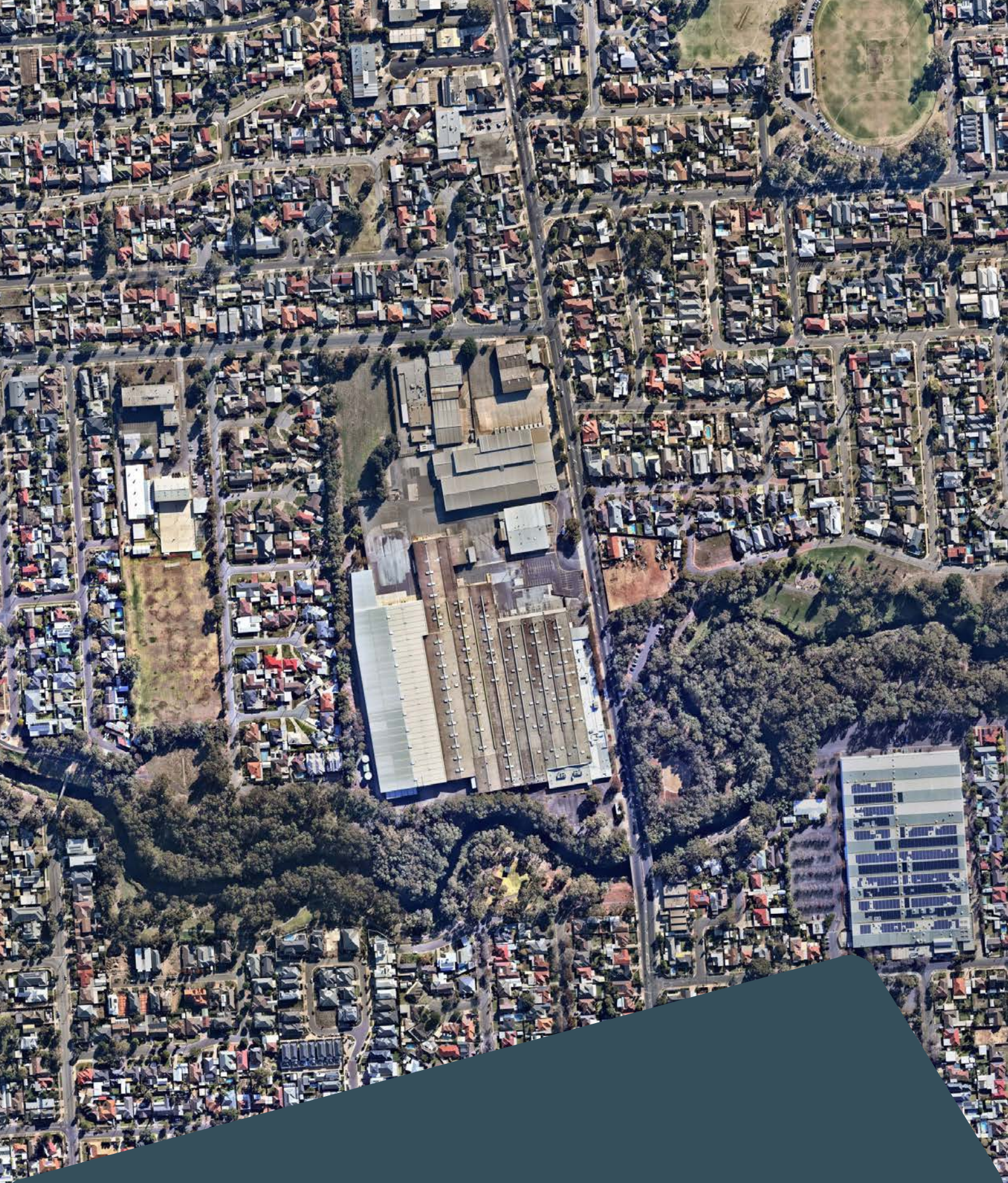


ATTACHMENT J – FAIRLAND MASTER PLAN

DRAFT



410 - 450 Findon Road

Kidman Park Master Plan



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Vision

The affected area for this code amendment has been identified to be repurposed from a derelict warehouse and logistics facility into a thriving new residential community. For decades the former Metcash site has provided warehouse and logistics services to a broad commercial base, however over time, the impacts of heavy vehicles from this use, the decay of built form and road infrastructure, a growing residential community and a desire to remove such uses from proximity to sensitive areas such as the Karrawirra Parri (River Torrens) has meant that commercial operations at the site are not considered viable. Metcash, the previous tenant of this site has recognised these challenges and has constructed a new premise within a more appropriate and accessible commercial and road precinct at Gepps Cross.

Given the above, and seeking to capitalize on the site's unique positioning and growing demand for housing within close proximity to open space and urban centers, transformation of this existing unused warehouse facility will seek to deliver to the existing community of Kidman Park a housing community that connects with the existing and future fabric of the area.

By reconfiguring the land and providing a new urban framework, the proposed redevelopment will break down long held barriers to the River Torrens and create new opportunities for open space and a new tree lined street network. Future residents, and that of the surrounding neighbourhood, will be invited to enjoy the added experience that expands on the existing nature of the Karrawirra Parri (River Torrens), simply through the combined relationship the landscape will provide.

The location of the site to a connected road and linear path network provides a unique opportunity to consider a diverse range of housing options for the redevelopment, options range from traditional housing, townhouses and innovative affordable housing opportunities. The provision of a diverse range of housing will seek to provide a greater sense of community, where people from different backgrounds may come together and foster a true sense of belonging. Housing will be sympathetic, but diverse in nature and scale, to provide interest, and accommodate for peoples varying lifestyles.

Consideration of a small local, mixed use centre, located at the corner of Valetta Road and Findon Road will seek to provide for convenience retail, childcare or similar uses, while also continuing the opportunity for a range of commercial uses existing along Valetta Road. This will help to generate local jobs, along with the jobs created during construction of the development including civil construction and residential building construction.

The purpose of this report is to:

- Outline the desired vision for the land,
- Review initial design considerations for the site
- Identify a likely structure plan which can inform the preparation of the proposed code amendment for the site.



Site history

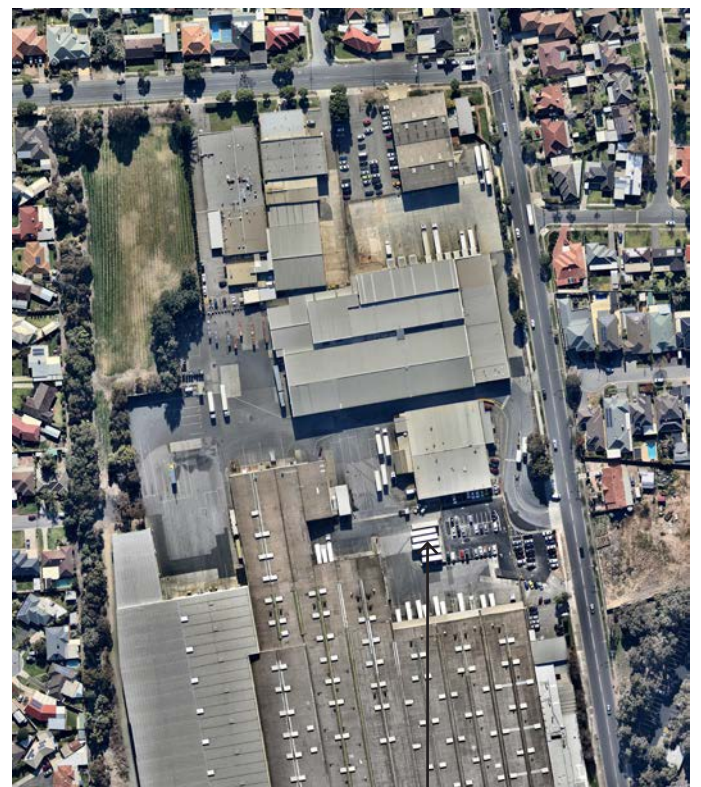
Located on the corner of Findon Road and Valetta Road Kidman Park, the site is positioned approximately halfway between the city and the beach. The site is close to a number of services and community assets which serve the surrounding suburbs and greater catchment area. These include schools, recreation and community facilities as well as industrial, commercial and shopping precincts. Importantly the site is located adjacent the Karrawirra Parri (River Torrens) which provides a unique linear path network connecting the land to the beach, city and beyond to the Adelaide hills.

The site was used for market gardening from the early 1900s until the mid-1960s. It was developed in the 1960s as an industrial complex for warehousing of goods prior to distribution to various supermarkets across South Australia. Site operations included warehousing and distribution of goods, washing of trucks, truck maintenance (including refueling) and forklift maintenance.

Existing buildings on the site consist of a range of large scale warehouse, office and cool rooms, ranging between 6m to 15m in height. Setback to existing residential areas and the River Torrens is limited with impacts from existing buildings being felt outside of the subject land.

During the operation of the food distribution center a large amount of vehicle movement was required including B-Double trucks, delivery vans and staff vehicles. These impacts were particularly attributed to Findon Road where a large amount of noise was generated on site.

Additional development occurred on the site over time as the site expanded to its current layout. The site's use remained unchanged from the 1960s until recently when the site was purchased by Fairland.



Existing use included a large amount of delivery trucks accessing the site from Findon Road (Trucks shown in image)

Site context

The immediate surrounding character of the site includes existing commercial uses adjacent to Valetta Road, while general residential housing consisting of single and two storey homes are situated to the north, south, east and west of the land.

shopping centers.

As the surrounding area is well serviced by public open space, which includes the Karrawirra Parri (River Torres linear Path), adjoining Dog Park (east) and local park (south). The immediate road network provides excellent access to the broader road network. Existing public transport connects the site through to the City and larger



To Findon shopping centre

Existing residential area

Traffic signals

Bus stops (go zones)

South Australian Sports Institute

Bus stops

Adjacent dog park

Karrawirra Parri (River Torres linear Path)

New park (Michael Reserve)

Site photos



Concept masterplan investigations

In order to fully understand the site constraints and limitations, a series of investigations have been completed which have been used to shape the Masterplan and code amendment for the site.

The reports include the following:

- Traffic Report - Cirqa
- Stormwater and services Report - TMK
- Acoustic Report - Sonus
- Retail / Commercial Report - Deepend
- Arborist Report - Arborman

The reports have been summarised in the following sections of this document with the findings of each report used to shape the proposed concept masterplan for the development.

Site investigations - Traffic

Traffic impacts

The transport investigations have included consideration of previous transport investigations undertaken by CIRQA for the Kidman Park North Development Plan Amendment (DPA) and traffic analyses prepared for the City of Charles Sturt in respect to various intersections on Findon Road in the vicinity of the Affected Area.

A future redevelopment of the site has been informed by CIRQA traffic analysis which supports primary access to the Affected Area via a single all movements intersection on Valetta Road, and an all-movements intersection and two left-in/left-out intersections on Findon Road (four primary access points in total).

Traffic volumes have been assessed for both the existing land uses as well as future projected traffic volumes following a proposed code amendment and future site redevelopment. The assessment indicates that there would be an increase in traffic volumes associated with the site however, this would be offset by a reduction in the number and size of heavy vehicles associated with the former food distribution land use (including reduced movements by Semi-Trailers and B-Doubles).

Specifically, the redevelopment is (conservatively) forecast to generate approximately 52 to 87 additional movements during the am and pm peak hours, respectively. Once distributed to the various access points and movements at surrounding intersections, the impact on any one location is relatively low (particularly once considered in the context of reduced commercial vehicle volumes).

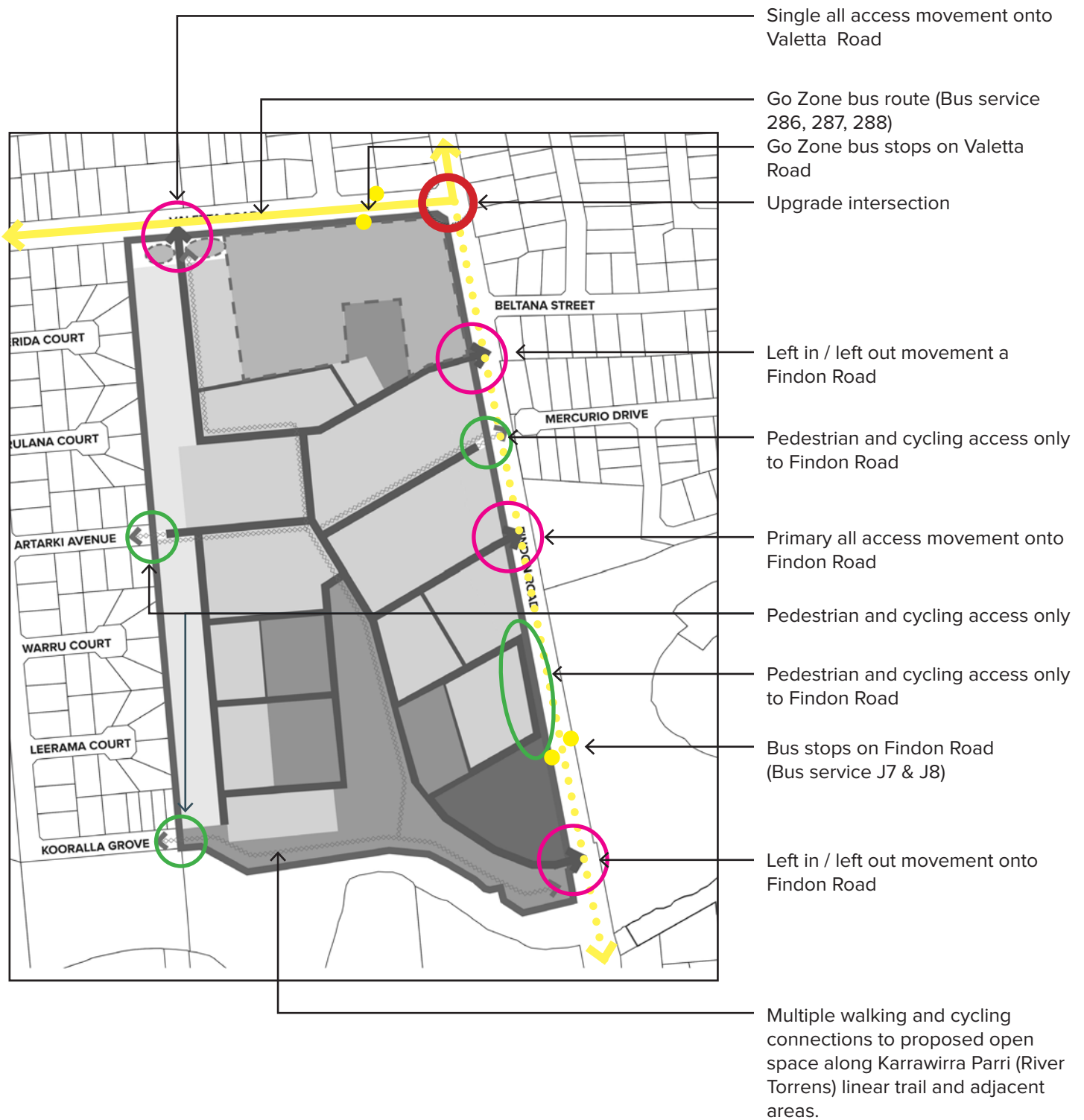
SIDRA intersection modelling software has been used to provide the comparative analysis of traffic impacts. The modelling analysis has identified the following key outcomes:

- The intersection of Findon Road/Valetta Road will require an upgrade to accommodate the future traffic volumes associated with the rezoning and redevelopment of the Affected Area;
- The proposal would slightly improve conditions in respect to the Findon Road/Hartley Road intersection. While the intersection is over capacity and an upgrade would be desirable, this is associated with existing traffic volumes and not the projected future traffic volumes following the site redevelopment.

- The future volumes would result in minimal change in conditions at the intersection of Findon Road/Grange Road (and, for some movements, will improve conditions). As with the Hartley Road intersection, an upgrade would ultimately be desirable but would not be directly required as a result of the rezoning and future site redevelopment.
- High frequency bus services operate adjacent to the site on Valetta Road with additional services on Findon Road. These services provide convenient access to/from key destinations including the Adelaide CBD and major retail precincts.

There are also strong walking and cycling connections surrounding the site including the River Torrens Linear Trail (a major shared path which provides close and convenient access to/from the CBD and other destinations). The close proximity of these services and facilities will reduce reliance on private motor vehicles and support the higher density apartments proposed within the Affected Area.

On the basis of the transport investigations, adequate access provisions can be implemented for the Affected Area. In addition, subject to upgrades recommended at the intersection of Findon Road/Valetta Road being implemented, the proposed code amendment and subsequent site redevelopment will either retain similar conditions to the background traffic scenario or improve them.



Site investigations - Stormwater

Stormwater Management

The site has extensive underground stormwater systems which channel, detain and dispose of stormwater to existing systems including the adjoining River Torrens. The site can be assessed as having two distinct catchments (north and south) with unique existing features within the land. Extensive service identification has occurred with the following stormwater systems being identified within the site:

- Northern Catchment - An internal system discharging via a Ø750 pipe to the existing Council stormwater network located on Valetta Road.
- Southern Catchment - An internal system discharging via multiple Ø450 - Ø900 pipes to the River Torrens.

The receiving stormwater systems have been provisionally assessed and while the northern adjoining system (Valetta Road) is nearing capacity, the southern discharge points to the River Torrens have been operating at efficient levels and can provide a potential reuse option for redevelopment of the site.

Based on the preliminary analysis, the future development potential of the land has identified that:

- Northern Catchment - stormwater should be detained to pre development flow rates via detention basins prior to discharge to the existing system
- Southern Catchment - can utilise existing underground systems (subject to their assessment) with specific water sensitive design to assist in water quality improvements.

Whilst the overall re-development (once rezoned) will result in a net reduction in impervious area it has been identified by Council that the existing Valetta Road network is at capacity, hence on-site detention is required to ensure that the post-development site discharge rate for the major 1 in 100 year ARI rainfall event does not exceed the pre-development 1 in 5 year ARI event discharge rate for the portion of the proposed development draining to the north. It is proposed that a combination of an on-site detention basin and oversized pipe network will provide the detention capacity required to reduce the burden on the existing drainage network.

Significant water sensitive urban design (WSUD) measures will be required as part of future development for the treatment of stormwater runoff generated by the proposed development in order to achieve Council, EPA & Green Adelaide water quality improvement targets. Preliminary WSUD measures for the future development may consider:

- Forming part of the streetscape urban landscape provide tree pits raingarden biofiltration systems will need to be strategically placed throughout the development to capture and treat runoff from the street kerb & gutter at source before draining clean water back into the underground stormwater network.
- End-of-line gross pollutant traps will be required at the location of all the existing outlets proposed to be utilized by the development as a final treatment measure within the overall stormwater quality treatment train in order to mitigate the environmental impacts of future development.



WSUD opportunities for the streetscape



Site investigations - Vegetation

Although being a commercial/logistics precinct, the affected area has a range of vegetation/trees which have been planted over the course of the development of the land. While no vegetation is considered remnant, a majority of vegetation has been planted as screening along mounded areas adjacent existing residential areas (western boundary).

Investigations into the planted vegetation has highlighted that a majority of trees have grown in a sporadic nature, with weak joints and limb damage being present. The planting of vegetation along and within mounds has also lead to differing angles of trees within these areas.

The investigations identified 3 trees worthy of retention along the western boundary (significant) with isolated trees along the east and southern boundaries also identified.

Further to the direct health of the trees, it is noted that due to mounding adjacent to existing residents future redevelopment of the land will likely require the re-grading of the land profile to ensure stormwater is not drained into the rear yards. In addition, mounds in this area are within uncompacted fill providing potential impacts to future dwellings on the land.

Given the poor form of many of the trees it is not considered that identification of trees is required within the concept masterplan with individual assessment to be undertaken as part of future land division of the affected area.



Site investigations - Acoustic

Acoustic

There are a number of noise sources in the vicinity of the affected area, with the potential to impact on any future residences, as follows:

- Traffic on Findon Road;
- Wormald and Fugro LADS Corporation; and,
- Future commercial land uses.

Based on the assessment undertaken by Sonus, it is recommended that the Code Amendment include designating specific areas of the subject land within the Noise and Air Emissions Overlay. The figure on the following page shows the extent of the site to be designated.

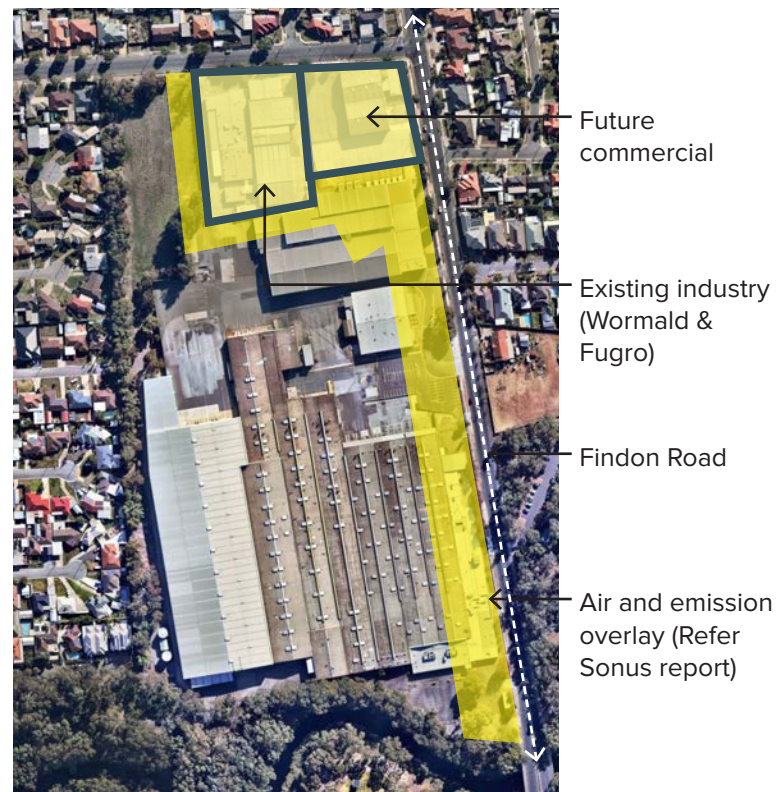
Designating these areas of the site in a Noise and Air Emissions Overlay will result in mandating the inclusion of acoustic treatment into the facade of the residential buildings to address:

- The influence of traffic noise into those residences;
- The interface with the continuing industry (including Wormald and Fugro); and
- The interface with future commercial land uses.

The Planning and Design Code contemplates a shared responsibility in the design of commercial land uses and dwellings and will result in an appropriate level of acoustic amenity for future dwellings in vicinity of commercial land uses.

Further, the ministerial standard MBS 010 (Construction requirements for the control of external sound - MBS 010) contains provisions for reducing the intrusion of unacceptable levels of sound into habitable rooms of residential buildings. The Noise and Air Emissions overlay within the Code mandates MBS 010 as part of the building rules consent, where the subject land is designated, MBS 010 requires treatment of residential building facades which are exposed to traffic noise from designated roads including Findon Road.

Combined, these measures will ensure that reasonable levels of residential amenity are achieved at future residences and that existing lawful activities are protected from future action.



Whilst Sonus recommended that only a portion of the Affected Area should be included in the Overlay as a “designated area”, preliminary consultation with the Attorney General’s Department, Planning Land Use Services advised that the Noise and Air Emission Overlay would need to be applied to the entirety of the Affected Area in order to satisfy their technical requirements.

Site investigations - Retail/Commercial

The potential for commercial/retail and mixed use opportunities have been investigated within the land by Deep End services, who have identified site as being a midpoint location between major commercial centres of Findon Shopping Centre (Findon and Grange Roads) and Fulham Gardens (Tapleys Hill Road). The catchment of the area represents some 18,000 persons and is serviced by a range of small scale community based uses (school, childcare, fitness,) as well as being well serviced by public transport.

While the subject land is well serviced by the larger format retail centres in the area, there is a potential lack of small scale local centre sites which provide opportunities for local shopping, consulting and neighbourhood services.

Given the expanding infill development outcomes, a desire for more walkable catchments and above income levels, Deepend have recommended that the following provisions for retail services be made within the future concept masterplan.

- Provision of a compatible local centre comprising shop/retail areas of 1000sqm GLA
- Provision for gym or other flexible commercial uses 400sqm
- Childcare services – 60/70 places

Deep End consider that the provision of localised retail and commercial activities will have a range of positive benefits including:

- It will provide an active focus and community hub for the key corner site of the Code Amendment land and deliver on the concept of a true mixed-use development.
- The opportunity for new and existing residents to access essential retail stores and potentially childcare and medical services by foot. This enhances the efficiency and sustainability credentials of a future development.
- It will generate up to 75 full and part-time local employment opportunities.
- That part of the floorspace will be sustained by the new on-site population.
- The proposal improves the efficiency and serviceability of the activity centre network in the southern areas of the City of Charles Sturt.

Consideration of the potential impact to existing commercial uses in the area have been investigated by Deepend who have determined that they will have little or no overall effect on the existing activity centre framework of the catchment area due to:

- These centres have some specialised tenancies (unlikely to be duplicated) and would appear to operate on highly localised catchments and passing traffic.
- The floorspace across the two centres is very small, amounting to a low level of local centre floorspace provision compared to metropolitan averages.
- The Flinders Park centre on Holbrooks Road is on parallel main road with different traffic movements and has its own local traffic generators including a primary school and secondary school.
- The small Kidman Park local centre offers only a low level of service to the area.
- The recommended retail floorspace (up to 1,000 sqm GLA) is minor in the context of the combined 24,500 sqm GLA in the Fulham Gardens and Findon shopping centres.
- The Kidman Park Code Amendment will support a small range of shops and services, some of which will be duplicated in the Suburban Activity Zones however the significant traffic generators (supermarkets) and most shops and service tenants will have no direct competition.

Based on the findings above it has been identified that land adjacent to Valetta Road and Findon Road to be the most appropriate for future development for commercial uses due to:

- Visibility of the land from major intersections
- Compatibility with existing commercial activities on Valetta Road
- Accessibility from Findon Road
- Ability to provide appropriate size of land to accommodate future land uses

Concept masterplan

To enact the vision of the land and set the fundamental principles and policies for the creation of a new connected and diverse community, a concept masterplan has been considered for the site. The concept masterplan seeks to define key transport routes, open space, connectivity to key spaces as well as provide guidance to the community on anticipated density and built form development of the future development.

The masterplan seeks to demonstrate the desired outcomes for the future development and provide a sense of certainty through the shared vision, investment and aspirations of the community.

The preparation of a concept masterplan for the site is a careful balance between achieving an appropriate population, but still providing an immediate sense of openness. Views into and out of the site generate visual activity, so as not to turn the developments back to its external attributes, but rather, connect intuitively, logically and openly.

Design Response

Vehicle Access

Road connections from the existing network provide for a legible hierarchy, with the local street network connecting sensibly and collectively to the central spine road.

The southern entrance at The River Torrens provides an inviting 'parade' adjacent open space, with quality built form addressing the road. This green boulevard will provide appropriately located off street parking, to maintain the visual amenity of the open space and the boulevard approach. Street tree and verge planting will increase the perceived width of the open space with additional landscape 'nooks or accidents' strategically located too increase landscape opportunities, including the use of WSUD; rain gardens and other appropriate measures.

The access from Valetta Road will provide for an early entrance opportunity into the project with no impact to Findon Road. To lessen any impact on the adjoining development, connections from the west will either be maintained as pedestrian only or a vehicle slow point connection at the river's edge only.

Intersection upgrade

Based on the findings of the traffic study of the affected area, the anticipated yields from future development of the land and existing traffic volumes along the adjoining road network a intersection upgrade of the Findon Road/ Valetta Road intersection has been recommended. This upgrade, consisting of a new dedicated left turn lane from Findon to Valetta Road will assist with north-south movements and allow greater westerly access to Fulham Gardens shopping centre on Tapleys Hill Road.

An intersection upgrade has been noted on the concept masterplan and a Future Road Widening Overlay requirement will be provided within future planning policy.

Road connections

Future road connections have been identified on the concept masterplan in line with the findings of the traffic report. Provision for access to both Valetta Road and Findon Road (Central) will provide full vehicle movements while additional access points north and south along Findon Road will seek to provide secondary left in/left out access. Right turn movements from Findon Road into the site can be accommodated by the previous expanded line marking which was utilised previously by heavy vehicles entering the land.

The southern accessway to Findon Road is seen as crucial to providing a southern link for the site and has been sited to avoid the entrance to the existing dog park on the eastern side of Valetta Road.

Local road movements to the west of the land (Artarki Ave and Kooralla Grove) have not been extended into the site, however pedestrian access ways will be maintained.

Internal road layouts shown are indicative and will be further designed as part of future land division applications. Given the external road connections and improvements at existing intersections it is not considered that there will be an increase in through traffic within the future development. Policy control and detailed design requirements encouraging low speed environments will be provided within future zoning requirements.

Mixed use precinct

A mixed use precinct has been proposed via the Mixed Use Transitional Subzone of the Concept Plan. The location of the mixed use area has been positioned to take advantage of Findon and Valetta passing traffic.

The location of the commercial precinct is also a midpoint between major commercial centres of Findon Shopping Centre and Fulham Gardens. The size of the mixed use will be limited to the proposed Code requirements of the subzone. Access to the commercial area will be restricted to key locations of Findon and Valetta Road as per DIT and council requirements.



Open Space

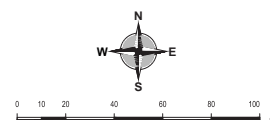
The open space has been arranged to connect with The River Torrens Linear Reserve, with the central spine providing a strong visual and physical connection to the existing landscape. Road and street connections will strengthen the connection and the feeling of safety with constant surveillance from passing traffic, and housing overlooking the green spaces. Future landscape elements will provide a strong bond between the existing and future, with a seamless transition that promotes the movement of people into and out of the development.

Public amenity is likely to include structures and equipment that provide various experiences for various age groups. The ability to relax and contemplate one's surroundings will be supplemented by areas of high use, such as active play and BBQ situations for gatherings. The spaces will be multifunctional and promote sustainable solutions for park infrastructure and planting outcomes.



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

-  Concept plan boundary
-  Public open space
-  Maximum 2 level (9m) building height
-  Maximum 3 level (12.5m) building height
-  Maximum 4 level (16.5m) building height
-  Maximum 5 level (22m) building height
-  Sub-zone - Maximum 3 level (12.5m) building height
-  Vehicle access location
-  Local roads
-  Pedestrian access only / Indicative shared paths
-  Future detention basin
-  Future intersection upgrade



Concept Plan Kidman Park



Built form

The multilevel residential built forms will respond to the finer grain of the existing suburban residential neighbourhood. Podium datums will reflect the prominence of adjacent 2 or 3 storey-built forms with highly articulated 'trunk' facades above and capped with appropriate roof forms. Building entries will be appropriately defined and identified within the streetscape.

The buildings will be designed to capitalise on passive solar orientations with the strategic location of apartment living spaces and balconies along with respecting the key sightlines in regards to both short and long building vistas. The buildings will seamlessly continue streetscapes but also visually act as place identifiers within the key nodal locations of the site.

Materials will reflect the residential nature of the uses and align with the building encumbrance and the development aesthetic themes. Building services and carparking will be sensitively addressed to reduce impact on public views in the development. Appropriate visitor parking will be conveniently located and identified adjacent building entries.

Design Encumbrance

All proposed developments will be designed within the relevant provisions in the Code but will also be required to meet a Design Encumbrance which will be imposed on the site. The proposed Design Encumbrance document will provide a clear direction for the design solutions allowed and provide comfort to residents that their residential investment is protected. This ensures the creation of a consistent and high-quality urban forum with the following key outcomes for future residents:

- Help the future residents/builders identify a suitable residential allotment.
- Direct the future residents/builders towards incorporating 'good design' urban design principles.
- Direct the future residents/builders towards incorporating ESD principles.
- Allow for flexibility and individuality within the design of residences.
- Provide design quality certainty to adjoining residential owners.
- Control the projects development potential and optimize the built forms allowed.
- Provide for safe streetscapes through mandated passive observation and building articulations.
- Structure visual interest to streetscape façades .
- Provide certainty for the integration of public domain/ road reserve landscaping.

- Manage visual clutter in the built environment such as roof mounted services.

In addition, the Building Encumbrance combined with Building Envelope Plans will allow a clear pathway for the Development Approval process and clarity for the relevant authorities. It is intended the scope of the document would cover all building works including excavation, fencing, retaining walls and outbuildings

Internal building heights

Built form will generally consist of two storey dwellings, with areas of intermittent increases to the building height, to provide for a greater choice in housing options.

Higher density medium rise apartment living options should be presented to the park, to provide surveillance and activation. This locale will provide an important public 'forecourt' to both the increased density and increase in height.

Detached or attached dwellings adjacent to the existing road network will have a maximum building height of three storeys, with the exception of apartment buildings where they offer gateway experiences, opposite or adjacent future and existing open space. This will assist with the surveillance of these spaces and provide possible ground floor retail, commercial experiences; café, community space or other use that will benefit the wider community.

To provide consistency and reduce the impact on the existing surrounding development, proposed dwellings along the western boundary will have a maximum building height of two storey and will typically be detached in nature.



Interface assessment

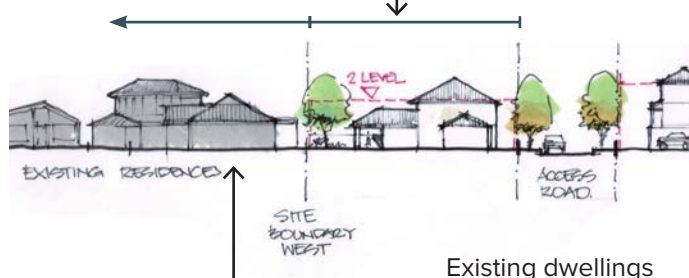
Transition external

Similar density and height characteristics will transfer from the existing residential development to the west of the site, where an orderly transition can occur along the western boundary of the site.

A mix of residential; attached and detached, along with potential commercial and retail offerings will produce an effective buffer from the existing industrial operation at the northern end of the site with appropriate measures in place to ensure the liveability of the future adjoining properties is not compromised.



Limit to 2 storey max adjacent existing dwellings
(Shown in blue above)



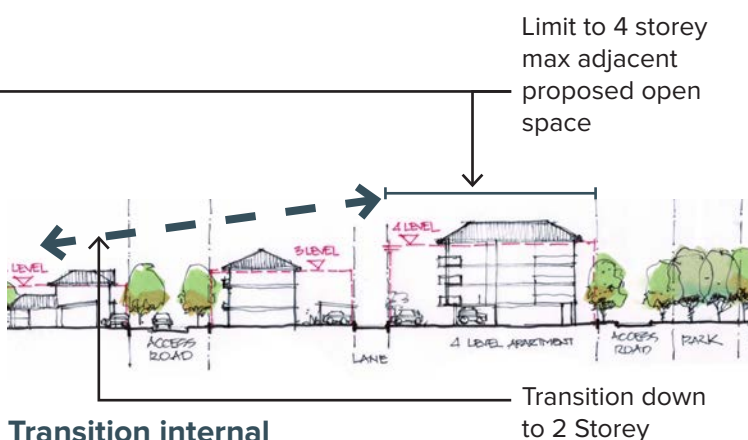
Transition external

Transition internal

Single and two storey development will be permitted, with the outlying or fringes of the development being generally of a lower density.

Development will increase in density in locations generally addressing the central park, that will help close vistas, or provide bookend opportunities to reduce the impact driveways can have on parking in medium and high-density scenarios.

Apartment living will generally be located opposite open space, where the impact will be lessened by the open aspect in front of them. The transition between apartment and typical residential dwellings will be controlled through the use of design guidelines that will control the height of these buildings at the boundary to ensure the interface is sympathetic.



Transition internal

Views and Vistas

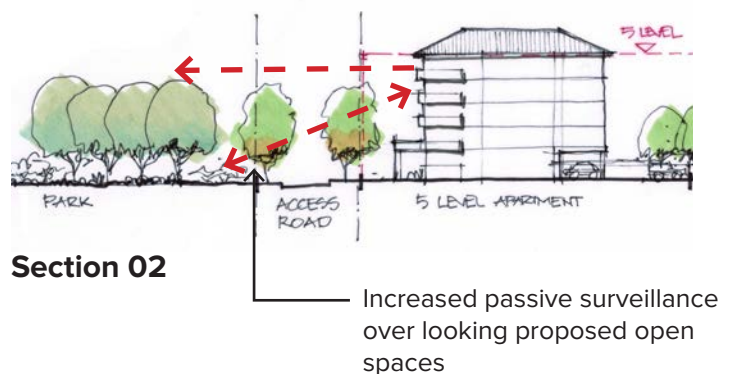
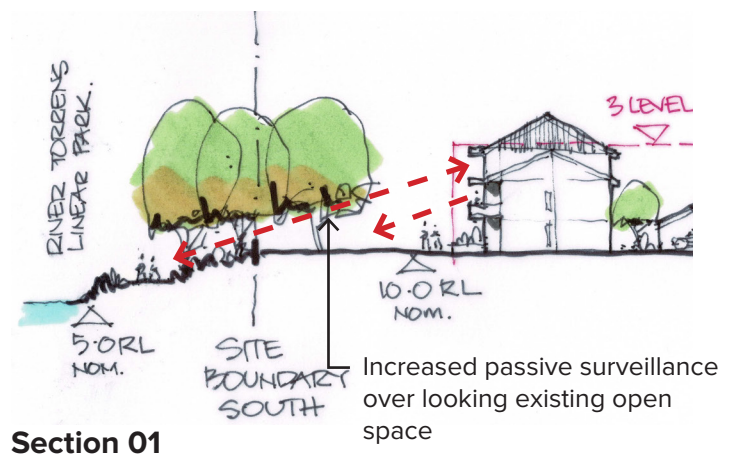
Visual connections are a key aspect of the design outcome for the layout of the proposed site. Visual access from the surrounding roads, the Karrawirra Parri (River Torrens) and the adjoining and adjacent development will promote Crime Prevention Through Environmental Design (CPTED) principles and enhance the green views in the area.

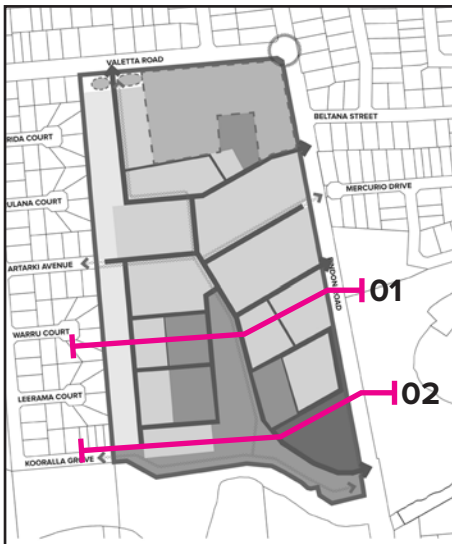
Vehicle and pedestrian traffic traveling south will be offered numerous view opportunities to the central landscape spine. Utilising CPTED principles, the layout of the development has been based on enabling passive surveillance through the site.

Traveling northward will offer a different experience, with the gateway to the development, referencing The River Torrens and extending the viewing experience into the development via the central spine and associated activity spaces.

The adjoining development to the west will provide minor visual links along tree lined streets, through the existing road network, including the road frontage to the Karrawirra Parri (River Torrens) along Kooralla Grove.

Equally important to the site's success to establish and promote a sense of community is the egress views that provide physical and psychological connections to the outside. The internal roads provide minor view corridors to Findon Road, existing tree lined streets and Karrawirra Parri (River Torrens Linear Path) which forms a landscape centre piece for the community.



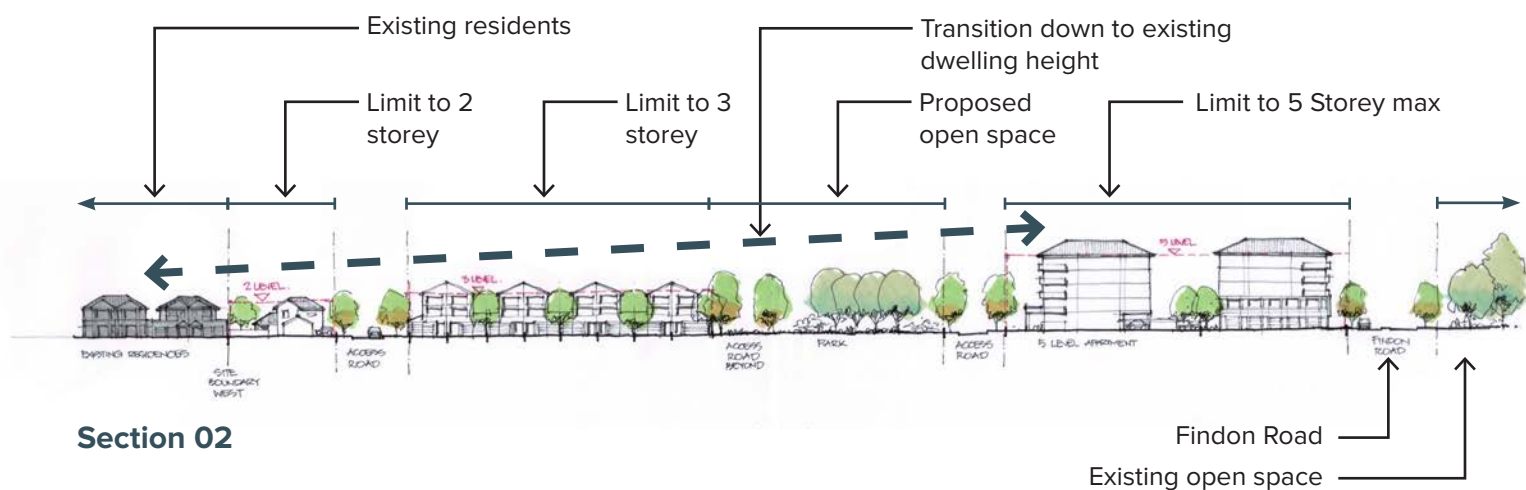
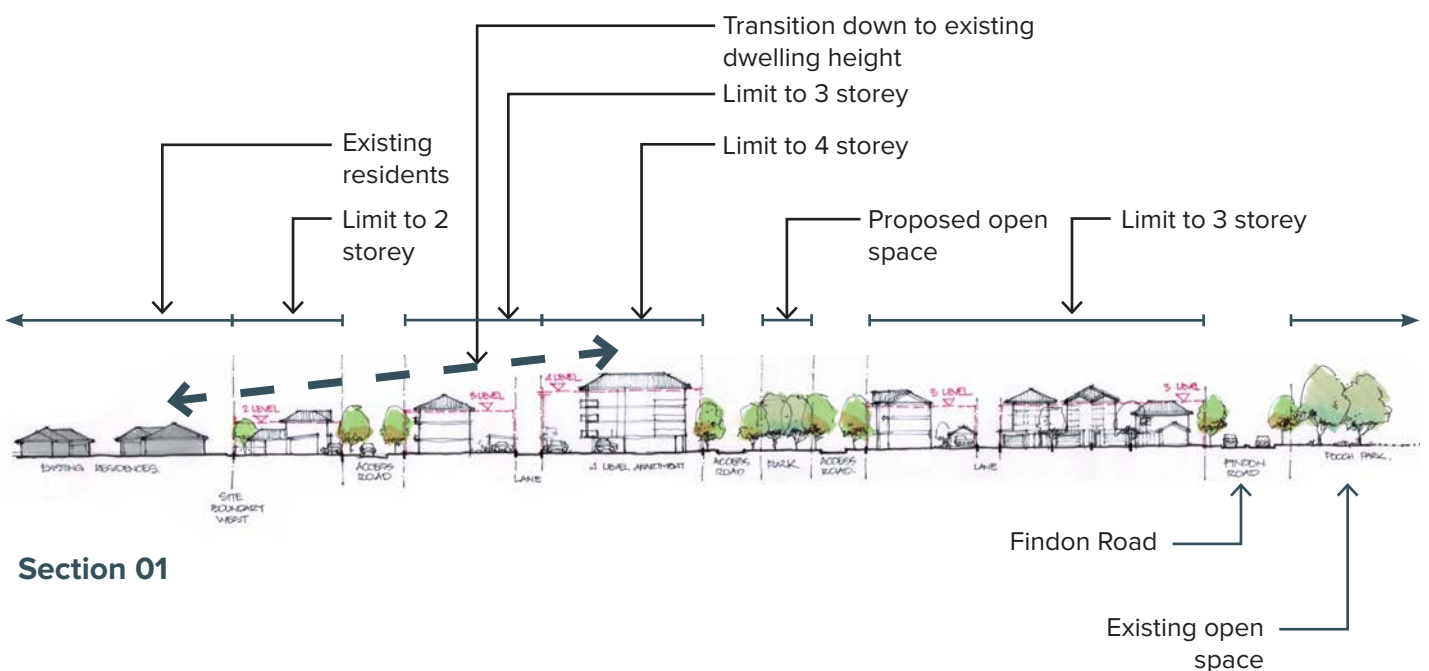


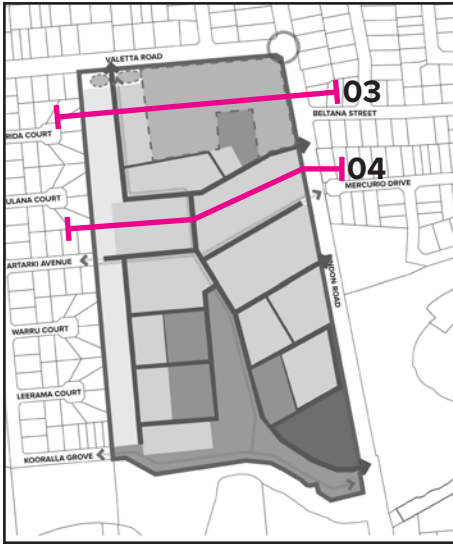
Site cross sections

Section 01 and Section 02

The interface with the existing boundaries is important to ensure that the proposed development sits within the existing community.

The sections below demonstrate how the development will control the building height to transition from multistorey development down to the adjacent dwelling heights.





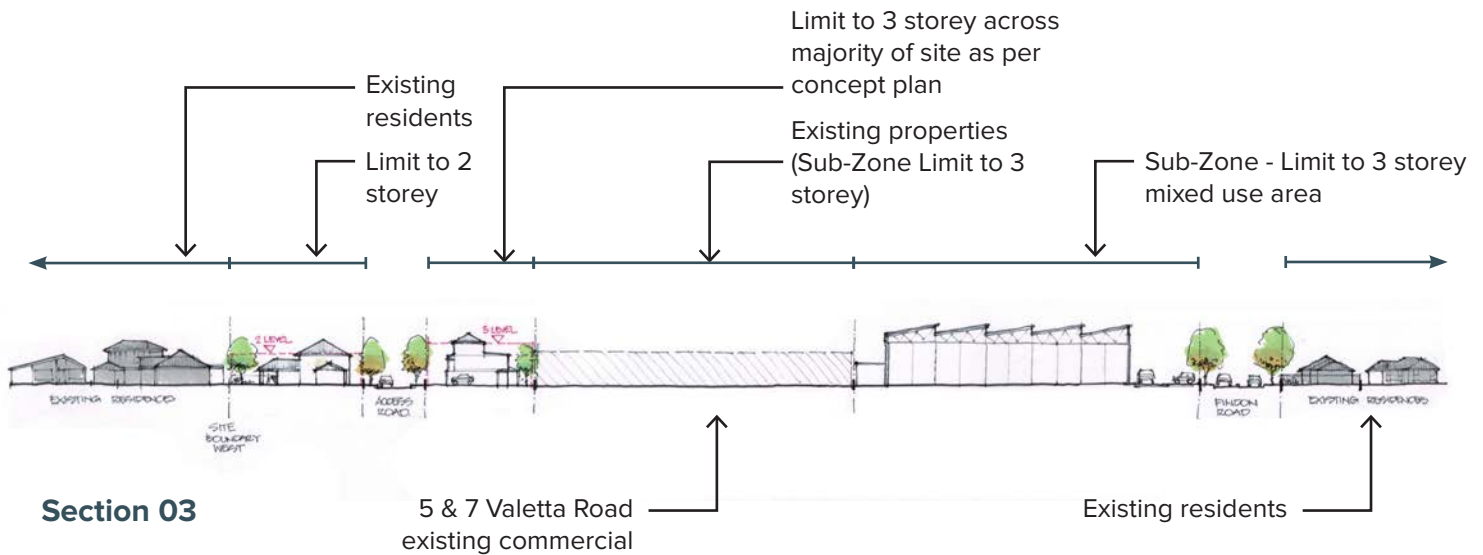
Site cross sections

Section 03

This section demonstrates the proposed development height near Valetta Road, the interface with the existing residents and the proposed sub-zone on Valetta Road.

Section 04

The proposed height for a majority of the development is between 2 to 3 storey which is shown in the cross section of the site.



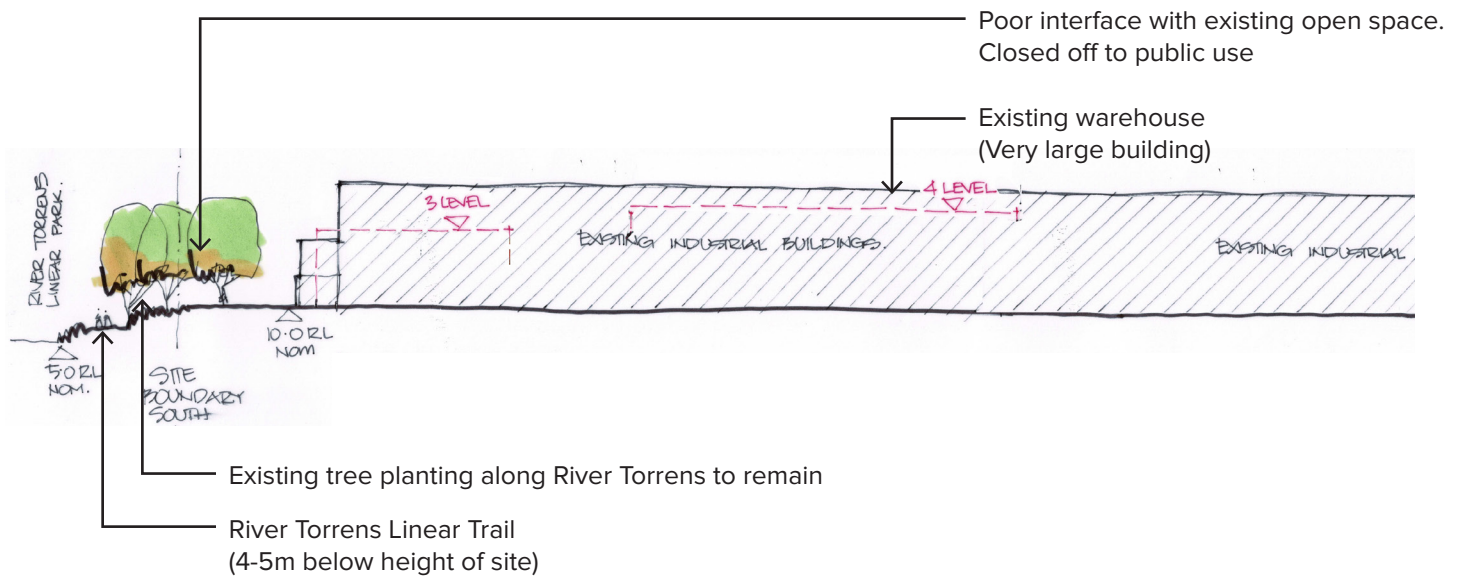


Site cross sections

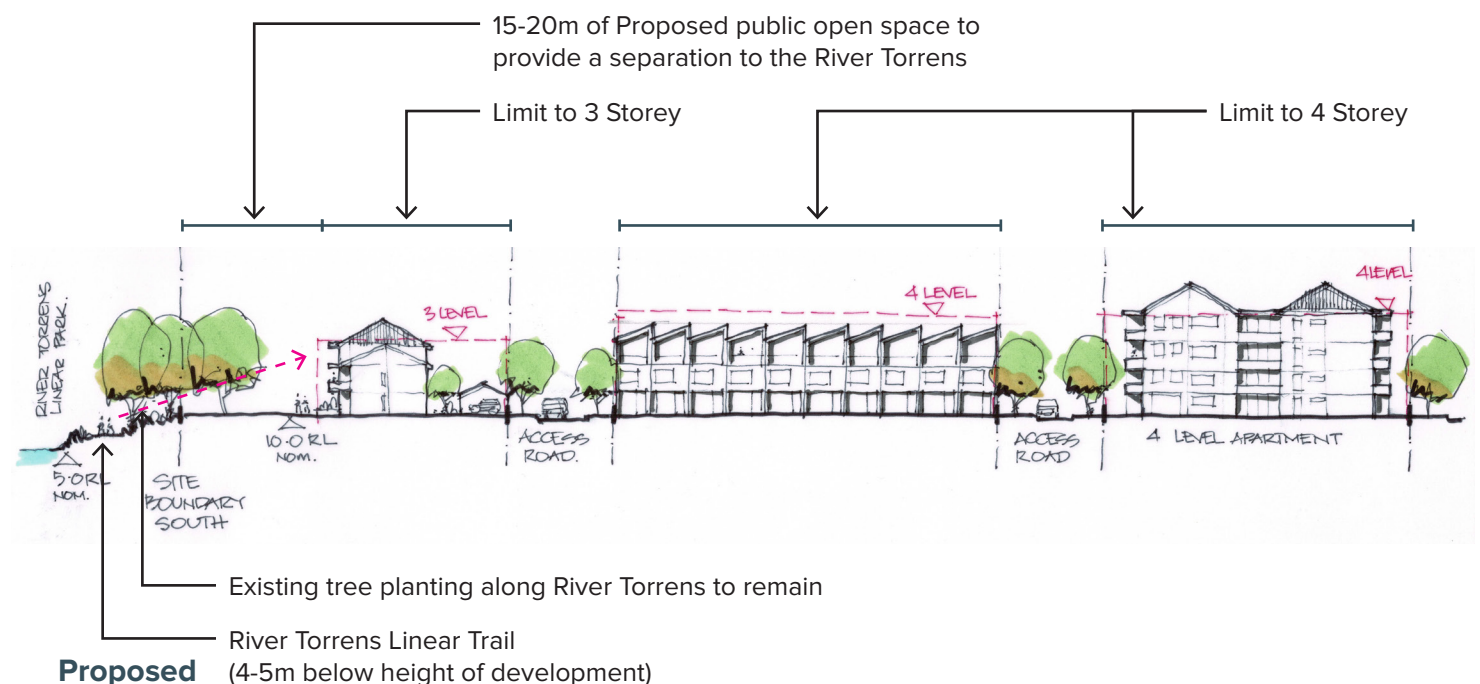
Section 05

The proposed development interface with the Torrens River and the existing public open space is important to ensure a quality outcome for the local community. The proposed dwellings have been positioned back from the existing open space to create a usable open space, passive surveillance and reduce overshadowing.

The existing trees, the building setback and level change between the River Torrens Linear Trail and the proposed development ensures that the proposed dwellings will not be imposing on the existing open space.



Existing

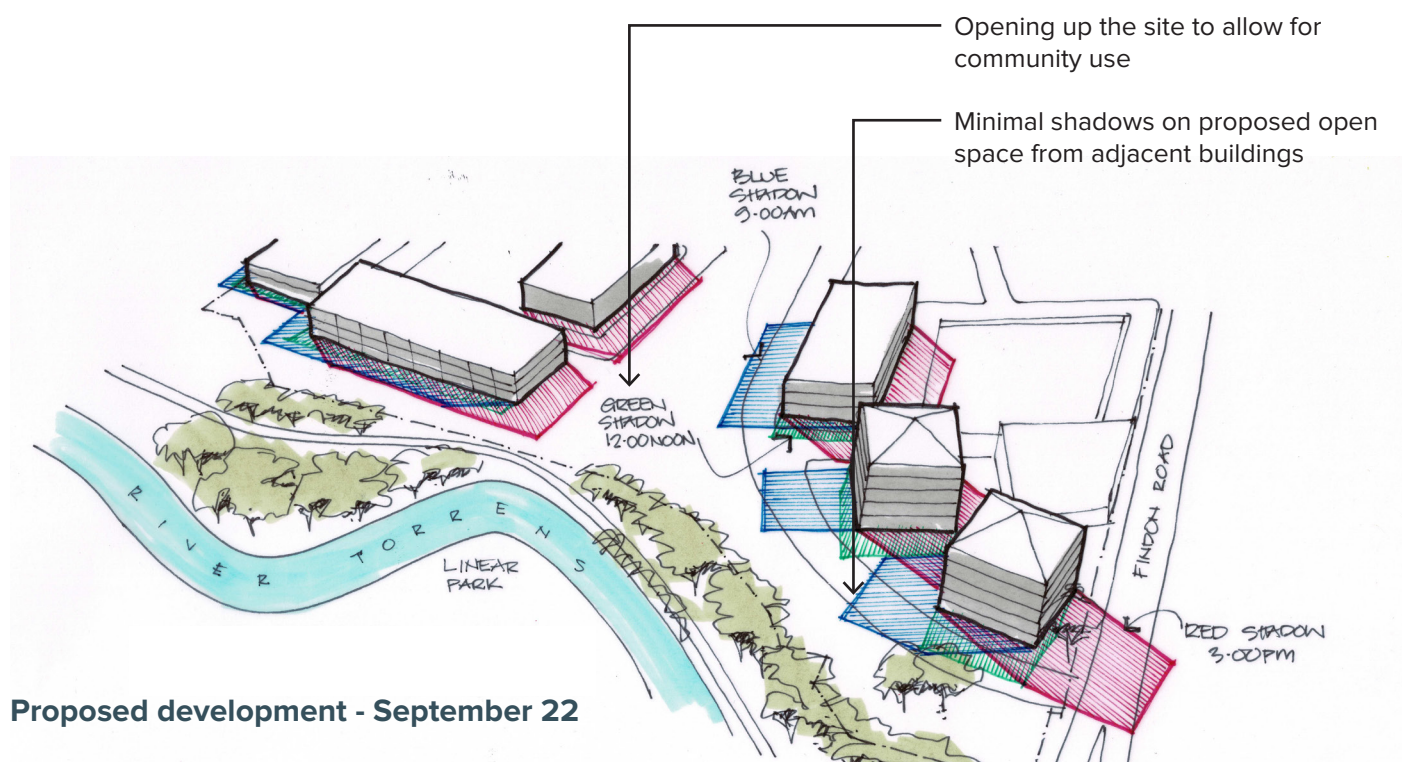
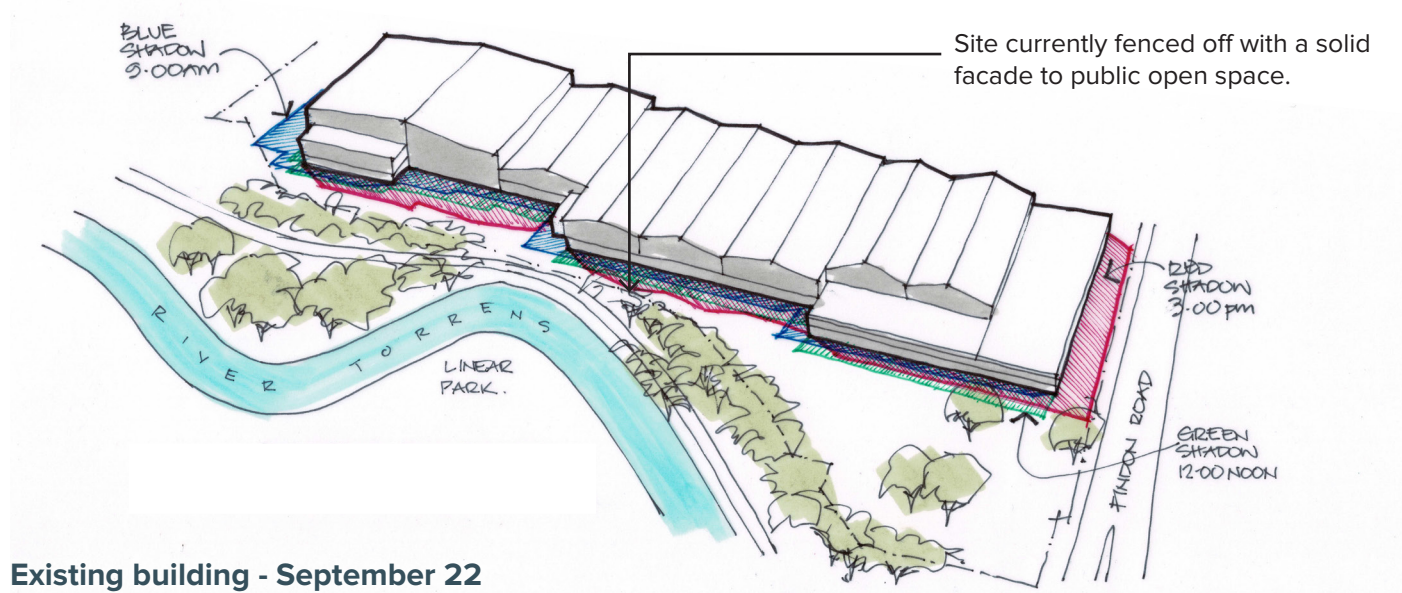


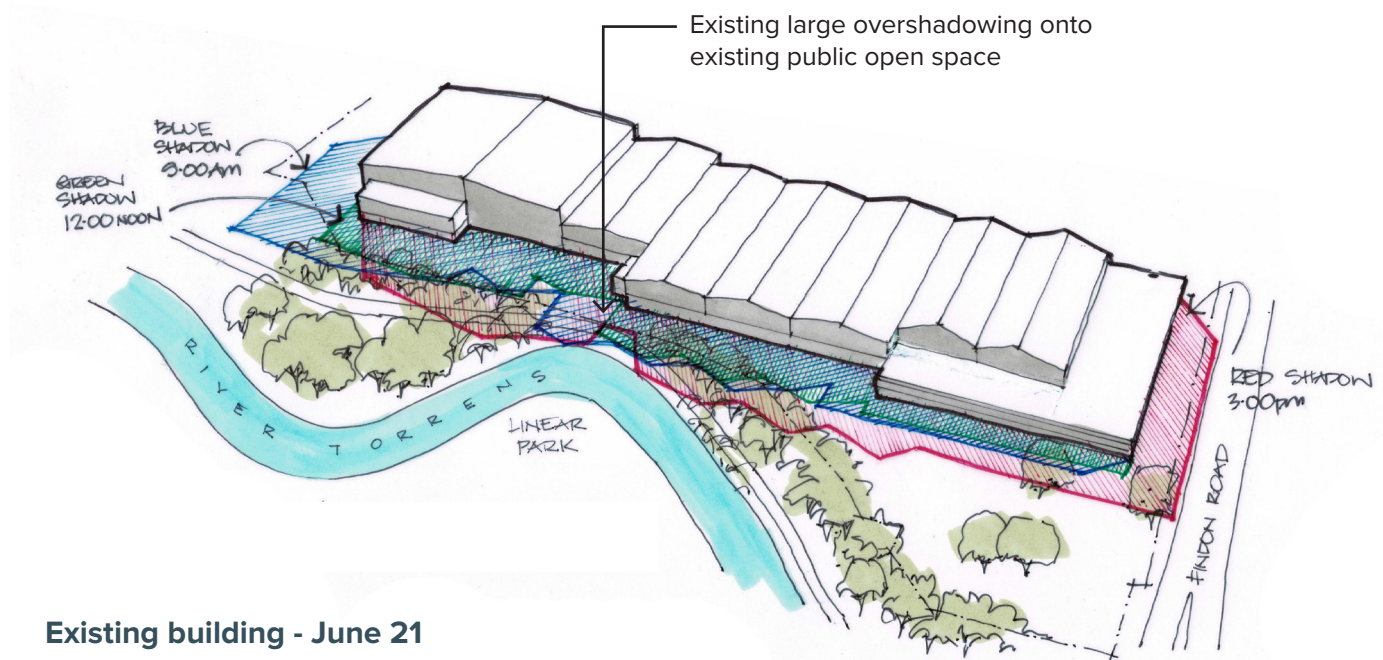
Proposed

Shadow diagrams

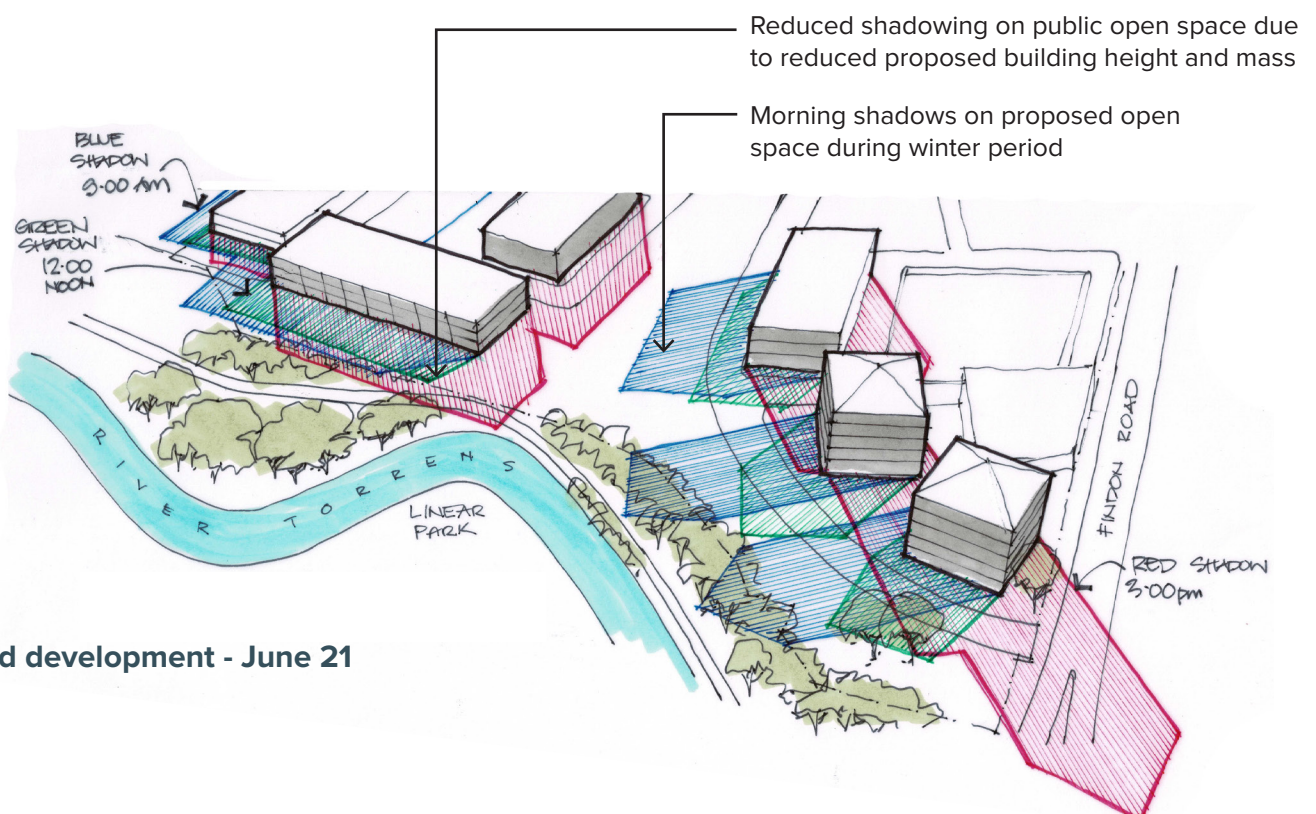
The following diagrams compares the shadow impacts of the existing warehouse building against the proposed development. The existing building is a multistorey warehouse which provides little benefit to the existing public open space and creates overshadowing to the Karrawirra Parri (River Torrens) reserve.

The proposed development is set back from the existing public open space with additional proposed public open space. This setback reduces the overshadowing of the new dwellings on to the existing and proposed open space.





Existing building - June 21



Proposed development - June 21

Open Space

Open Space

The site is situated amongst a large amount of existing open space facilities, including the Torrens River and multiple District Open Spaces. A majority of the open space areas are within City of Charles Sturt Council and within 10 minute / 800m walk of the proposed site. These includes locations such as:

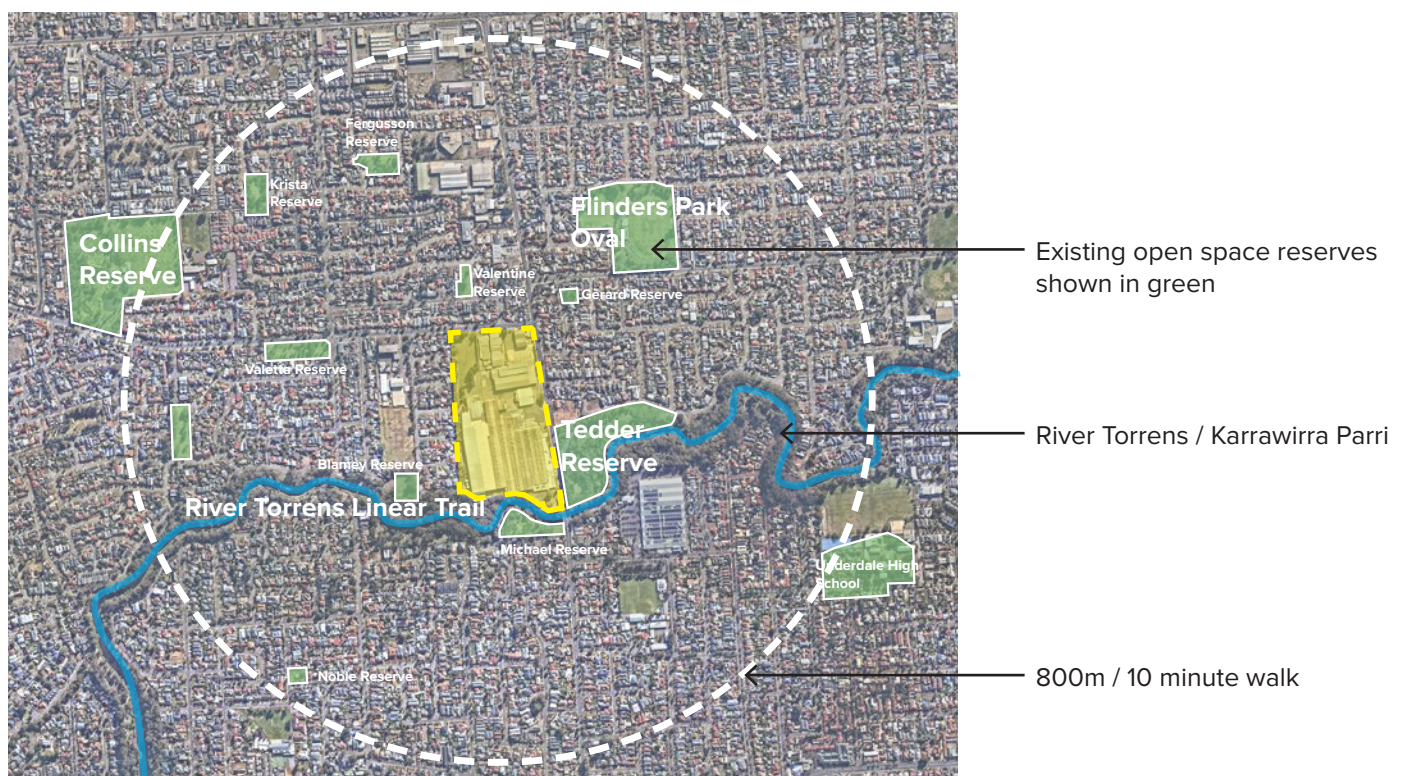
- Collins Reserve (District Open Space)
- Flinders Park Oval (District Open Space)
- Glenwood Reserve
- Blamey Reserve
- Tedder Reserve / Dog Park
- Fergusson Reserve
- Krista Reserve
- Valetta Reserve
- Gerard Reserve
- River Torrens Linear Path

The adjacent River Torrens Linear Park provides a unique opportunity to improve access for future and existing residents and to promote safe pedestrian and bike riding to further open space and surrounding facilities.

Given the extensive open space network surrounding the site, it is recommended that future open space within the development focus on delivering the following outcomes:

- Deliver a local park to cater for the new residential community.

- Provide facilities such as nature play, alternative play activation and fitness equipment within the open space.
- Focus on *Principles and Guidelines from Best Practice Open Space in Higher Density Developments Projects*.
- Include grass areas for kick about zones for passive use.
- Create key links to the River Torrens Linear Trail and through to Valetta Road to encourage walkability and movement through the site to local facilities.
- Respect and enhance the significance of the River Torrens including aboriginal heritage, connections and landscape outcomes.
- Work with council to establish key design outcomes and maintenance requirements for the open space.
- Adoption of Urban Green Cover overlay to ensure the site meets the 20% target (or greater) by 2045.
- Inclusion of water sensitive design into the streetscape and open space to assist with water quality and sustainable design outcomes.
- The design to explore new linkages and opportunities for improved interface with the River Torrens Linear Park, including amenity, passive surveillance and wayfinding from the broader residential area.





Shared path access to Valetta Road. North / South shared path access.

Increased tree planting in streetscapes. WSUD within streetscapes.

Shared path access to Findon Road. East / West connection.

Walking /Cycling connections from Karrawirra Parri (River Torrens) to Valetta Road and through development.

Pedestrian link only through to existing residential area.

Local park.

Shared path access to Findon Road and RTLP. East / West connection.

Create pedestrian and cycling links to the RTLP.

Access to Karrawirra Parri (River Torres linear Path)

The site is located adjacent the River Torrens Linear Path (RTLTP), which is a valuable open space for Adelaide and the proposed development. The Karrawirra Parri (River Torrens) includes a linear path which enables easy pedestrian and cycling access to the beach, city and valuable open space along the linear corridor.

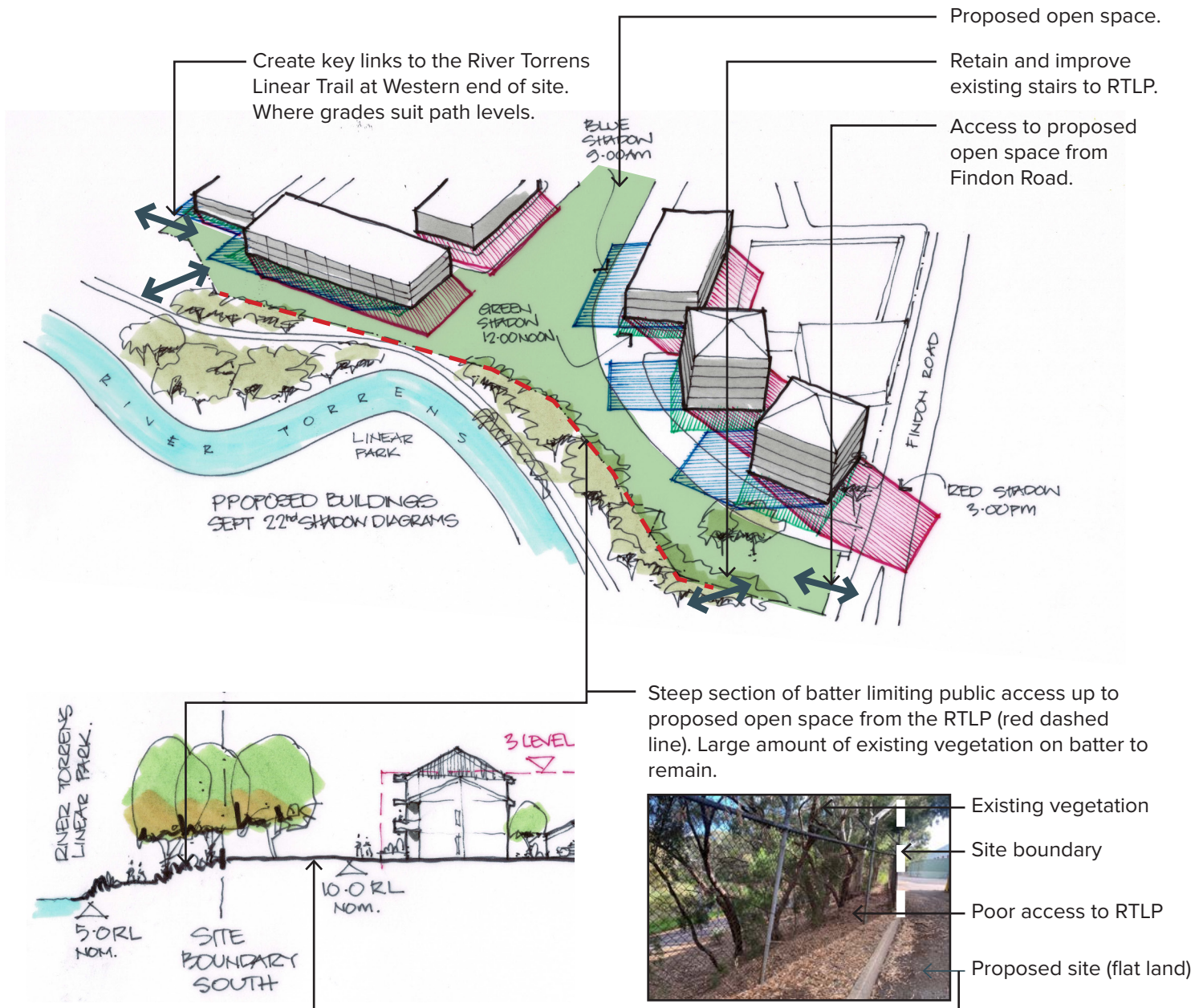
As part of the development and proposed open space design, it is important to provide connections from the RTLTP into the site to allow for integration with the proposed open space and the development.

Due to the varying height of the RTLTP adjacent the site, direct access onto the linear trail is limited to key locations. As shown on the diagram below, access is limited to the west and east end of the site.

The existing batter from the RTLTP up to the site level is currently vegetated with trees and low level planting. The existing planting is proposed to remain. The existing vegetation also provides a green buffer between the existing RTLTP and the proposed development.

At the western end of the site, direct at grade access to the linear path and through to Blamey Reserve is achievable. At the eastern end of the site, access to the linear trail can either be via the existing shared path that leads down to the trail via stairs or access Findon Road and onto the path.

The location of the River Torrens Linear Trail adjacent the site is an important asset for the development and will provide safe and healthy transport options for the new residents and link the proposed open space into the linear corridor.



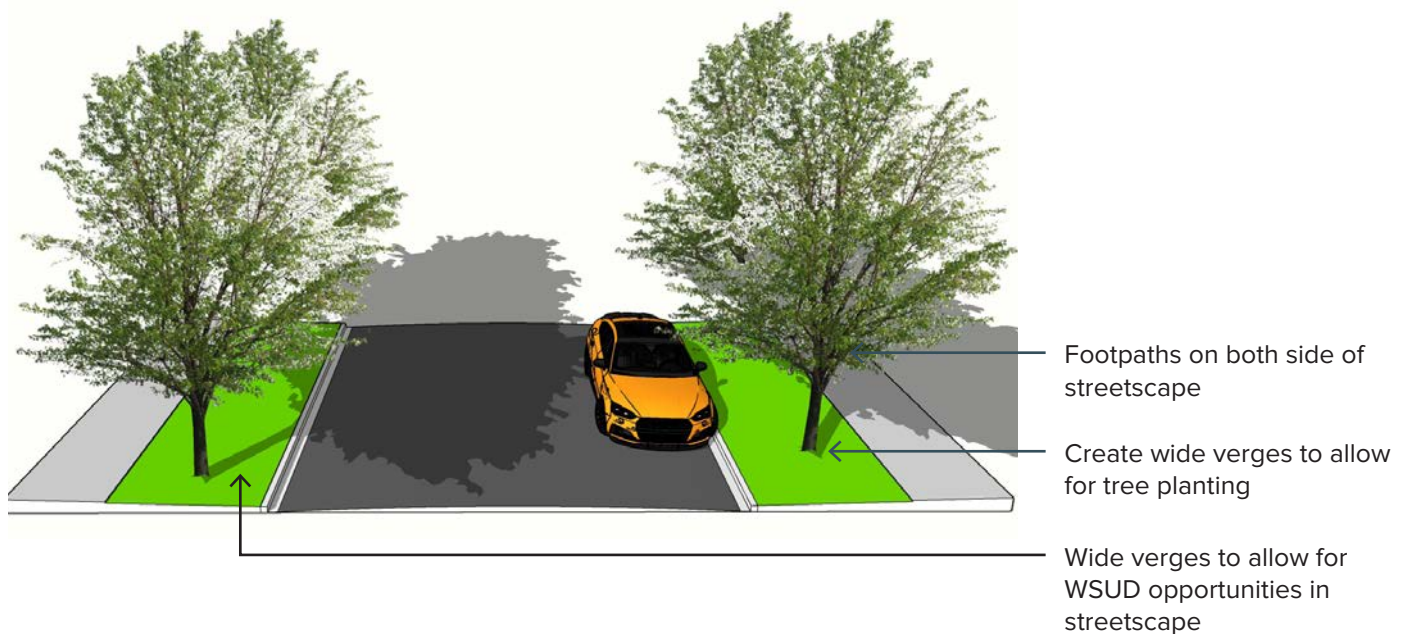
Streetscape design

The streetscapes will be designed to allow for street tree planting and WSUD. By creating a larger road reserve and narrowing the road width, the proposal will maximise the width of the verges allowing for a larger growing width for street tree planting.

The wider verge will also be used to incorporate low level turf in the streetscape. The verge treatment will be irrigated to assist with tree and planting growth to reduce the urban heat island impact of the development.

Adoption of Urban Tree Canopy Overlay to ensure the site meets the 20% target (or greater) by 2045

WSUD will be coordinated with the stormwater design of the development and be positioned to maximise water capture, filtration and redirection of water to street trees.



Precedent images

High quality open space located within higher density areas which provides usable amenity for the community.



Summary of site investigations

The detailed site investigations undertaken in the preparation of the proposed code amendment for the affected area has identified key design, opportunities and constraints which will inform future land use policy requirements and the preparation of a future concept masterplan for the land. The concept masterplan provides a logical structure plan for the affected area and will guide future planning policy, nominate future overlay requirements and provide an insight into the likely structure and development outcomes envisaged.

As demonstrated, the affected area provides a significant opportunity to re-establish community linkages to existing residential areas while also opening new interfaces with the Karrawirra Parri (River Torrens Linear Park). The establishment of a new housing opportunities which provide a diverse offering to the community will underpin the development of a new sustainable community. The provision of new commercial services within the land will complement those existing businesses within the affected area while providing new employment opportunities to the surrounding area.

It is considered that the concept masterplan will provide the platform for new planning policy for the site while enabling confidence in the community that future detailed design can capture key design and delivery requirements.



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