

19-29 Glynburn Road, Glynde Code Amendment

By ALDI Stores (Designated Entity)

For Consultation

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HAVE YOUR SAY

This Code Amendment is on consultation from Monday 6th of September to Monday 18th of October 2021.

During this time, you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be lodged via:

- An online feedback form available from: plan.sa.gov.au/en/code_amendments
- In writing, sent to:
 - 'Glynde Code Amendment' PO Box 4144 Norwood South SA 5067; or
 - feedback@codeamendments.com.au

During the consultation period, the following engagement activities will be available for stakeholders and the broader community:

- Public notice on the SA Planning Portal;
- Website update (SA Planning Portal);
- Online feedback form to collect feedback on the Code Amendment (Plan SA website and Survey Monkey). An identical hard copy version will be created for those unable to fill out the online version;
- Letter to stakeholders (i.e. Department of Infrastructure and Transport, the City of Norwood Payneham & St Peters, the City of Campbelltown, the City of Port Adelaide Enfield, retail associations, utility providers) summarising key elements of the Code Amendment and inviting feedback;
- Letter to local Members of Parliament summarising key elements of the Code Amendment and inviting feedback;
- Letter to surrounding property occupiers within 500 metres of the Affected Area, summarising key elements of the Code Amendment and promoting opportunity for one-on-one meetings and how feedback can be provided;
- Letter to landowners on and within 100 metres of the Affected Area;
- Visits to local businesses in the Suburban Activity Centre Zone located to the north of the Affected Area to discuss the Code Amendment and invite feedback; and
- One-on-one meetings with surrounding land owners and occupiers (who request a meeting in response to letter) to discuss the Code Amendment and invite feedback.

1. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1. Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal (<https://plan.sa.gov.au/>).

1.2. Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3. Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4. Sub zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5. General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6. Amending the Planning and Design Code

The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning and Local Government (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.

The Code Amendment process is illustrated in Figure 1.6 below:

Figure 1.1 Code Amendment Process



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1. Need for the amendment

Currently, the Affected Area is subject to two different Zones which do not reflect the existing land uses. In addition, the dual zoning discourages the attainment of a coordinated development outcome while also discouraging mid-size retail development which is envisaged by this Code Amendment. For these reasons, the Code Amendment seeks to introduce a consistent policy framework across the Affected Area which will facilitate the coordinated development of retail development in the form of a mid-size supermarket (or similar). In addition, the Code Amendment

introduces a policy framework which will establish a better land use transition between the Affected Area and the existing residential properties to the north which will assist with the management of interface issues.

2.2. Affected Area

The area affected by the proposed amendment is located at 19-29 Glynburn Road, Glynde and is illustrated in the map provided in **Attachment A** and in Figure 2.1 below.

Figure 2.1 Affected Area



The Affected Area is formally identified within the following Certificates of Title:

- Allotment 1 and 2, Volume 5213 Folio 875;
- Allotment 49, Volume 5482 Folio 725;
- Allotment 102, Volume 5482 Folio 727;
- Allotment 103, Volume 5214 Folio 620; and
- Allotment 6, Volume 5214 Folio 244.

The location of the various allotments which make up the Affected Area are illustrated in Figure 2.2 on the following page.

Figure 2.2 Affected Area and Allotment Identifiers



There are no easements, right-of-ways or other caveats affecting Allotments 1 and 2. However, there is a caveat over Allotments 49 and 102 (numbered 3 and 4 in Figure 2.1) relating to a lease over the land to Lawrence & Hanson Group Pty for a period of three years commencing 1 February 2019. There is also a lease over Allotments 103 and 6, however, the Certificates of Title do not provide details of this lease.

A 1 metre wide easement for drainage purposes exists over a portion of Lot 49 and extends to the north over adjoining Lot 50 on which a dwelling is located. While the portion of this easement over Lot 50 does not form part of the affected area, it is considered relevant to the Code Amendment as it may be required to assist with the management of stormwater generated by future development on the land.

The Certificate of Title for Lot 103 identifies the easement on adjoining Lot 49 noting that it is appurtenant to land marked 'X' on Lot 103. Given that both Lot 49 and Lot 103 form part of the Affected Area, the presence of the easement will not impact on the Code Amendment.

Measuring 7,423m², the Affected Area comprises several buildings used for commercial purposes together with associated car parking areas, outdoor storage areas, sheds and signage. The Affected Area has a frontage to Glynburn Road of approximately 110 metres, as well as frontage to Lewis Road of approximately 40 metres.

Glynburn Road is a 'secondary arterial road' under the care and control of the Department for Infrastructure and Transport (DIT), while Lewis Road is a local road under the care and control of the City of Norwood Payneham and St Peters ('the Council'). There are currently three (3) crossovers to Glynburn Road which allow left turn movements both into and out of the Affected Area. Currently, right turn movements are restricted by a solid median on Glynburn Road. There is one

crossover to Lewis Road which provides for left and right movements into and out of the Affected Area.

Existing development on the Affected Area is relatively uncoordinated in terms of vehicle circulation, parking, signage, landscaping and architectural style. Existing uses on the Affected Area include:

- A retail premises (with a floor area of approximately 600m²) which is occupied by 'L & H Electrical Supplies';
- A number of commercial tenancies within a large building including a Korean supermarket, an indoor recreation centre and what appears to be a warehouse or store located towards the rear (west); and
- An office within a converted dwelling which is being used by 'Mind Australia'.

The Affected Area contains large expanses of hardstand which are generally used for the parking and movement of vehicles associated with the various buildings and land uses. An electrical transformer (or similar facility) is located on Lot 103 within the car parking area. While the Affected Area appears to be flat, there is a slight grade down towards the north-west.

Figure 2.3: Aerial view of the site looking towards the west (Source: www.commercialrealestate.com.au)



Vegetation is generally limited to shrubs and grasses located within small landscaped areas that are typically located in front of the buildings. The exception to this is a Regulated Tree which is located in the south-eastern corner of the site in front of the

Korean Supermarket. A Palm Tree (not Regulated) is also located in the north-eastern corner of the site near the office building.

Images of the affected area are provided in the figures below and on the following pages.

Figure 2.4: View north-west towards the subject site – across Glynburn Road



Figure 2.5: View north into the subject site from Glynburn Road showing existing supermarket and retail premises



Figure 2.6: View west into the subject site from Glynburn Road showing existing supermarket



Figure 2.7: View south along Glynburn Road showing existing retail premises



Figure 2.8: View south along Glynburn Road, from Lewis Road showing existing office



2.3. The Locality and Surrounding Development

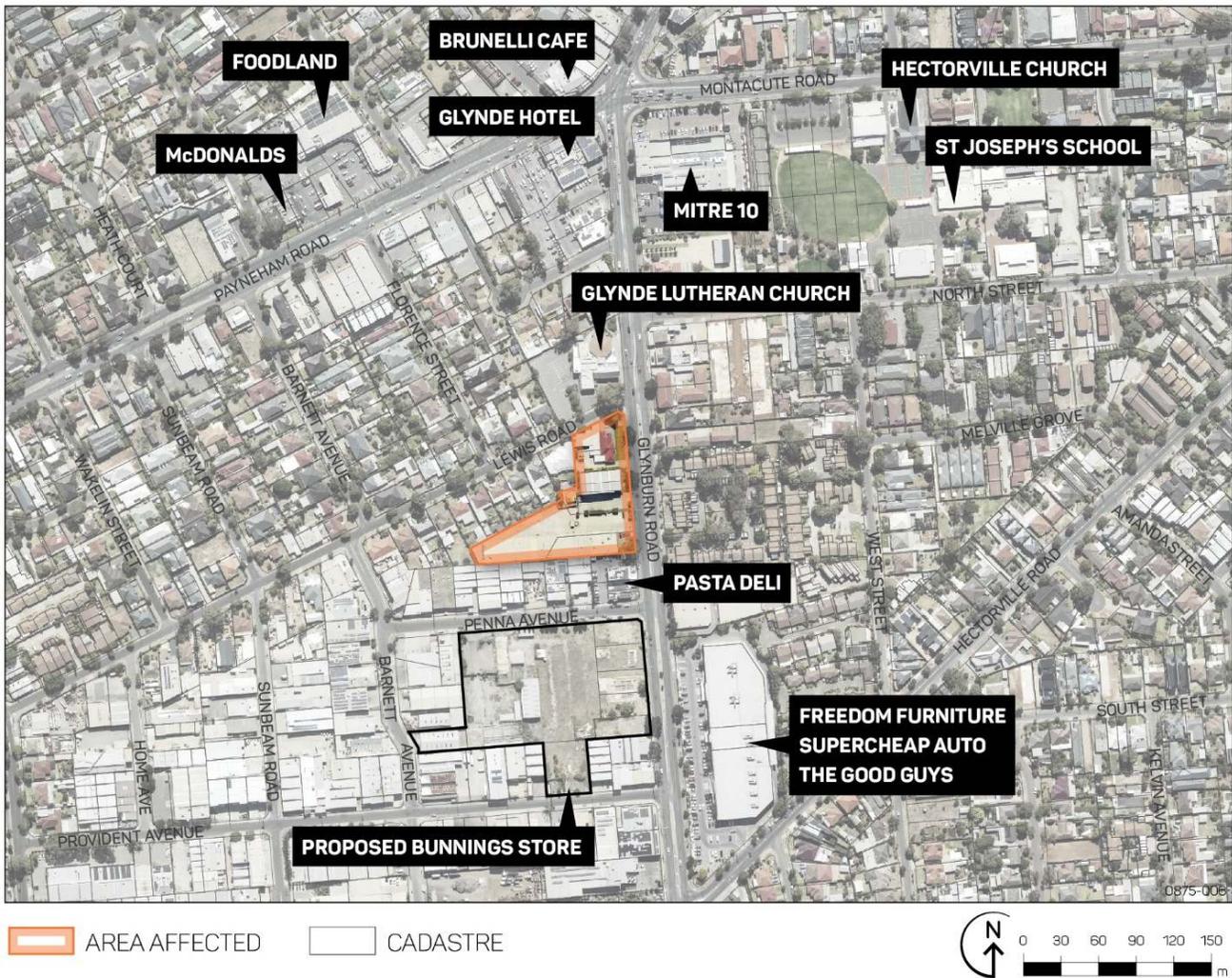
The character of the locality is mixed in terms of land use and built-form (see Figures 2.9 and 2.10). The locality features a mixture of ‘employment’, ‘neighbourhood’, ‘business’ and ‘activity centre’ style Zones with a range of land uses spread across these Zones. Beyond the subject site, the locality includes non-residential development in the form of shops directly to the south of the site in the Employment Zone (Pasta Deli) as well as to the east on the opposite side of Glynburn Road in the Suburban Business Zone. In particular, there are a number of bulky goods outlets on the eastern side of Glynburn Road including a Mitre 10 Hardware Store as well as a complex accommodating Freedom Furniture, Supercheap Auto and the Good Guys.

Further non-residential development in the form of crash repairs and similar light industrial activities, are located to the south of the site on Penna Avenue within the Employment Zone. To the north of the site, on the opposite side of Lewis Road and fronting Glynburn Road is the Glynde Lutheran Church which is located in the Housing Diversity Neighbourhood Zone.

The Glynde shopping precinct is located further to the north in the Suburban Activity Centre Zone and features a Foodland supermarket, Brunelli Café, the Glynde Hotel, a McDonalds restaurant as well as a number of other centre related land uses.

Further to the south, a Development Application is currently under assessment for a substantial Bunnings Hardware Store. If approved and constructed, this Hardware Store is also likely to include the installation of additional traffic lights at the intersection of Penna Avenue and Glynburn Road.

Figure 2.9: The Locality – key land uses



Residential development in the form of single-storey detached dwellings adjoin the Affected Area to the north fronting Lewis Road. Further residential development in the form of one and two-storey residential flat buildings, are located to the east on the opposite side of Glynburn Road in the Suburban Business Zone.

The locality also includes a Local Heritage Place (the former Glynde Fire Station) which has been converted into a shop in the Employment Zone and is now known as Pasta Deli.

It is noted that the Employment Zone to the south of the Affected Area is undergoing a transition from a predominantly industrial area to a mixture of land uses including food related business which often have a retail and warehousing element.

Figure 2.10: The Locality – existing Zones

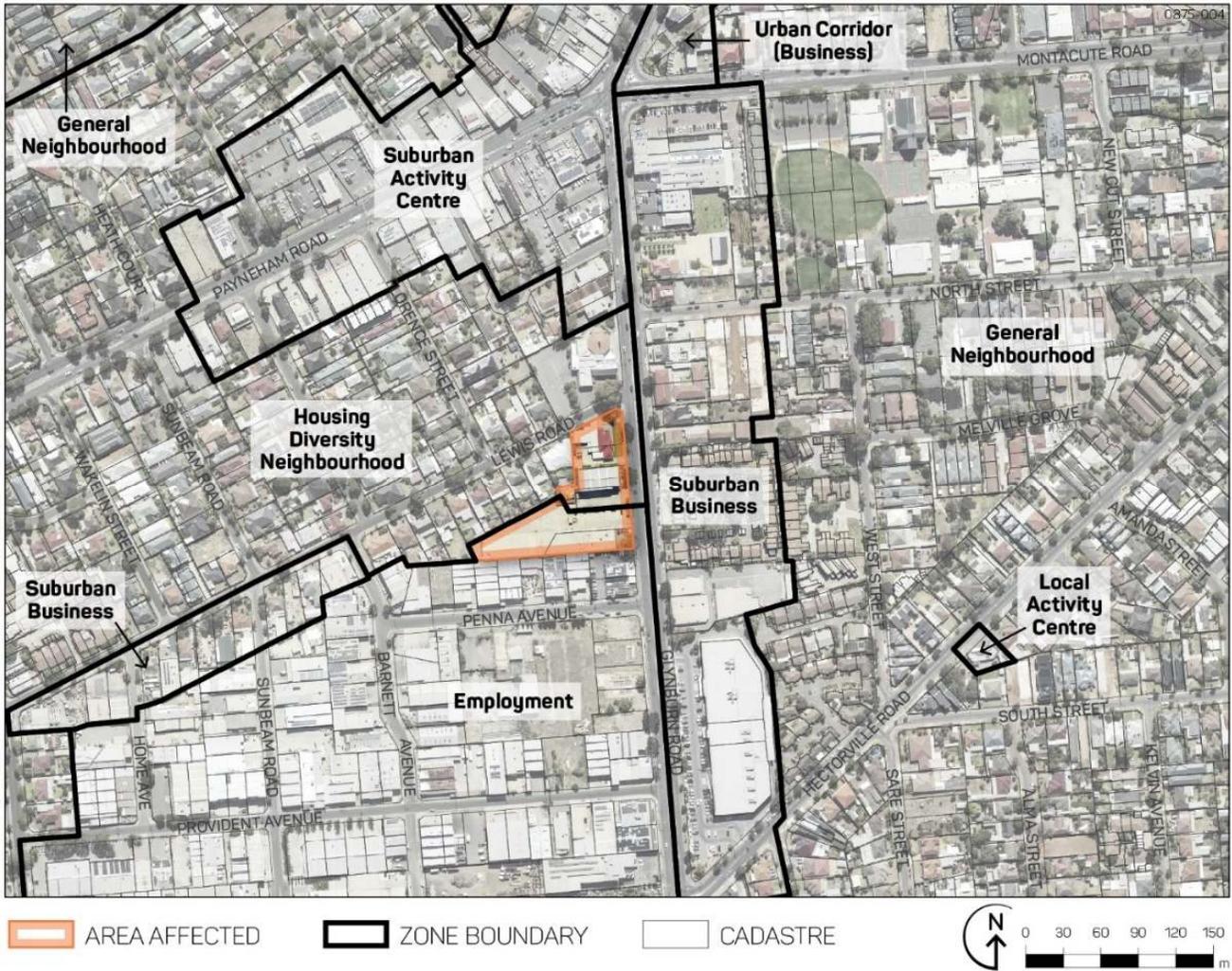
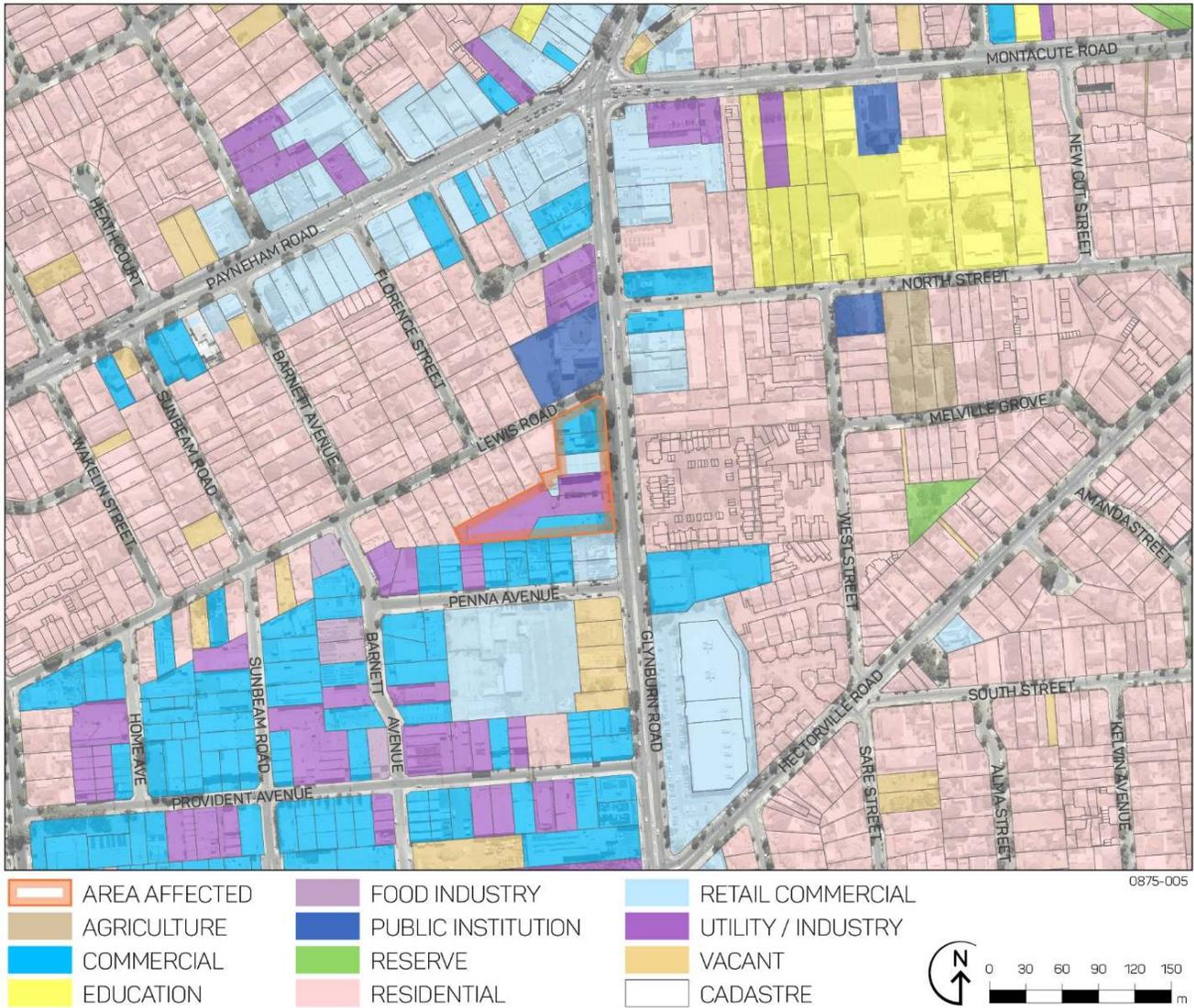


Figure 2.11 on the following page identifies the land use mix in the locality and clearly illustrates the extent of non-residential development along the western side of Glynburn Road including on the Affected Area.

Figure 2.11: The Locality – Land Uses



Images of development in the locality are provided in the figures on the following pages.

Figure 2.12: Glynde Lutheran Church to the north of the Affected Area



Figure 2.13: Pasta Deli and Regulated Tree to the south of the Affected Area



Figure 2.14: Example of typical housing close to the Affected Area



Figure 2.15: 'Shop Top' housing east of the Affected Area



2.4. Summary of proposed policy changes

2.4.1. Current Code Policy

The Affected Area is currently located in the Employment Zone and Housing Diversity Neighbourhood Zone as shown previously in Figure 2.10 as well as in **Attachment B**.

The Housing Diversity Neighbourhood Zone generally seeks residential development as reflected in the following Desired Outcome for future development:

DO1 Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

The Employment Zone generally seeks a range of light industry and commercial development as reflected in the following desired outcomes for future development:

DO1 A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.

DO2 Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

The portion of the Affected Area within the Housing Diversity Neighbourhood Zone is subject to the following Overlays and Technical and Numerical Variations:

Overlays

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Affordable Housing
- Hazards (Flooding General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Stormwater Management
- Traffic Generating Development
- Urban Transport Routes
- Urban Tree Canopy

Local Variation (TNV)

- Minimum Frontage (Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 5m; group dwelling is 18m; residential flat building is 18m)
- Minimum Site Area (Minimum site area for a detached dwelling is 330 sqm; semi-detached dwelling is 300 sqm; row dwelling is 200 sqm; group dwelling is 200 sqm)
- Maximum Building Height (Levels) (Maximum building height is 3 levels)

The portion of the Affected Area within the Employment Zone is subject to the following Overlays and Technical and Numerical Variations:

Overlays

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Heritage Adjacency
- Hazards (Flooding General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

Local Variation (TNV)

- Maximum Building Height (Levels) (Maximum building height is 2 levels)

2.4.2. Proposed Code Policy

The Code Amendment proposes to rezone the entire Affected Area to 'Suburban Activity Centre Zone' which generally seeks development in the form of shops along with business, entertainment and recreation facilities as reflected in the Desired Outcome.

DO 1 An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.

Performance Outcome 1.1 and the associated Deemed to Satisfy/Designated Performance Feature of the Suburban Activity Centre

Zone provides more specific guidance in relation to envisaged development in the Zone:

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p><i>PO 1.1</i></p> <p><i>Shops, office, entertainment, health and recreation related uses and other businesses that provide a range of goods and services to the surrounding neighbourhood and district.</i></p>	<p><i>DTS/DPF 1.1</i></p> <p><i>Development comprises one or more of the following:</i></p> <ul style="list-style-type: none"> <i>(a) Advertisement</i> <i>(b) Cinema</i> <i>(c) Community facility</i> <i>(d) Consulting room</i> <i>(e) Dwelling</i> <i>(f) Educational establishment</i> <i>(g) Emergency services facility</i> <i>(h) Hospital</i> <i>(i) Hotel</i> <i>(j) Indoor recreation facility</i> <i>(k) Library</i> <i>(l) Office</i> <i>(m) Place of worship</i> <i>(n) Pre-school</i> <i>(o) Recreation area</i> <i>(p) Residential flat building</i> <i>(q) Retail fuel outlet</i> <i>(r) Retirement Facility</i> <i>(s) Shop</i> <i>(t) Supported Accommodation</i> <i>(u) Tourist accommodation.</i>

In addition, it is proposed to retain the Overlays and Technical Numerical Variations that currently apply to the land within the existing Employment Zone on the Affected Area. More specifically, the Code Amendment seeks to introduce the following Overlays and Technical and Numerical Variations over the entire Affected Area. An explanation of the purpose of each Overlay is also provided in italics.

Overlays

- **Airport Building Heights (Regulated) - All structures over 45 metres**
The Airport Building Heights (Regulated) Overlay seeks to ensure building height does not pose a hazard to the operation and safety requirements of commercial and military airfields.
- **Heritage Adjacency**
The Heritage Adjacency Overlay seeks to ensure development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those places.

- Hazards (Flooding - General)
The Hazards (Flooding - General) Overlay seeks to minimise impacts of general flood risk through appropriate siting and design of development.
- Prescribed Wells Area
The Prescribed Wells Area Overlay seeks to ensure sustainable water use in prescribed wells areas.
- Regulated and Significant Tree
The Regulated and Significant Tree Overlay seeks to mitigate the loss of regulated trees through appropriate development and redevelopment.
- Traffic Generating Development
The Traffic Generating Development Overlay aims to ensure safe and efficient vehicle movement and access along urban transport routes and major urban transport routes.
- Urban Transport Routes
The Urban Transport Routes Overlay seeks to ensure safe and efficient vehicle movement and access along urban transport routes.

Local Variation (TNV)

- Maximum Building Height (Levels) (Maximum building height is 2 levels)
- Interface Height (Development should be constructed within a building envelope provided by a 30 or 45 degree plane, depending on orientation, measured 3m above natural ground at the boundary of an allotment)

The proposed policy changes are shown in **Attachment C**.

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1. Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which requires that:

- Engagement is genuine;
- Engagement is inclusive and respectful;
- Engagement is fit for purpose;

- Engagement is informed and transparent; and
- Engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this Code Amendment is as follows:

Pre-Engagement Stage

This stage of engagement uses a CONSULT level of engagement to determine parameters for the preparation of the Code Amendment. It includes the following activities:

- Meeting with relevant Officers from the Attorney General's Department (Planning and Land Use Services);
- Meeting with relevant Officers from the City of Norwood Payneham & St Peters;
- Meeting with relevant Officers from the City of Campbelltown; and
- Meeting/phone call with relevant Officers from the Department for Infrastructure and Transport.

Stage 1

This stage of engagement uses INFORM and CONSULT levels of engagement to raise awareness and gather feedback on the Code Amendment. The commencement of the activities in this stage will mark the start of a six (6) week engagement period. It includes the following activities:

- Public notice on the SA Planning Portal;
- Website update (SA Planning Portal);
- Online feedback form to collect feedback on the Code Amendment (Plan SA website and Survey Monkey). An identical hard copy version will be created for those unable to fill out online version;
- Letter to stakeholders (i.e. Department of Infrastructure and Transport, the City of Norwood Payneham & St Peters, the City of Campbelltown, the City of Port Adelaide Enfield, retail associations, utility providers) summarising key elements of the Code Amendment and inviting feedback;
- Letter to local Members of Parliament summarising key elements of the Code Amendment and inviting feedback;
- Letter to surrounding property occupiers within 500 metres of the Affected Area, summarising key elements of the Code Amendment and promoting opportunity for one-on-one meetings and how feedback can be provided;

- Letter to landowners on and within 100 metres of the Affected Area;
- Visits to local businesses in the Suburban Activity Centre Zone located to the north of the Affected Area to discuss the Code Amendment and invite feedback; and
- One-on-one meetings with surrounding land owners and occupiers (who request a meeting in response to letter) to discuss the Code Amendment and invite feedback.

Stage 2

This stage of engagement uses an INFORM level of engagement to close the loop with engagement participants about the final Code Amendment. It includes the following activities:

- Engagement summary report – what was heard through engagement and how it influenced final Code Amendment;
- Letter/email to those involved in the engagement process communicating information on the final Code Amendment, engagement summary report and link to evaluation survey; and
- Website updates (SA Planning Portal) providing final Code Amendment and engagement summary report

Stage 3

This stage of engagement involves an EVALUATION of the effectiveness of engagement and includes a feedback form/participant survey through Survey Monkey or direct email to participants.

3.2. How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- An online feedback form available from: plan.sa.gov.au/en/code_amendments
- In writing, sent to:
 - 'Glynde Code Amendment' PO Box 4144 Norwood South SA 5067; or
 - feedback@codeamendments.com.au

3.3. What changes to the Code Amendment can my feedback influence?

The Code Amendment seeks to introduce the Suburban Activity Centre Zone over the Affected Area which will replace the existing Employment Zone and Housing Diversity Neighbourhood Zone. In essence, the new Zone will provide a more supportive policy framework for retail development and is likely to result in the development of a mid-size supermarket with a floor area in the order of 2,000m².

Importantly, the Minister for Planning and Local Government has advised that the scope of the Code Amendment must be limited to the spatial application of the

existing Zones, Subzones and Overlays as well as the Technical and Numerical Variations under the Planning and Design Code. In effect, this means that the scope of the Code Amendment is limited to the selection of existing Zones, Subzones and Overlays from the Planning and Design Code. Also, the introduction of site specific policies is limited to the existing range of Technical and Numerical Variations which may apply within the selected Zone.

With the above in mind, feedback from the community and key stakeholders is sought in relation to the following matters:

- Whether the investigations associated with the Code Amendment have appropriately addressed the following key issues:
 - Economic impact;
 - Transport and parking impact;
 - Stormwater impact;
 - Interface impact (including noise and visual appearance);
 - Services impact;
 - Suitability of the Affected Area for the intended use (including potential site contamination);
- Whether the proposed Suburban Activity Centre Zone is the most appropriate zone for the Affected Area; and
- Whether the proposed maximum height of two (2) building levels is appropriate for the Affected Area (noting that the same maximum building height applies to the existing Glynde shopping precinct to the north).

3.4. What will happen with my feedback?

URPS, on behalf of ALDI Foods Pty Ltd (the Designated Entity), is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the Designated Entity when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published, however company details will be.

The Designated Entity will consider the feedback received in finalising the Code Amendment and URPS will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister for Planning and Local Government, and then published on the SA Planning Portal.

3.5. Decision on the Code Amendment

Once the Engagement Report is provided to the Minister for Planning and Local Government, the Commission may provide further advice to the Minister:

- If an agreement for recovery of costs for the Code Amendment has been entered into under section 73(9) of the Act; or
- At the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4. ANALYSIS

4.1. Strategic Planning Outcomes

4.1.1. Summary of Strategic Planning Outcomes

The following strategic planning outcomes are considered relevant to the proposed Code Amendment.

- The likely economic effect of the Code Amendment in relation to future investment decisions, job creation and the impact on existing retail traders in the catchment;
- The impact that the Code Amendment may have on movement networks including surrounding roads, footpath and cycleways;
- The impact that the Code Amendment may have on the capacity of existing infrastructure and services including water, sewer, power and the management of stormwater;
- The impact that the Code Amendment may have on adjacent development and the manner in which any impacts can be managed; and
- The ability of the Affected Area to accommodate anticipated future land uses.

These Strategic Planning Outcomes have informed and shaped the various investigations that have been undertaken during the preparation of the Code Amendment.

4.1.2. Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

4.1.3. Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in **Attachment D**.

4.1.4. Consistency with other key strategic policy documents

The Code Amendment has referred to 'CityPlan 2030 Shaping Our Future' which sets out the long-term strategic vision and plan for the City of Norwood Payneham St Peters and which provides high-level guidance to the Council and the community.

CityPlan 2030 outlines a Vision and a series of Outcomes which are intended to reflect the community's aspirations over the next 10 years and beyond. Of particular relevance to the Code Amendment is 'Outcome 3

Economic Prosperity' which seeks to create “a dynamic and thriving centre for business and services”.

Outcome 3 also establishes the following Objectives and associated Strategies of relevance to the Code Amendment:

Objective 3.1 *A diverse range of businesses and services.*

Strategy

3.1.2 Attract diverse businesses to locate in our City.

Objective 3.2 *Cosmopolitan business precincts contributing to the prosperity of the City.*

Strategy

3.2.1 Retain, enhance and promote the unique character of all our City's business precincts.

3.2.2 Retain commercial and industrial land in appropriate locations, and protect it from the encroachment of incompatible land uses.

Objective 3.5 *A local economy supporting and supported by its community.*

Strategy

3.5.1 Support opportunities for people to collaborate and interact in business precincts.

3.5.2 Retain accessible local shopping and services.

3.5.3 Encourage businesses to sponsor local community activities.

3.5.4 Support opportunities for the community to access locally produced food and beverage produce.

3.5.5 Encourage community support for and promote awareness of all businesses in our City.

The Code Amendment responds to the Outcomes, Objectives and Strategies expressed in CityPlan 2030 in the following ways:

- By reviewing the existing zoning of the Affected Area to determine the most appropriate land use in order to attract additional investment into the Council area;
- By reviewing the impact of the Code Amendment on the existing supply of Employment land within the Council area; and
- By encouraging the development of additional shopping services in an area where an identified shortfall in retail floorspace exists.

4.2. Infrastructure planning

The investigations undertaken during the preparation of this Code Amendment (see section 4.3) have demonstrated that the Affected Area is currently serviced by existing infrastructure which has sufficient capacity and augmentation capability to accommodate the types of development envisaged within the proposed Suburban Activity Centre Zone. More specifically, appropriate vehicular access is available via the surrounding road network, water and sewer services are provided by SA Water along the adjoining roads, an appropriate power supply is available and stormwater generated by future development can be discharged appropriately to the Council's drainage system. On this basis, sufficient infrastructure is available to service the anticipated future development within the Affected Area without requiring significant upgrade.

4.3. Investigations

4.3.1. Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister for Planning and Local Government in the 'Proposal to Initiate'. More specifically, the following investigations have been undertaken to inform this Code Amendment:

- Assessment of potential Zones;
- Land use and economic investigations;
- Transport impact assessment;
- Stormwater infrastructure assessment;
- Interface assessment;
- Services assessment; and
- Site history assessment

Further details on the investigations undertaken in support of the Code Amendment are included below while the associated reports are included in **Attachment E**.

4.3.2. Assessment of Potential Zones

The rationale for the Code Amendment (as outlined in the 'Proposal to Initiate' document), is to establish a more supportive planning policy framework for retail development – specifically a small to mid-size supermarket. The 'Proposal to Initiate' document goes on to suggest the following possible policy options to achieve such an outcome:

1. Expansion of the 'Suburban Activity Centre Zone', which is located to the north of the Affected Area (beyond the Glynde Lutheran Church)

and which supports retail land uses with a greater gross leasable floor area;

2. Amending the existing Housing Diversity Neighbourhood Zone and Employment Zone on the land to allow for a greater 'scale' of retail development and to remove or increase the Restricted 'trigger' for shops greater than 1,000m²;
3. Reviewing and selecting a more appropriate Zone from the suite of zone options available within the Productive Economy Chapter of the Code, which would support retail development with a GLA exceeding 1,000m².

In relation to Option 2, it is noted that amending the Housing Diversity Neighbourhood Zone and the Employment Zone could have unintended consequences for other sites around South Australia. This is because the restricted development classification applies to all land that is covered by these two Zones. In other words, if the restricted development classification was amended to only capture shops with a floor area of, say, 2,000m² or greater, there would be significant implications for other land zoned Employment or Housing Diversity Neighbourhood across South Australia.

In order to justify such a policy change, a rigorous and thorough assessment would need to be undertaken into the 'pros' and 'cons' associated with an amendment of the restricted development classification for all land zoned Employment or Housing Diversity Neighbourhood across South Australia. Such an assessment is beyond the scope of this Code Amendment.

Notwithstanding, it may be possible to insert a specific exclusion in 'Table 4 - Restricted Development Classification' for the two existing Zones to indicate that a shop specifically located on the Affected Area with a gross leasable floor area of 1,000m² or greater is excluded from being restricted. However, this is considered a relatively clumsy policy approach and is likely to cause a level of confusion given that the Desired Outcomes of the two Zones do not contemplate retail development of this size and nature.

For the above reasons, Option 2 is not considered an appropriate policy response.

In terms of Option 3, the 'Guide to the Phase Three (Urban Areas) Planning and Design Code March 2021' prepared by the Attorney General's Department provides useful guidance in relation to the land uses and the intended intensity/location of development sought by the various zones within the Planning and Design Code.

With this in mind, Figure 4.1 on the following page provides a helpful snapshot of the naming convention of zones which assists to determine the appropriate zone for the Affected Area based on its location and the stated rationale of achieving a more supportive policy framework for retail development in the form of a mid-size supermarket.

In terms of the desired land use, it is noted that an ‘Activity Centre’ provides shopping, business, entertainment and recreation facilities (depending on the intensity and location of the centre). This is consistent with intended retail use of the Affected Area.

In terms of ‘Intensity/Location’ it is noted that the Affected Area is suburban in character and nature which is described as “lower density areas within an urban area”.

Figure 4.1: Zone naming convention (adapted from Guide to the Phase Three (Urban Areas) Planning and Design Code March 2021)

	Term	Meaning
Land Use	Neighbourhood	Residential areas primarily envisaging housing.
	Employment	Primarily envisages commercial and industrial activities, as well as supporting employment-generating uses.
	Activity Centre	Centres providing shopping, business, entertainment and recreation facilities (depending on intensity/location of the centre).
	Main Street	A centre in a main street or high street context, providing a mix of land uses such as retail, office, commercial and community facilities (depending on intensity/location of the main street).
	Corridor	Seeking higher density development focussed along a particular road, typically mixed use development with active ground-floor uses.
	Innovation	Mixed use areas promoting research, health, education and technology.
	Infrastructure	Area for the provision of infrastructure such as electricity, landfill/waste, water treatment/supply, airports, marinas.
Intensity/Location	City	City of Adelaide (CBD, North Adelaide and Park Lands).
	Strategic	Areas of State-level importance.
	Urban	Redeveloping areas serving a broad urban catchment within South Australia.
	Suburban	Lower density areas within an urban area.
	Township	Towns within a regional or rural area.
	Settlement	Rural settlements, of a smaller scale than townships.
	Rural	Areas in a countryside or remote location.

With the above in mind, it is apparent that there are two possible zones within the Planning and Design Code which may be suitable for the Affected Area (i.e. zones that provide for shopping, business, entertainment and

recreation facilities within a suburban location). These two zones are the Suburban Activity Centre Zone and the Local Activity Centre Zone.

Helpfully, the 'Guide to the Phase Three (Urban Areas) Planning and Design Code March 2021' provides the following description of these two Zones.

Suburban Activity Centre Zone

Zone outcome

This zone encourages active retail precincts that includes neighbourhood-scale shopping, business, entertainment and recreation facilities. It is a focus for business and community life and provides for most daily and weekly shopping needs of the community.

Where it applies:

Existing Neighbourhood Centres, as well as some small District Centres

Does the zone include Subzones?

No.

Local Activity Centre Zone

Zone outcome

This zone envisages a range of small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

The zone typically includes areas comprising a small cluster of commercial and retail businesses including small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

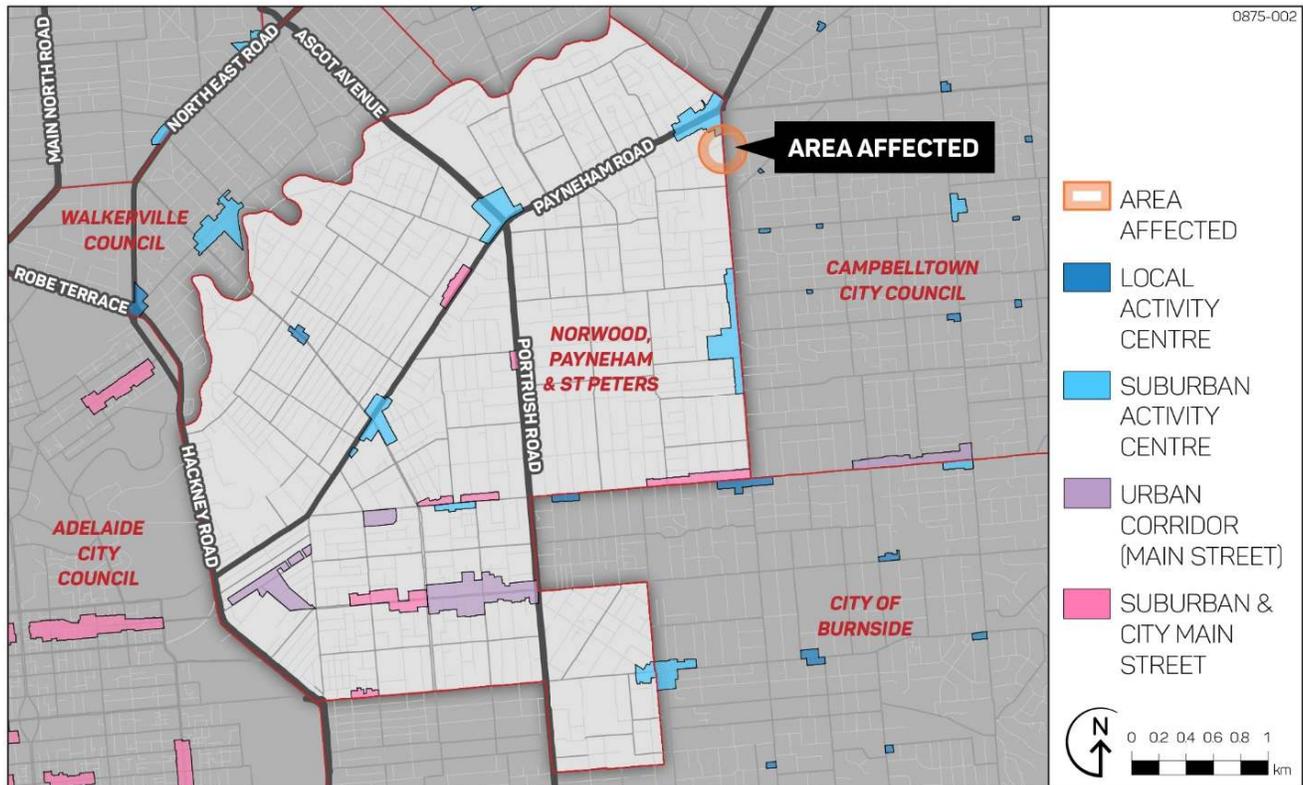
Does the zone include Sub zones?

No.

It is noted that the Local Activity Centre Zone places emphasis on shops that are of a small-scale. This does not appear to reflect the desired use of the Affected Area for a retail development in the form of a mid-size supermarket. Also, it is noted that existing Local Activity Centre Zones often tend to be smaller than the Affected Area (particularly in the adjoining City of Campbelltown) and typically only accommodate a small group of shops rather than a mid-size supermarket.

Figure 4.2 on the following page provides a spatial indication of the location and size of the existing 'centre' type Zones within the City of Norwood Payneham and St Peters and surrounding Council areas.

Figure 4.2: Existing Centre Zones



With the above in mind, it is considered that the most appropriate Zone for the Affected Area is the Suburban Activity Centre Zone which seeks the following Desired Outcome for development:

DO 1 An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.

Further, the introduction of a Suburban Activity Centre Zone over the Affected Area will, in effect, result in a logical and modest extension of the existing Suburban Activity Centre Zone to the north which covers the Glynde shopping precinct. While the site of the Glynde Lutheran Church (which is located in the Housing Diversity Neighbourhood Zone), will create a small 'gap' between the two portions of the Suburban Activity Centre Zone, it is noteworthy that a 'place of worship' is listed as an envisaged form of development in the Suburban Activity Centre Zone. Therefore, the land use mix along Glynburn Road north of the Affected Area is consistent with the types of development anticipated by the Suburban Activity Centre Zone.

For the reasons outlined above, it is considered that Option 1 (expansion of the existing Suburban Activity Centre Zone) represents the most logical and

efficient way to establish a more supportive planning policy framework for retail development – specifically a small to mid-size supermarket.

4.3.3. Land use and Economic Investigations

On the basis that the Suburban Activity Centre Zone is the most logical and appropriate zoning option for the Affected Area, Deep End Services was engaged to undertake an assessment of the proposed Code Amendment from a land use and economic impact perspective. More specifically, Deep End Services has undertaken:

- An assessment of the characteristics of the subject site and whether the existing land uses achieve the objectives of the relevant zones;
- An assessment of the highest and best use of the subject site given the site characteristics and surrounding land use, including the suitability of the site for future retail floorspace;
- A supermarket supply and demand analysis and a general assessment of impacts on the centre hierarchy if a small to mid-sized supermarket was developed on the subject site;
- An assessment of the capacity of the existing Suburban Activity Centre Zone at Glynde and Felixstowe to accommodate a small to mid-sized supermarket including adequate parking and loading arrangements;
- An assessment of the current utilisation of the surrounding Employment Zone at Glynde and the effects, if any, on the loss of the zoned land covered by the subject site to the stock of industrial (Employment Zone) and residential (Housing Diversity Neighbourhood Zone) zoned land in the locality and wider inner eastern suburbs; and
- Economic effects and benefits of developing the highest and best use of the subject site.

In terms of the portion of the Affected Area that is currently zoned Employment, Deep End Services note that the existing building is ageing and is only likely to attract short term uses of low intensity and low employment. Also, given the narrow range of uses envisaged in the existing Employment Zone, Deep End Services consider it unlikely that this portion of the Affected Area will be redeveloped in the foreseeable future.

In terms of the portion of the Affected Area that is currently zoned Housing Diversity Neighbourhood, Deep End Services conclude that it is unlikely that the land will be redeveloped for residential purposes given the range of amenity issues affected the land.

Given that the Affected Area is unlikely to be developed under the current zoning, Deep End Services has assessed the suitability of a range of alternative land uses that are defined under the Planning and Design Code. In summary, this assessment concludes that a shop (supermarket)

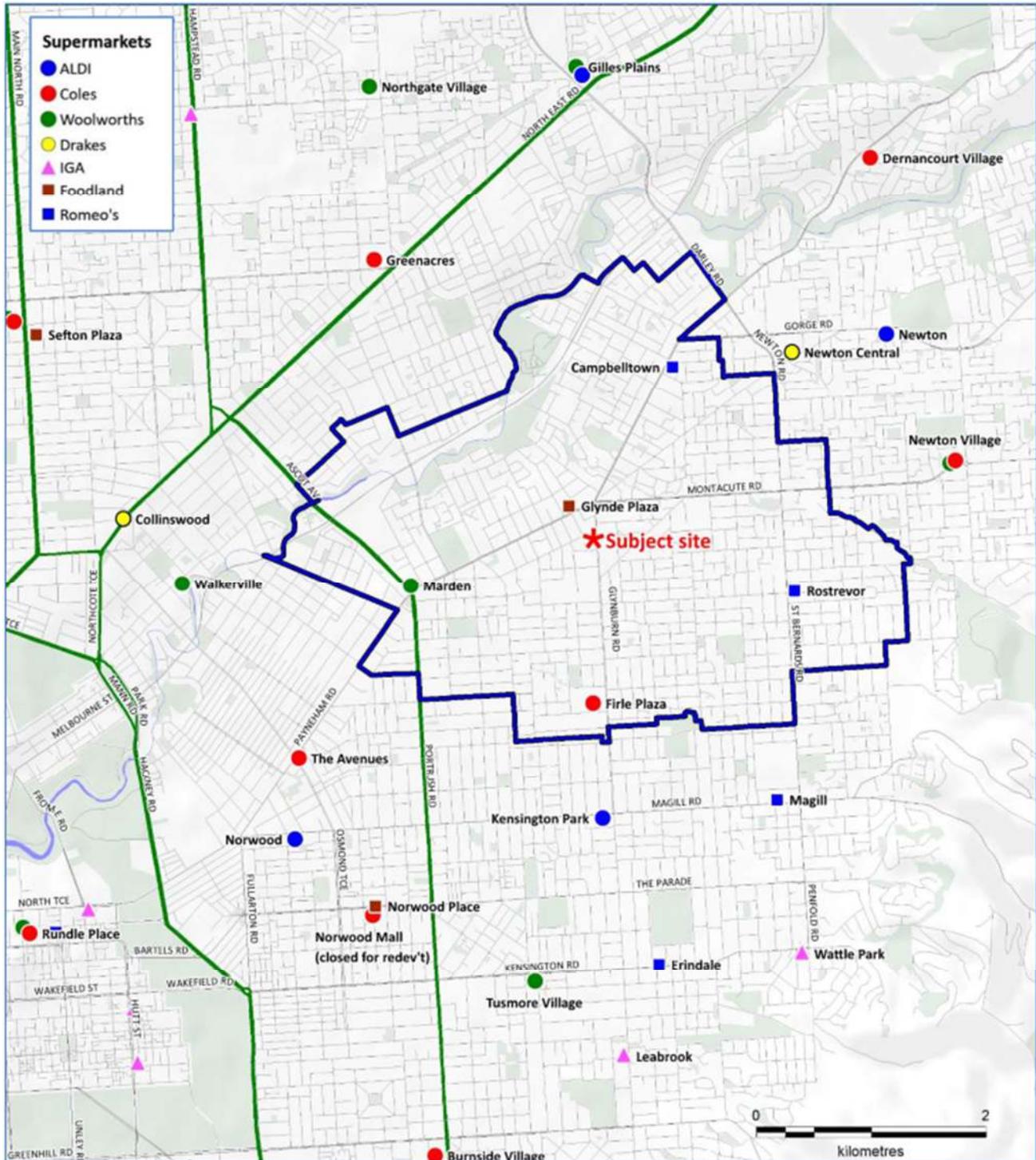
represents the highest and best use of the land based on a range of criteria rated from low to high. Deep End Services ratings of a shop (supermarket) on the Affected Area are as follows:

- High for 'Demand level' based on the expressed strong interest in the site by ALDI Stores. This interest appears to be driven by the relatively low provision of supermarket floorspace in the large established catchment, the particular site characteristics including main road frontage and potential dual entry points and broader store network considerations.
- Medium–High for 'Site area / orientation'. The site is an irregular shape which makes it unsuitable for other retail uses such as Bulky Goods however its configuration is not prohibitive for a mid-sized supermarket of up to 2,000 sqm with adequate parking to be arranged. A supermarket of 2,000 sqm would take up just 27% of the site area (7,399 sqm) should allow for some inefficiency in the layout due to the irregular shape.
- High for 'Adjoining land use interface sensitivity'. This favourable rating reflects the likelihood that a supermarket will not be impacted by existing light industrial uses on the south boundary and can equally manage the residential boundary to the north and west – which already abuts warehouse uses on the site.
- High for 'Main Road location' where the visibility, exposure and passing traffic are ideal for a mid-sized supermarket looking to service surrounding residents, passing traffic and the local workforce.

Based on Deep End Services' conclusion that a supermarket is the highest and best use of the Affected Area, an assessment was undertaken into the supply and demand of retail floorspace in the catchment area as well as an assessment of the possible impacts on existing retail development.

Deep End Services note that a potential mid-size supermarket on the Affected Area is anticipated to draw a single 'core catchment' generally extending between 1.5 km and 2.5 km from the site (refer Figure 4.2). This catchment includes all or parts of fifteen (15) suburbs however most of the populated area lies within Glynde, Felixstow, Marden, Payneham, Firlie, Hectorville, Campbelltown, Rostrevor and Magill which comprises a resident population of approximately 36,144 (based on the 2020 estimated population).

Figure 4.2: Anticipated Core Catchment Area (Deep End Services)



Deep End anticipate that a supermarket would draw regular custom from its local 'core catchment', as well as less frequent (but still regular) custom from a wider geographical area, as well as from passing traffic given the main road attributes of the Affected Area.

The core catchment is currently serviced by five existing supermarkets (i.e. Coles at Firle Plaza; Woolworths at Marden Shopping Centre; Foodland at

Glynde Plaza; Romeo's Food Hall in Campbelltown; and Romeo's Foodland at Rostrevor).

Based on the (estimated) 2020 population, the current rate of supermarket floorspace provision in the 'core catchment' area is 0.32m² per capita – a rate 22% below the Adelaide average of 0.41m² per capita.

By 2023 (and with a slightly higher estimated population), and with the addition of a 1,900m² supermarket on the Affected Area (assuming no other supermarket developments in the catchment area) the rate of provision rises to 0.36m² per capita – a level still 12% below today's Adelaide average.

On this basis, Deep End Services conclude that there is an undersupply of supermarket floorspace in the catchment area when compared to the Adelaide average. Therefore, a future supermarket on the Affected Area can be comfortably supported by the population base without creating an oversupply of supermarket floorspace.

In terms of the trading impacts, Deep End Services conclude that a 1,900m² supermarket on the Affected Area is unlikely to result in significant trading impacts at existing supermarkets or other retailers in the area, for the following reasons:

- No specialty shops. A supermarket of 1,900 sqm with car parking is likely to take up most, if not all of the subject site with limited capacity for specialty shops. The absence of shops will ensure that residents of the catchment will continue to visit and use specialty retailers at Firle, Glynde and other centres. In particular, small businesses operating from specialty shops will be largely unaffected.
- A small provision of floorspace. The supermarket at 1,900 sqm GFA is just 11% of all supermarket floorspace across a catchment area of almost 37,344 people in 2023. If other supermarkets located just outside the trade area boundaries are included such as Coles The Avenues, Woolworths Walkerville and Drakes Newton, the 1,900 supermarket's share of surrounding supermarket floorspace is less than 8%.
- Supermarket provision. The existing provision of supermarket floorspace per capita in the trade area is below metropolitan Adelaide averages. The addition of another 1,900 sqm by 2023 raises the rate of provision but to a level still well below the metropolitan average.
- Spatial pattern of competing supermarkets. There is an even spread of supermarkets throughout the catchment area and wider eastern and north eastern suburbs in a wide range of centre formats – for example, small freestanding independents, large external facing stores such as Coles Firle and mall-based stores like Woolworths Marden. In all cases within and just outside the catchment there are single supermarket-based centres with no direct competition. This, and the

low provision of space, has reinforced some very strong performing supermarkets.

- The spatial pattern also suggests there are no dominant centres or supermarkets in the catchment and broader area. Given the relative ease in crossing the area, there will be overlapping catchments and varied shopping patterns from suburb to suburb. New supermarket floorspace adds to the choice and diversity of food shopping and brings competition to a range of operators. Its low trading impacts will be spread across a range of centres.
- The effect of new sales to the site drawn from a wide geographic area and over many competing supermarkets and centres, is that trading impacts are relatively low on any individual competitor or centre.
- Favourable demographic profile. The catchment has low-moderate population growth which is generating similar real levels of spending growth. The demographic profile is a mix of established families and older residents including new and old migrants. Overall, the area has a positive profile and image which is supporting a range of centres in the catchment. The area is not one of social or economic disadvantage and activity centres and supermarkets across the board appear to be in good health.
- Well-resourced supermarket groups. Four of the five supermarkets in the catchment area are operated by well-resourced retailers such as Woolworths (1 store), Coles (1) and Romeos (2). These operators are large enough to withstand small, competitive impacts from new competition which they would experience in the normal course of operating their regional or state-wide store networks.

Deep End Services conclude that that the overall impact of the Code Amendment on existing supermarkets in the area is likely to be relatively small and almost negligible on centre trading levels. More specifically, Deep End Services expect that sales “re-allocations” from supermarkets across and outside the catchment area will be small and will be within the tolerance levels of a normal competitive environment where retail turnover naturally fluctuates with changes in economic and market conditions.

Deep End Services also assessed the capacity of the existing Suburban Activity Centre Zone at Glynde and Felixstowe (which is located to the north of the Affected Area), to provide a development site of approximately 6,500m² which would be required to accommodate a mid-sized supermarket along with associated car parking, loading arrangements and landscaping. More specifically, Deep End Services reviewed individual sites within the existing Suburban Activity Centre Zone while also considering whether a number of properties could be consolidated to create a suitable development site for a mid-sized supermarket. The results of this review, which are illustrated on Figure 4.3 on the following page, indicate that there

is little or no likelihood of a land parcel of 6,500m² being assembled in the Felixstowe and Glyde Suburban Activity Zone for the purpose of a new supermarket.

Figure 4.3: Suburban Activity Centre Zone Capacity Analysis (Deep End Services)



In terms of the benefits of the proposed rezoning, Deep End Services note that the Affected Area has a main road profile and is centrally located, within proximity of a large established population base. Also, the subject site is highly accessible for the 'core catchment' area, as well as a broader

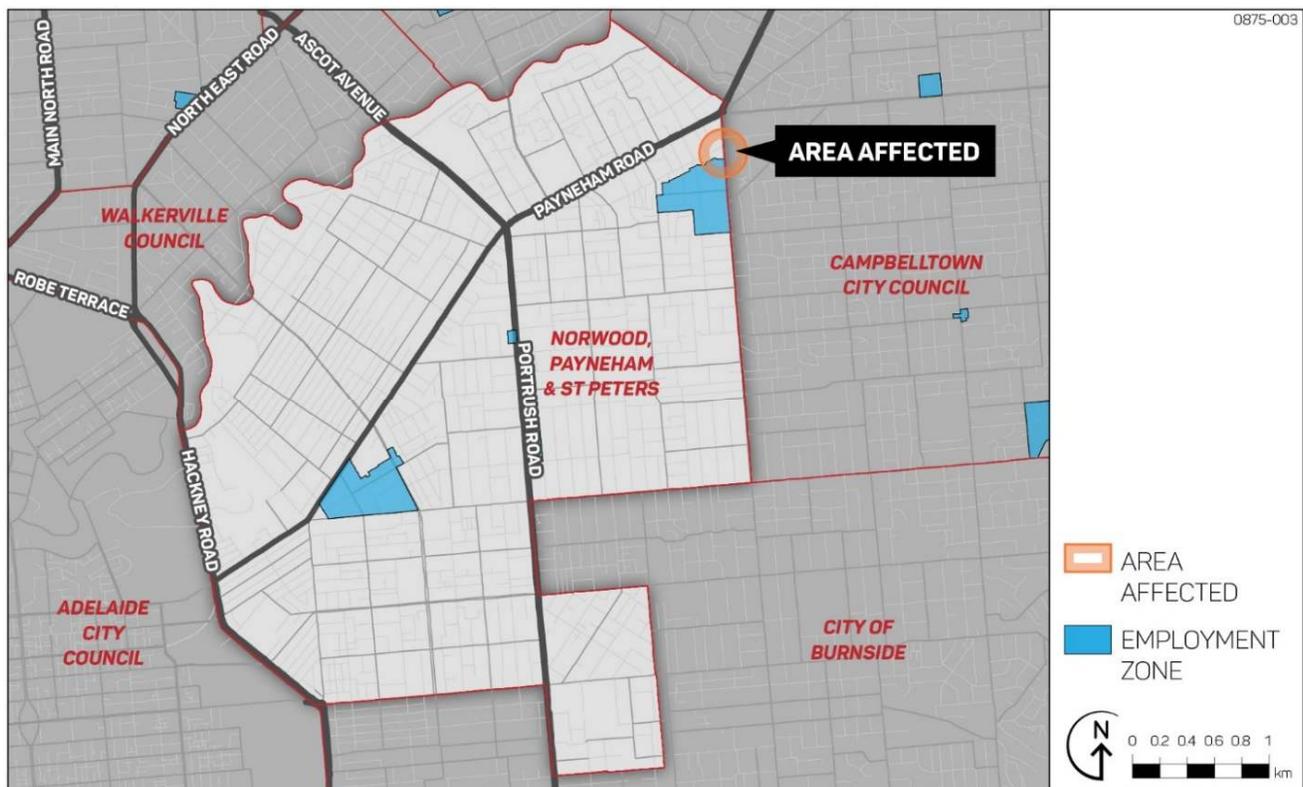
'secondary area' catchment given the nature and connectivity of the surrounding road network.

Deep End Services also note that, in practical terms, the Affected Area can be seen to be an extension of the nearby Glynde centre, and a future supermarket could both generate and benefit from "cross-shopping" opportunities between retailers in this location.

Importantly, an additional supermarket will provide further choice and diversity of food shopping to the area while also increasing competition (which can in turn lower prices for the consumer). Also, Deep End Services note that a mid-sized supermarket will generate approximately 25 full-time equivalent employment positions and is unlikely to result in job losses elsewhere (given the identified undersupply of supermarket floorspace in the catchment).

Figure 4.4 illustrates the existing supply of Employment land within the City of Norwood, Payneham and St Peters and surrounding area.

Figure 4.4: Existing Employment Zones



Deep End Services has assessed the impact that the Code Amendment may have on the supply of Employment zoned land in the Council areas of Norwood, Payneham & St Peters and Campbelltown. Given that there is currently approximately 71.32 hectares of Employment land in these two Council areas, the loss of the Affected Area (approximately 0.4 hectares or 0.6%) is considered insignificant. When combined with the current vacancy level for older properties and the low prospect that the Affected Area would

be developed for industrial uses, Deep End Services conclude that the Code Amendment will not have a detrimental impact on the supply of Employment land in the broader area.

In conclusion, Deep End Services note:

- The dated warehouse building at 27-29 Glynburn Road has a range of mainly inactive uses on short term leases generating very low employment levels. The site dimensions and configuration, access limitations and underlying land use demand severely limit its redevelopment options under the Employment Zone.
- A consolidation of the three properties (over five Certificates of Title) significantly improves the development capability of the site. It can leverage its exposure and better access and turning movements to and from the busy Glynburn Road, a large established catchment and the growing retail and commercial profile of the Glynburn Road corridor.
- In view of the favourable site and local area characteristics and consideration of a range of potential land uses, a mid-sized supermarket (up to 2,000m²) is considered to be the highest and best use of the land.
- A supermarket supply and demand analysis indicates the area can comfortably support a mid-sized supermarket without undue impacts on existing centres.
- There are signs that the Glynde Employment Area is transitioning away from its traditional light industrial and related manufacturing and processing activities. The loss of approximately 4,000m² of Employment zoned land will be insignificant in the context of existing supply levels and weakening demand for industrial-type land.
- A mid-sized supermarket would bring a range of competition benefits to the area and result in a significant improvement in on-site employment levels.

Based on the above, the land use and economic investigations undertaken by Deep End Services support the rezoning of the Affected Area to Suburban Activity Centre Zone which is likely to result in the development of a mid-sized supermarket.

4.3.4. Transport Impact Assessment

In order to assess the impact of the proposed Code Amendment on the surrounding road network, GTA Consultants (now Stantec) has prepared a detailed Transport Impact Assessment (TIA). The purpose of the TIA was to assess the anticipated transport implications of the proposed rezoning including:

- Existing traffic and parking conditions surrounding the site;
- Parking demand likely to be generated by the proposed Code Amendment;
- Application of suitable car parking rates for future envisaged land uses;
- Traffic generation characteristics of the development envisaged in association with the proposed re-zoning;
- Potential access arrangements for the site, and
- Transport impact of the development that could be anticipated on the surrounding road network following the code amendment and subsequent site development.

In terms of the existing conditions, GTA notes that Glynburn Road is an arterial road managed by the Department of Infrastructure and Transport (DIT) and carries approximately 22,100 vehicles per day. Lewis Road is a local road managed by the City of Norwood, Payneham and St Peters and carries approximately 1,685 vehicles per day.

For the purposes of the TIA, GTA has assumed that a retail development with a gross leasable floor area of approximately 2,000m² is the most likely development if the Affected Area is rezoned to Suburban Activity Centre Zone. On this basis, GTA anticipates that a future development would generate approximately 246 and 326 trips per hour during the peak hours on a Thursday and Saturday respectively. This equates to approximately 2,400 trips per day.

When the vehicle trips associated with the existing development on the Affected Area are taken into consideration, GTA estimates that the additional vehicle movements generated by the likely future development would be approximately 210 trips during the peak hour and 2,200 per day.

While the likely access arrangements for a future retail development will be subject to detailed design and assessment, GTA anticipates that the most likely access arrangements will include a primary access to Glynburn Road and a secondary access to Lewis Road. For this reason, it is anticipated that Lewis Road will accommodate approximately 10% of the daily trips from the Affected Area, while Glynburn Road will accommodate the remaining 90% of trips. On this basis, vehicle movements on Lewis Road would remain less than 2,000 per day which is consistent with its existing function as a minor collector road. Similarly, the operation of Glynburn Road will not be significantly impacted with no anticipated increases in delays or queues.

In terms of the likely parking requirements of a future retail development, GTA anticipates that approximately 110 parking spaces will be required for a shop with a gross leasable floor area of 2,000m². Given that the Affected Area is approximately 7,400m² in size, the remaining 5,400m² would be

capable of providing a sufficient amount of parking to service a future retail development while also satisfying the parking requirements of the Planning and Design Code.

In terms of the suitability of the likely access arrangements, GTA note that a primary access to Glynburn Road can be provided which meets the required separation distances between Lewis Road and Penna Avenue while also providing the opportunity for an appropriately designed right turn lane in the existing median. There is also sufficient space for a secondary access point on Lewis Road which meets the sight distance requirements.

Importantly, GTA has advised that heavy vehicles servicing future development on the Affected Area should only access the land from an appropriately designed new access point on Glynburn Road. On this basis, it has been assumed that the largest vehicles entering the site will be 19 metre long semi-trailers.

GTA's assessment has also factored in the possibility that a substantial Bunnings Store may be developed to the south of the Affected Area off Penna Avenue (subject to Planning Consent). While this development is yet to be approved, it is noted that it proposes new traffic signals at Penna Avenue and Glynburn Road which are anticipated to have a positive impact on the likely traffic movements associated with future development on the Affected Area.

Based on a detailed analysis of the impact of the proposed Code Amendment, and assuming that the most likely future use of the Affected Area is a retail development with a gross leasable floor area in the order of 2,000m², GTA conclude as follows:

- The site would be capable of providing off-street parking in accordance with the Planning and Design Code, with approximately 110 parking spaces required for a shop of 2,000m² GLFA.
- Bicycle access and parking could be provided to link to the existing road network, with bicycle lanes on Glynburn Road. There would be space within the site to provide an appropriate level of bicycle parking in consideration of the Planning & Design Code.
- Pedestrian connectivity to and from the site would be able to link to existing pedestrian paths on the surrounding roads, as well as provide suitable connectivity within any parking area and in consideration of the Planning & Design Code.
- Access to the site would be assumed with primary access on Glynburn Road and secondary access on Lewis Road. The frontages of the site have sufficient length to enable the access point design to meet the requirements of the Planning & Design Code with regards to vehicle size and volume.

- A primary access point on Glynburn Road could provide all turning movements to and from Glynburn Road and accommodate heavy vehicle movements.
- The analysis of a shop use of 2,000m² GLFA would generate up to 246 and 326 trips per hour during the Thursday PM peak hour and Saturday peak hour respectively. This would equate to approximately 2,400 vehicles per day.
- Traffic surveys and observations of Glynburn Road and Lewis Road have been used to assist in calibrating traffic analysis of the existing intersection and new access points on Glynburn Road.
- It would be anticipated that the majority of traffic would use a primary access point on Glynburn Road which would operate satisfactorily and relatively efficiently, based on a detailed assessment of each access point as envisaged in the GTA report. A primary access point to Glynburn Road would reduce the need for vehicles to access Lewis Road or the local street network to the west.
- It would be anticipated that approximately 10% of traffic for the assessed use would use Lewis Road to the west of the site for local access needs. This would result in Lewis Road increased to approximately 1,890 vehicles per day which would remain within the local road residential amenity threshold of 2,000 vehicles per day.
- There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development, including the arterial road network intersection of Payneham Road, Glynburn Road, Lower North East Road and Montacute Road.
- The separate proposal for a Bunnings Development to the south of Penna Avenue would not have a negative impact on this site, as the proposed traffic signals at Penna Avenue would improve access to the site with increased gaps in northbound traffic.

Based on GTA's assessment, the anticipated traffic generated by a retail development of a size envisaged in the Suburban Activity Centre Zone can be managed appropriately with minimal impact on the surrounding road network. In addition, vehicular access to the Affected Area can be provided in accordance with the relevant provisions of the Planning and Design Code and a suitable number of parking spaces can be provided to service the anticipated development. On this basis, there are no transport related issues that would prevent or constrain the Affected Area from being rezoned and developed in accordance with the land uses anticipated within the Suburban Activity Centre Zone.

4.3.5. Stormwater infrastructure assessment

In order to assess the adequacy of existing stormwater infrastructure on and near the Affected Area, FMG Engineering (FMG) has prepared a Stormwater Infrastructure Assessment report. FMG assessment outlines the key stormwater considerations and requirements associated with the types of development anticipated in the proposed Suburban Activity Centre Zone. FMG has also reviewed the Planning and Design Code to ensure that future development on the Affected Area will be able to satisfy the relevant 'stormwater' provisions including the Hazards (Flooding – General) Overlay and the Design in Urban Areas (Water Sensitive Design) General Development Policies.

FMG's assessment identified that a 300mm diameter stormwater pipe is located in Glynburn Road and a side entry pit is located adjacent to the Affected Area. Additional stormwater infrastructure includes an existing drainage easement located to the west of the site and west of the existing residential property at 111 Lewis Road which discharges to 2 x 300mm wide checker plate outlets to the kerb and water table.

FMG also note that the site is relatively flat with a minor grade to the north-west of approximately 0.4%. Given existing development and associated hardstand areas on the land, the Affected Area is considered to be 95% impervious.

FMG also note that the Affected Area is not located in the 100-year Average Recurrence Interval (ARI) flood inundation area. During major storm events, it is anticipated that the site upwells and discharges to Glynburn and Lewis Roads.

Following an assessment of the Affected Area and the existing stormwater infrastructure, FMG conclude as follows:

- Stormwater detention will not be a requirement for a commercial development at the Affected Area on the basis that the peak site discharge is reduced under post development conditions when compared to pre-development for both minor and major storm events. This assumes a reduction within the 95% impervious area observed on site currently;
- A Gross Pollutant Trap (GPT) would be required to treat stormwater from the car parking areas associated with future development;
- Stormwater from the roof area of future buildings is considered clean and accordingly may be discharged without the need for additional treatment;
- Stormwater for events exceeding the 5 year ARI minor storm, up to and including the 100-year ARI storm event (1% AEP), may need to be diverted partially as surface flows to Glynburn Road, provided this

can be safely achieved without diverting flows towards adjacent private property.

- Glynburn Road is a DIT owned asset, and DIT should be contacted during detailed design to seek approval to discharge stormwater into the existing side entry pit.
- A finished floor level of 65.850m AHD would be required for buildings and hazardous goods storage to ensure they are not at risk of inundation from external flood waters.

Based on FMG's assessment, stormwater generated by the types of development envisaged in the Suburban Activity Centre Zone can be managed appropriately in accordance with the relevant 'stormwater' provisions of the Planning and Design Code. On this basis, there are no stormwater related issues that would prevent or constrain the Affected Area from being rezoned and developed in accordance with the land uses anticipated within the Suburban Activity Centre Zone.

4.3.6. Interface assessment

At the outset, it is noted that the existing Employment Zone within the Affected Area (which anticipates a range of industrial and commercial activities) directly adjoins a number of residential properties which front Lewis Road. The Affected Area also contains an existing large commercial building which features a large blank wall sited on the boundary of a residential property. For this reason, the amenity of the residential properties that adjoin the Affected Area is currently detrimentally impacted in terms of visual impact as well as through the transmission of noise associated with heavy vehicle movements. For example, Figure 4.5 illustrates the existing visual impact of the electrical wholesaler on the adjoining dwelling at 111 Lewis Road, Glynde while Figure 4.6 illustrates the proximity of the heavy service vehicles to the adjoining housing.

Figure 4.5: Existing visual impact associated with electrical wholesaler
(Source: Google Maps)



Figure 4.6: Existing interface between the Affected Area and the adjoining housing

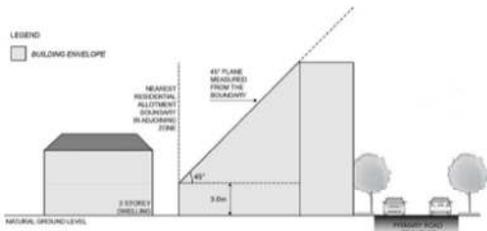
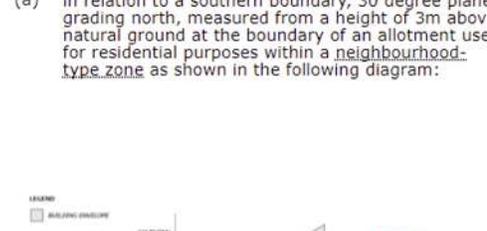


The Code Amendment seeks to introduce the Suburban Activity Centre Zone over the Affected Area which will encourage a range of land uses that are less likely to result in negative impacts on the adjoining residential properties. For example, the Suburban Activity Centre Zone does not anticipate industrial development, nor does it anticipate motor repair stations or service trade premises. In contrast, shops, offices or consulting

rooms are encouraged (amongst other uses) which, by their nature are less likely to result in interface issues.

On this basis, the proposed Suburban Activity Centre Zone will establish an improved transition between the Employment Zone to the south and the Housing Diversity Neighbourhood Zone to the north thereby reducing the potential for interface impacts.

Further, the introduction of the Suburban Activity Centre Zone over the Affected Area is likely to result in the coordinated development of the land which, potentially, could result in the demolition of the existing electrical wholesale building. Under this scenario, a new building on this portion of the Affected Area would be subject to the 'interface between land uses' and 'building height and setbacks' provisions of the Planning and Design Code. For example, a new building would need to address Performance Outcome 3.2 and its associated Deemed to Satisfy/Designated Performance Feature which provide guidance in relation to 'Interface Height':

<p>PO 3.2</p> <p>Buildings mitigate visual impacts of building massing on residential development within a <u>neighbourhood-type zone</u>.</p>	<p>DTS/DPF 3.2</p> <p style="text-align: center;">Interface Height</p> <p>Buildings constructed within a building envelope provided by a:</p> <p>(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 <u>neighbourhood-type zone</u> as shown in the following diagram (except where this boundary is a southern boundary):</p>  <p>(a) 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 <u>neighbourhood-type zone</u> as shown in the following diagram:</p> 
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Therefore, under the current Planning and Design Code, it is unlikely that a building of the height of the existing electrical wholesaler would be located so close to the boundary of the residential property. Rather, a new building of a similar size would likely trigger an increased setback to the rear boundary or a reduction in building height.

Additional policies exist in the Planning and Design Code which seek to minimise the impact of non-residential development on adjoining or nearby residential development. Of particular note, Performance Outcome 2.1 requires that non-residential development does not unreasonably impact on the amenity of sensitive receivers (such as dwellings). The associated Deemed to Satisfy/Designated Performance indicates that one possible way to satisfy the Performance Outcome could be to restrict the hours of operation of non-residential development such as shops, offices or consulting rooms. Other possible methods to address Performance Outcome 2.1 could involve the installation of acoustic treatment measures as per the recommendations provided by Sonus on the following page.

It is unclear if the existing land uses on the Affected Area are subject to restrictions in terms of their operating hours. It is also unclear whether any acoustic treatment measures have been installed.

<u>Hours of Operation</u>									
<p>PO 2.1</p> <p>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its <u>hours of operation</u> having regard to:</p> <p>(a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</p>	<p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Class of Development</th> <th style="text-align: center;"><u>Hours of operation</u></th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"><u>Consulting room</u></td> <td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td style="vertical-align: top;"><u>Office</u></td> <td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td> </tr> <tr> <td style="vertical-align: top;"><u>Shop</u>, other than any one or combination of the following: (a) <u>restaurant</u> (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td> <td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td> </tr> </tbody> </table>	Class of Development	<u>Hours of operation</u>	<u>Consulting room</u>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	<u>Office</u>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	<u>Shop</u> , other than any one or combination of the following: (a) <u>restaurant</u> (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Class of Development	<u>Hours of operation</u>								
<u>Consulting room</u>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
<u>Office</u>	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
<u>Shop</u> , other than any one or combination of the following: (a) <u>restaurant</u> (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								

As noted above, Sonus has prepared a noise assessment which considers whether the types of development anticipated by the proposed Suburban Activity Centre Zone could be accommodated on the Affected Area without resulting in a detrimental impact on the existing adjoining residential properties.

Sonus note that, in order to satisfy the existing 'Interface between Land Uses' policies in the Planning and Design Code, which indicates that development should achieve the relevant criteria in the *Environment*

Protection (Noise) Policy 2007. On this basis, Sonus notes that future development on the Affected Area will be required to achieve the following allowable external (outdoor) goal noise levels at receivers within the adjoining Housing Diversity Neighbourhood Zone:

- An average (Leq) noise level of 52 dB(A) during the daytime (7am to 10pm);
- An average (Leq) noise level of 45 dB(A) at night (10pm to 7am); and,
- A maximum (Lmax) noise level of 60 dB(A) at night (10pm to 7am).

Sonus further note that the policies in the Planning and Design Code (which reference the *Environment Protection (Noise) Policy 2007*), are consistent with the World Health Organisation Guidelines which seek to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area.

Sonus goes on to advise that the 'noise' policies within the Planning and Design Code are likely to be achieved with practical acoustic treatment measures, such as:

- Fencing at the boundary between the Suburban Activity Centre Zone and the Housing Diversity Neighbourhood Zone;
- Screening of mechanical plant;
- Locating high level noise sources away from the boundary or shielding with barriers; and,
- Restricting rubbish collection to the least sensitive period of the day.

In summary, Sonus conclude that the Code Amendment which proposes to rezone the Affected Area to Suburban Activity Centre Zone, will result in noise criteria, which are consistent with the World Health Organisation Guidelines within the Housing Diversity Neighbourhood Zone. Compliance with these levels will prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area.

Sonus also conclude that the existing provisions that apply in the Planning and Design Code will provide a suitable level of acoustic amenity at the adjoining residential properties and will result in the incorporation of practical acoustic treatment measures which are typical for similar developments in other Suburban Activity Centre Zones that are located adjacent to housing.

On this basis, there are no interface related issues that would prevent or constrain the Affected Area from being rezoned and developed in accordance with the land uses anticipated within the Suburban Activity Centre Zone. Rather, the Code Amendment will establish an improved transition between the Employment Zone to the south and the Housing Diversity Neighbourhood Zone to the north which will reduce the potential

for interface impacts while also encouraging the coordinated redevelopment of the Affected Area including the adoption of appropriate acoustic treatment measures.

4.3.7. Services assessment

In order to determine whether sufficient services are available to support future development envisaged by the proposed Suburban Activity Centre Zone, BCA Engineers (BCAE) has prepared an assessment of the capacity of existing utility infrastructure for the 'Affected Area'.

BCAE's assessment is based on the likelihood that the most intense future use of the Affected Area would be a mid-size supermarket with a floor area of approximately 2,000m².

To inform the services assessment, BCAE has referenced a Feasibility Study that was prepared in June 2020 for a retail development with a similar floor area. This previous Feasibility Study concluded that the proposed retail development was able to be adequately serviced by existing utility infrastructure without the need for any significant upgrades. These services included water supply, power supply, sewer, gas and telecommunications.

To assist with the preparation of the Feasibility Study, BCAE sought feedback from various service authorities this feedback, together with BCAE's findings are set out below.

Water

SA Water have advised that the site abuts a water main on Glynburn Road and one on Lewis Road. Based on typical demands, SA Water indicated in their correspondence that suitable connections for the Affected Area are available from the 200 mm main on Glynburn Road.

Sewer

SA Water have advised that the site abuts sewer mains on Glynburn Road and Lewis Road. Given that the Code Amendment and the proposed Suburban Activity Centre Zone anticipates commercial development on the Affected Area, future development will need to be serviced from a 150 mm (or greater) connection. SA water has further advised that, while a sewer connection is available on Lewis Road, it is preferable that the connection to Glynburn Road be used for maintenance reasons.

Electricity

SA Power Networks (SAPN) has advised that there are no particular network constraints that would prevent or restrict a retail development with a floor area of approximately 2,000m² on the Affected Area.

Gas

Information received following a Dial Before You Dig enquiry indicates that there is an existing 200 mm low pressure main along Glynburn Road. It is envisaged that the existing gas main will be able to supply connections to the Affected Area and future development.

Communications

Information received following a Dial Before You Dig enquiry indicates that there is a NBN Co. service on Glynburn Road that services the Affected Area. It is envisaged that NBN Co. will be able to supply connections to future retail development from this existing infrastructure.

BCAE conclude that, on the basis of the information provided to date by the relevant service authorities, the Affected Area can be serviced by existing utility infrastructure including potable water, sewer, electricity, gas and telecommunications without the need for any upgrades. Therefore, there are no particular constraints from a servicing perspective that would restrict or prevent the Affected Area from being developed in accordance with the land uses anticipated within the proposed Suburban Activity Centre Zone.

For this reason, BCAE conclude that future development on the Affected Area under the proposed Suburban Activity Centre Zone can be appropriately serviced and, accordingly, will satisfy the relevant Infrastructure and Renewable Energy Facilities provisions of the Planning and Design Code.

4.3.8. Site history assessment

In order to assess the suitability of the Affected Area to accommodate the types of development envisaged by the proposed Suburban Activity Centre Zone, a Preliminary Site Investigation (PSI) has been prepared by LBWco. The objectives of the PSI were to:

- Undertake research into current and historical land uses, as well as associated activities at the Affected Area in order to identify whether potentially contaminating activities (PCAs) may have occurred on or near the Affected Area; and
- Provide a desktop assessment of risk to determine the likelihood that PCAs could have caused site contamination and to assess the suitability of the Affected Area for future development within a Suburban Activity Centre Zone.

It is noted that, currently, the site is occupied by several commercial tenancies, including offices, retail showrooms, warehouses, Korean supermarket and gym.

In terms of the historic use of the Affected Area, desktop research conducted by LBWco, indicates that, prior to 1959, the Affected Area was

used for broadacre agriculture. After this time, the northern part of the Affected Area was used for residential purposes, while, by 1979, the remaining portions of the Affected Area were being used for various commercial and industrial purposes.

LBWco note that the only evidence of Potentially Contaminating Activities (PCAs) related to the historical use of the southern part of the site by Glynde Auto Gas whose services are inferred to have included installation of LPG Autogas conversions. LBWco also note that the importation of fill is likely to have occurred given the elevation of the western portion of the site relative to adjacent sites. However, LBWco has assessed the risk posed by fill material to be low with reference to the land uses which may be developed under the proposed Suburban Activity Centre Zone.

Properties in the immediate vicinity of the site have been historically used as dwellings, church facilities and commercial/industrial buildings. Current surrounding land use is a mixture of dwellings and commercial/industrial properties, including several sites where, LBWco note, PCAs may have occurred.

LBWco's research indicates that several EPA Environment Protection Orders, authorisations and applications exist within 1 km of the Affected Area. However, none of the activities or impacts associated with these EPA interventions were considered by LBWco to have the potential to impact the Affected Area due to their distance and the expected direction of groundwater flows.

LBWco's desktop assessment of the PCAs listed in Practice Direction 14 – Site Contamination Assessment 2021 (PD14), that were likely to have been undertaken at or near the Affected Area is presented in Table 1.

Table 1 on the following page also identifies the classifications of the PCAs based on Schedule 1 of PD14 which PCAs into either Class 1, Class 2 or Class 3 activities. Class 1 activities pose the highest potential for causing harm to the environment.

Table 1: Summary of PCAs Identified (LBWco)

Activity	Description	Class	Comment
On-site			
Motor vehicle repair or maintenance	Operation of premises for repair or maintenance of motor vehicles or parts of motor vehicles (including engine reconditioning works).	2	The operation of a motor vehicle LPG conversion business was conducted on the southern portion of the site.
Nearby off-site			
Motor vehicle repair or maintenance	Operation of premises for repair or maintenance of motor vehicles or parts of motor vehicles (including engine reconditioning works).	2	Several vehicle repair/maintenance businesses were historically operated in the vicinity of the site, including immediately adjacent to the southern boundary of the site.
Service stations	Operation of retail fuel outlets.	1	There are three service stations or garages that have been historically operated to the west and north of the site.
Listed substances – activities involving listed substances	Manufacture, production (including as a by-product or waste) or resource recovery of a listed substance or product containing a listed substance (>500 L).	1	USTs were historically present at the Parker's Cranes site at 15 Provident Avenue
Dry cleaning	Operation of premises for dry cleaning.	1	Three dry cleaning businesses were historically operated in the vicinity of the site.
Ceramic works	Operation of works for manufacture of tiles, pipes, pottery goods, refractories or other ceramic products	2	A ceramics business was identified 43 m north east of the site. It is unclear if the premises were used for the manufacture or sale of ceramics.

Based on the proposed zoning of the land to Suburban Activity Centre Zone, and based on the likelihood that a mid-size retail development is the most likely future use of the land, LBWco has focussed their assessment on this land use while considering the possibility that other land uses could be developed under the proposed Suburban Activity Centre Zone.

Based on the assessment of PCAs on and near the site and the comparison of soil concentrations with the adopted assessment guidelines, it is LBWco's assessment that the risks posed by potential site contamination are low and will be acceptable for the land use settings envisaged in Suburban Activity Centre Zone.

More specifically, LBWco's assessment did not identify any soil impacts that would pose an unacceptable risk to future human or ecological receptors in the context of the land uses envisaged by the Suburban Activity Centre Zone. Therefore, site contamination of soils poses no impediment to the proposed rezoning.

In terms of the potential for soil vapour, LBWco identified trace concentrations of toluene and xylene in soil vapour in the south western portion of the Affected Area. This suggests the possible localised presence of low-level hydrocarbon impacts to groundwater beneath the land. However, these compounds were not identified in soils at this location and chlorinated hydrocarbons were not identified in soil vapour, suggesting that these compounds are unlikely to be present in groundwater.

The soil vapour assessment undertaken by LBWco confirmed that there are no risks of potential vapour intrusion to future site occupants for the range of potential land uses within the proposed Suburban Activity Centre Zone.

Based on the site history research, field observations and testing results obtained, LBWco conclude as follows:

- The site was historically used for broadacre agriculture prior to 1959, then the northern part of the site was used for residential purposes. By 1979, the site was in use for various commercial/industrial purposes.
- One PCA was identified to have taken place on the site:
 - Class 1 - Motor vehicle repair or maintenance
- Fill importation was likely to have occurred on the site, but is not a PCA with respect to PD14 and planning decision making. Risk posed by fill material was assessed to be low with respect to the Suburban Activity Centre Zone land uses.
- Five PCAs were identified to have taken place nearby off-site:
 - Class 1: Service stations; Listed substances – activities involving listed substances; Dry cleaning
 - Class 2: Motor vehicle repair or maintenance; Ceramic works
- Several EPA Environment Protection Orders, authorisations and applications exist for properties within 1 km of the site. These matters were assessed to pose no unacceptable risk of adversely impacting the subject site, due to their distances from the site and locations relative to the expected groundwater flow direction.
- No evidence of site contamination was identified at the site relative to the land uses contemplated for the Suburban Activity Centre Zone.
- Based on the assessment evidence obtained by the PSI, there is no site contamination impediment to the proposed rezoning to Suburban Activity Centre Zone. In particular, there was no unacceptable risk identified for commercial land use consistent with a retail shop.

Further, LBWco note that the General Development Policies section of the Planning and Design Code contains assessment provisions in relation to site contamination. These provisions require that further assessment be

undertaken where a change in the use of land to a more sensitive use is proposed. On this basis, if a more sensitive use than retail is proposed once the Affected Area has been rezoned to Suburban Activity Centre Zone, further investigation of soil conditions may be required in order to satisfy the relevant site contamination provisions of the Planning and Design Code.

4.3.9. Recommended policy changes

In response to the investigations undertaken in support of this Code Amendment, it is proposed to rezone the entire Affected Area to Suburban Activity Centre Zone. In addition, it is proposed to retain the Overlays and Technical Numerical Variations that currently apply to the land within the existing Employment Zone on the Affected Area. More specifically, the Code Amendment introduces the following Overlays and Technical and Numerical Variations over the entire Affected Area. An explanation of the purpose of the Overlays is also provided below.

Overlays

- Airport Building Heights (Regulated) - All structures over 45 metres
The Airport Building Heights (Regulated) Overlay seeks to ensure building height does not pose a hazard to the operation and safety requirements of commercial and military airfields.
- Heritage Adjacency
The Heritage Adjacency Overlay seeks to ensure development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those places.
- Hazards (Flooding - General)
The Hazards (Flooding - General) Overlay seeks to minimise impacts of general flood risk through appropriate siting and design of development.
- Prescribed Wells Area
The Prescribed Wells Area Overlay seeks to ensure sustainable water use in prescribed wells areas.
- Regulated and Significant Tree
The Regulated and Significant Tree Overlay seeks to mitigate the loss of regulated trees through appropriate development and redevelopment.
- Traffic Generating Development
The Traffic Generating Development Overlay aims to ensure safe and efficient vehicle movement and access along urban transport routes and major urban transport routes.

- Urban Transport Routes

The Urban Transport Routes Overlay seeks to ensure safe and efficient vehicle movement and access along urban transport routes.

Local Variation (TNV)

- Maximum Building Height (Levels) (Maximum building height is 2 levels)
- Interface Height (Development should be constructed within a building envelope provided by a 30 or 45 degree plane, depending on orientation, measured 3m above natural ground at the boundary of an allotment)

The Suburban Activity Centre Zone as well as the various Overlays listed above currently form part of the existing policy framework that has been established by the Planning and Design Code and can be viewed on the Planning Portal:

<https://code.plan.sa.gov.au/>

5. CONCLUSION

The Code Amendment seeks to rectify the current dual zoning of the Affected Area which does not reflect existing land uses and which is discouraging development activity. The Code Amendment seeks to unlock the development potential of the Affected Area through the establishment of a supportive policy framework. This will encourage the development of a mid-size retail development which the investigations have demonstrated is likely to be the highest and best use of the site and which will address an identified gap in the supply of retail floorspace in the catchment area without detrimentally impacting existing supermarkets.

The investigations have also identified that future development facilitated by the Code Amendment will not have a detrimental impact in terms of traffic and parking and will not exceed the capacity of existing infrastructure and services. In addition, the Code Amendment introduces a policy framework which will establish a better land use transition between the Affected Area and the existing residential properties to the north which will assist with the management of interface issues.

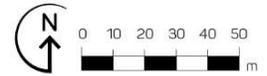
6. REFERENCES

- BCA Engineers *Glynde Code Amendment Services Assessment* (2021)
- City of Norwood Payneham and St Peters *CityPlan 2030 Shaping Our Future* (2020)
- Deep End Services *Code Amendment 19-29 Glynburn Road, Glynde Land Use and Economic Investigations* (2021)
- FMG Engineering *Stormwater Infrastructure Assessment* (2021)
- Government of South Australia *Amending the Planning and Design Code Introductory Guide* (2019)
- Government of South Australia *Community Engagement Charter* (2018)
- Government of South Australia *Guide to the Phase Three (Urban Areas) Planning and Design Code* (2021)
- Government of South Australia *Planning and Design Code Version 2021.10* (29 July 2021)
- Government of South Australia *State Planning Policies for South Australia* (2019)
- Government of South Australia *The 30-Year Plan for Greater Adelaide* (2017)
- GTA Consultants Pty Ltd now Stantec *Proposed Code Amendment 19-29 Glynburn Road, Glynde Transport Impact Assessment* (2021)
- LBWco Pty Ltd *Preliminary Site Investigation 19-29 Glynburn Road, Glynde, South Australia* (2021)
- Sonus Pty Ltd *19-29 Glynburn Road Acoustic Assessment – Planning and Design Code Amendment* (2021)
- State Planning Commission *Practice Direction 2 Preparation and Amendment of Designated Instruments – Version 2* (1 April 2021)

ATTACHMENT A – AFFECTED AREA MAPPING

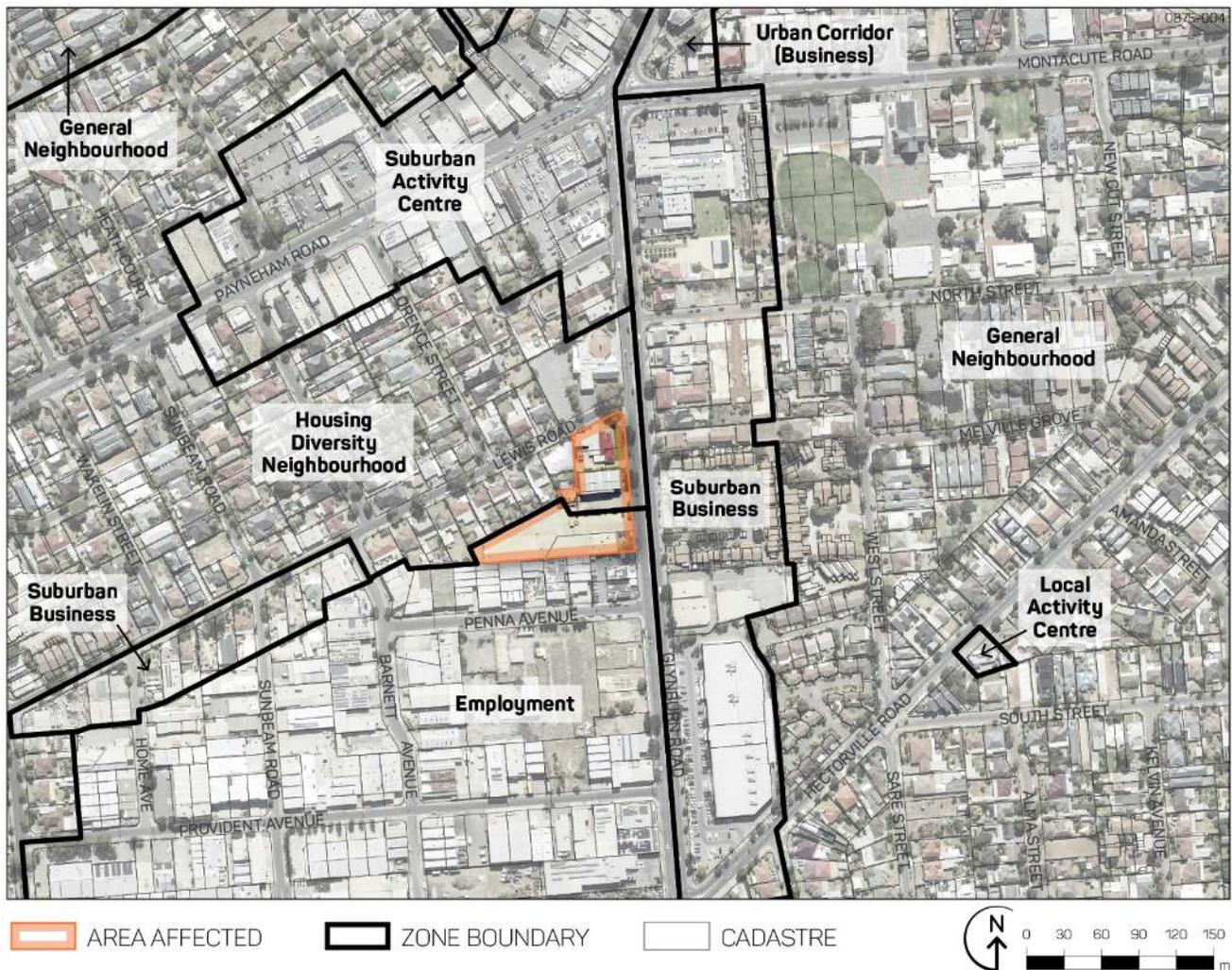


 AREA AFFECTED  CADASTRE



ATTACHMENT B – CURRENT CODE POLICY

The Affected Area is currently zoned “Employment Zone” and Housing Diversity Neighbourhood Zone” as per the figure below.



The Affected Area is also subject to the following Overlays and Technical and Numerical Variations.

Overlays (for land currently in the **Employment Zone**)

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Heritage Adjacency
- Hazards (Flooding General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

Local Variation (TNV) (for land currently in the **Employment Zone**)

- Maximum Building Height (Levels) (Maximum building height is 2 levels)

Overlays (for land currently in the **Housing Diversity Neighbourhood Zone**)

- Airport Building Heights (Regulated) (All structures over 45 metres)
- Affordable Housing
- Hazards (Flooding General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Stormwater Management
- Traffic Generating Development
- Urban Transport Routes
- Urban Tree Canopy

Local Variation (TNV) (for land currently in the **Housing Diversity Neighbourhood Zone**)

- Minimum Frontage (Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 5m; group dwelling is 18m; residential flat building is 18m)
- Minimum Site Area (Minimum site area for a detached dwelling is 330 sqm; semi-detached dwelling is 300 sqm; row dwelling is 200 sqm; group dwelling is 200 sqm)
- Maximum Building Height (Levels) (Maximum building height is 3 levels)

ATTACHMENT C – PROPOSED CODE POLICY

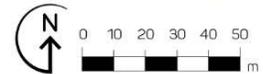
It is proposed to zone the Affected Area “Suburban Activity Centre Zone” as per the figure below.



 AREA AFFECTED

 PROPOSED ZONE BOUNDARY

 CADASTRE



It is proposed to introduce the following Overlays and Technical and Numerical Variations over the entire Affected Area.

Overlays

- Airport Building Heights (Regulated) - All structures over 45 metres
The Airport Building Heights (Regulated) Overlay seeks to ensure building height does not pose a hazard to the operation and safety requirements of commercial and military airfields.
- Heritage Adjacency
The Heritage Adjacency Overlay seeks to ensure development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those places.
- Hazards (Flooding - General)
The Hazards (Flooding - General) Overlay seeks to minimise impacts of general flood risk through appropriate siting and design of development.
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- Traffic Generating Development

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- Urban Transport Routes

The Urban Transport Routes Overlay seeks to ensure safe and efficient vehicle movement and access along urban transport routes.

Local Variation (TNV)

- Maximum Building Height (Levels) (Maximum building height is 2 levels)
- Interface Height (Development should be constructed within a building envelope provided by a 30 or 45 degree plane, depending on orientation, measured 3m above natural ground at the boundary of an allotment)

The proposed policy changes introduced via the Code Amendment, including the Suburban Activity Centre Zone, as well as the various Overlays listed above, currently form part of the policy framework established by the Planning and Design Code and can be viewed on the Planning Portal:

<https://code.plan.sa.gov.au/>

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES

1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

State Planning Policy 1: Integrated Planning

Objective:

To apply the principles of integrated planning to shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.

Policies

- 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.
- 1.2 Provide an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure investment commensurate with the rate of future population growth.
- 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.

State Planning Policy 2: Design Quality

Objective:

To elevate the design quality of South Australia's built environment and public realm.

Policies

- 2.1 Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design.
- 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.
- 2.3 The development of environmentally sustainable buildings and places by applying Water Sensitive Urban Design and energy efficiency design solutions.
- 2.10 Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.

- 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.

State Planning Policy 9: Employment Lands

Objective:

To provide sufficient land supply for employment generating uses that supports economic growth and productivity.

Policies

- 9.6 Protect prime industrial land for employment use where it provides connectivity to freight networks; enables a critical mass or cluster of activity; has the potential for expansion; is connected to skilled labour; is well serviced; and is not constrained by abutting land uses.

- 9.7 Encourage appropriate retail development through the implementation of best practice retail planning guidelines (see below).

Principles of Retail Planning

Existing centres – recognise existing activity centres, main streets and mixed-use areas as the primary place for commercial and retail activity.

Expansion – allow for expansion of designated centres at ‘edge-of-centre’ locations.

New activity centres – allow new activity centres to be established to support equitable and convenient access to services, while supporting productive settlement patterns.

Hierarchy – protect higher-order centres that support a productive settlement pattern, while allowing for smaller-scale activity centres to emerge and diversify.

Urban design – reinforce the role of land use policies to guide urban form and place-making in mixed-use activity centres.

- 9.8 Allow for competition within the retail sector by providing an appropriate supply of land for all retail formats in areas that are easily accessible to communities.

State Planning Policy 11: 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.

Policies

- 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).
- 11.2 Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.
- 11.4 Minimise negative transport-related impacts on communities and the environment.
- 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.

State Planning Policy 15: Natural Hazards

Objective

To build the resilience of communities, development and infrastructure from the adverse impacts of natural hazards.

Policies

- 15.1 Identify and minimise the risk to people, property and the environment from exposure to natural hazards including extreme heat events; bushfire; terrestrial and coastal flooding; soil erosion; drought; dune drift; acid sulfate soils; including taking into account the impacts of climate change.

Code Amendment

Outcome:

The Code Amendment and the associated investigations has appropriately addressed the State Planning Policies in the following ways:

- By ensuring that an adequate supply of appropriately serviced land is available that can accommodate employment growth;
- By ensuring that development is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands;
- By encouraging the development of environmentally sustainable buildings that apply principles of Water Sensitive Urban Design and provide energy efficiency design solutions;
- By ensuring that future development manages the interface with existing dwellings including visual and acoustic privacy;
- Through the implementation of the best practice retail planning guidelines which notes that additional retail development may be appropriate at 'edge-of-centre' locations;

- By encouraging competition within the retail sector by providing an appropriate supply of land for all retail formats in areas that are easily accessible to communities;
- By minimising negative transport-related impacts on communities and the environment; and
- By identify the risk to people, property and the environment from exposure to natural hazards including flooding and soil contamination.

2. Regional Plans

The Regional Plan

The relevant volume of the Regional Plan is the 30-Year Plan for Greater Adelaide. The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the 30-Year Plan for Greater Adelaide as described below.

The 30-Year Plan for Greater Adelaide:

Transit Corridors, growth areas and activity centres

- 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.
- P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use
- A4. Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment

Design Quality

- 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.
- A16. Ensure that the local area planning process adequately addresses interface issues in the local context and identify appropriate locations for:
 - Medium and high-rise buildings
 - Sensitive infill in areas of protection and areas of heritage value
 - Where there should be minimum and maximum height limits

Health, wellbeing and inclusion

- P47. Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:
 - diverse housing options that support affordability
 - access to local shops, community services and facilities
 - access to fresh food and a range of food services

- safe cycling and pedestrian friendly streets that are tree-lined for comfort and amenity
- diverse areas of quality public open space (including local parks, community gardens and playgrounds)
- sporting and recreation facilities
- walkable connections to public transport and community infrastructure.

The Economy and Jobs

P55. Promote certainty to undertake development while at the same time providing scope for innovation.

P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.

Transport

P74. Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets.

P75. 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.

Water

P115. Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.

Emergency Management and Hazard Avoidance

P121. Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.

Code Amendment:

Outcome:

The Code Amendment and the associated investigations has appropriately addressed the key policies and targets contained in the 30-Year Plan for Greater Adelaide in the following ways:

- By assisting to deliver a more compact urban form by locating development within existing built-up areas;
- By rezoning a strategic site on an arterial road which will unlock infill growth opportunities;
- By encouraging 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;

- By ensuring that there are suitable land supplies for the retail, commercial and industrial sectors;
- By ensuring that development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets;
- By encouraging the incorporation of water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems; and
- By ensuring that risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.

3. Other Strategic Plans

The Code Amendment has referred to 'CityPlan 2030 Shaping Our Future' which sets out the long-term strategic vision and plan for the City of Norwood Payneham St Peters and which provides high-level guidance to the Council and the community.

CityPlan 2030 outlines a Vision and a series of Outcomes which are intended to reflect the community's aspirations over the next 10 years and beyond. Of particular relevance to the Code Amendment is 'Outcome 3 Economic Prosperity' which seeks to create "a dynamic and thriving centre for business and services".

Outcome 3 also establishes the following Objectives and associated Strategies of relevance to the Code Amendment:

Objective 3.1 *A diverse range of businesses and services.*

Strategy

3.1.2 *Attract diverse businesses to locate in our City.*

Objective 3.2 *Cosmopolitan business precincts contributing to the prosperity of the City.*

Strategy

3.2.1 *Retain, enhance and promote the unique character of all our City's business precincts.*

3.2.2 *Retain commercial and industrial land in appropriate locations, and protect it from the encroachment of incompatible land uses.*

Objective 3.5 *A local economy supporting and supported by its community.*

Strategy

3.5.1 *Support opportunities for people to collaborate and interact in business precincts.*

3.5.2 *Retain accessible local shopping and services.*

3.5.3 *Encourage businesses to sponsor local community activities.*

3.5.4 *Support opportunities for the community to access locally produced food and beverage produce.*

3.5.5 Encourage community support for and promote awareness of all businesses in our City.

The Code Amendment responds to the Outcomes, Objectives and Strategies expressed in CityPlan 2030 in the following ways:

- By reviewing the existing zoning of the Affected Area to determine the most appropriate land use in order to attract additional investment into the Council area;
- By reviewing the impact of the Code Amendment on the existing supply of Employment land within the Council area; and
- By encouraging the development of additional shopping services in an area where an identified shortfall in retail floorspace exists.

ATTACHMENT E – INVESTIGATIONS

Land Use and Economic Investigations – Deep End Services

Transport Impact Assessment – GTA now Stantec

Stormwater Infrastructure Assessment – FMG Engineering

Acoustic Assessment – Sonus

Services Assessment – BCA Engineers

Site History Assessment – LBWco