cultural sustainability of the state.
- SPP 7.7** Provide certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

The development of the Glenside Development area is occurring and proposed to continue, with design sensitivity recognising a number of State Heritage Places and context of the locality and parkland setting. The Proposal recognises the importance of built form outcomes achieving a complementary urban environment that respects and aims to maintain the cultural and heritage values of the area.

Strategic Transport Infrastructure:

- Objective:** To integrate land use policies with existing and future transport infrastructure, services and functions to preserve and enhance safe, efficient and reliable connectivity for people and business.

- SPP 11.1** Facilitate an efficient, reliable and safe transport network that connects business to markets and people to places (i.e. where they live, work, visit and recreate).
- SPP 11.2** Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services
- SPP 11.3** Equitable contributions towards the funding and provision of transport infrastructure and services to support land and property development.
- SPP 11.4** Minimise negative transport-related impacts on communities and the environment.
- SPP 11.5** Encourage development that supports the increased use of a wider variety of transport modes, including public transport, walking and cycling, to facilitate a reduced reliance on private vehicle travel and promote beneficial community health outcomes.
- SPP 11.8** Development that takes advantage of emerging technologies that contribute to livability, sustainability and economic productivity, including electric and alternative fuel vehicles, autonomous vehicles and on-demand transport opportunities.
- SPP 11.9** Identify neighbourhoods, main streets and regional and town centres where place is given greater priority than vehicle movement by adopting a 'Link and Place' approach.
- SPP 11.11** Encourage housing in metropolitan Adelaide in proximity to current and proposed fixed line (rail, tram, O-Bahn and high frequency bus routes).

The development of the Affected Area takes advantage of the strategic location of the Glenside Development area in proximity to established pedestrian, road and transport networks and accessibility both by car and pedestrian to nearby shops and services and the Adelaide Parklands and CBD. In doing so, the Proposal seeks to investigate impacts on the surrounding traffic networks and intersections as well as car parking supply/demand in utilising this strategic opportunity for increased infill development at this location.

The Regional Plan - 30 Year Plan for Greater Adelaide

In addition, the investigations undertaken to date and outlined in the Proposal to Initiate, will ensure that the proposed rezoning is largely consistent with the following key policies and targets of the Regional Plan:

Policy Theme: Transit corridors, growth areas and activity centres –

- **Policy 1:** Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2).
- **Policy 2:** Increase residential and mixed use development in the walking catchment of:
 - strategic activity centres
 - appropriate transit corridors

- strategic railway stations.

Policy Theme: Design Quality –

- **Policy 26:** Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points
- **Policy 28:** Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.
- **Policy 29:** Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.

Policy Theme: Heritage –

- **Policy 35:** Encourage the innovative and sustainable reuse of heritage places and older building stock in a way that encourages activity and entices people to visit.

Policy Theme: Housing mix, affordability and competitiveness –

- **Policy 36:** Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.
- **Policy 37:** Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas including:
 - ancillary dwellings such as granny flats, laneway and mews housing
 - dependent accommodation such as nursing homes
 - assisted living accommodation
 - aged-specific accommodation such as retirement villages
 - small lot housing types
 - in-fill housing and renewal opportunities.
- **Policy 45:** Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality- built form that is well integrated into the community.
- **Policy 46:** Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).

Policy Theme: Health, wellbeing and inclusion –

- **Policy 48:** Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.
- **Policy 50:** Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.
- **Policy 53:** Encourage the integration of green infrastructure in the public and private realms to support positive physical, mental and social health outcomes.

Policy Theme: Transport –

- **Policy 75:** Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a ‘link and place’ approach.
- **Policy 77:** Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.
- **Policy 78:** Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).

Policy Theme: Infrastructure –

- **Policy 86:** Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:
 - walking and cycling paths and facilities
 - local stormwater and flood management including water
 - sensitive urban design
 - public open space
 - sports facilities
 - street trees
 - community facilities, such as child care centres, schools, community hubs and libraries.

Policy Theme: Biodiversity –

- **Policy 92:** Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses, linear parks and the coast and in other strategic locations.
- **Policy 95:** Support the enhancement of the urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure.

Policy Theme: Open Space, Sport and recreation –

- **Policy 104:** Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.

Policy Theme: Climate Change –

- **Policy 105:** Deliver a more compact urban form to:
 - conserve areas of nature protection areas
 - reduce vehicle travel and associated greenhouse gas emissions.
- **Policy 107:** Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.
- **Policy 111:** Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.

Policy Theme: Water –

- **Policy 115:** Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.
- **Policy 117:** Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:
 - run-off from infill development
 - urban flooding from increased short-duration intense rainfall events associated with climate change
 - pollution from roads and other developed areas.

Policy Theme: Emergency management and hazard avoidance –

- **Policy 121:** Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of the land.
- **Policy 122:** Mitigate the impact of extreme heat events by designing development to create cooler communities through the use of green infrastructure.

The Proposal is consistent with the strategic intent of *The 30-Year Plan for Greater Adelaide: 2017 Update (the Update)* in that it provides for the continued development of a strategic infill site and an intensification of housing density and choice, represented in the form of gateway, landmark buildings incorporated within the Glenside Development area. Specifically, it will be:

- Providing greater housing choice.
- Increasing the percentage of residents living in walkable neighbourhoods living in inner metropolitan Adelaide.
- Strives to identify and investigate appropriate locations for medium to high rise buildings, an intensification of the level of development and increased supply in increasing housing supply.

The Proposal seeks to undertake investigations to support the progression of the ‘master planned’ Glenside Development Area as a strategically positioned development, near the Adelaide CBD and nearby inner metropolitan services and shopping precincts.

The Proposal also provides the opportunity to facilitate new economic opportunities through housing construction along with the establishment of a new population base serving retail, commercial or community activities in association with residential development.

In addition, the Proposal also refers to the Burnside City Master Plan identifying precinct-based development envisaging increased density by encouraging apartment style and townhouse buildings. The Glenside Development area is identified in the Burnside City Master Plan as an area presenting ‘opportunity for managed growth’. The Proposal is consistent with the Plan to the extent that it is exploring urban uplift and increased densities, supported by public parks and vegetated streetscapes.