

**APPENDIX 5. 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.

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 summarised below:

| State Planning Policy   | Code Amendment Outcome  |
|---|---|
| <p><b>1.</b></p> <p>Integrated Planning</p> <p><i>Objective: To apply the principles of integrated planning (Figure 2) to shape cities and regions in a way that enhances our livability, economic prosperity and sustainable future.</i></p> |   |
| <p>1.1</p> <p>An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.</p>   | <p>The proposed mixed-use Zone for the Affected Area envisages medium density development to accommodate for housing choice through incorporating a range of dwelling types at varied densities.</p> <p>The facilitation of commercial/retail uses to the lower levels fronting the signalised intersection will promote employment growth.</p> |
| <p>1.3</p> <p>Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.</p>   | <p>The Affected Area is directly adjacent to Main North Road and Nottage Terrace, both of which are state maintained roads. Main North Road provides a direct route to the Adelaide CBD through O'Connell Street in North Adelaide and King William Road.</p>   |
| <p>1.4</p> <p>Protect areas of rural, landscape character, environmental importance, mining or food production significance from the expansion of urban areas, towns and settlements.</p>   | <p>The Affected Area is contained wholly within metropolitan areas and the rezoning and future development of the Affected Area will not expand development outside of urban areas.</p>   |
| <p>1.7</p> <p>Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.</p>  | <p>The rezoning will facilitate the future redevelopment of the Affected Area in a way that will improve the quality and diversity of development and housing in the locality.</p>  |
| <p>1.8</p> <p>Mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport.</p>                   | <p>The Affected Area is in close proximity to bus stops on Main North Road to both the north and south-west. The location of the bus stops are in a proximity to the Affected Area that will optimise the potential use of public transport.</p>  |

| State Planning Policy |   | Code Amendment Outcome   |
|-----------------------|---|--|
| 2                     | <p>Design Quality</p> <p><i>Objective: To elevate the design quality of South Australia's built environment and public realm.</i></p>   |  |
| 2.1                   | <p>Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design (Figure 3).</p>  | <p>The Affected Area has interfaces with both the Established Neighbourhood Zone to the east and south as well as with the State Maintained Road and signalised intersection. The proposed rezoning envisages future development that will manage and respond to the zone interface through tiered and scaled built form including considered setbacks to allow for access to natural light as well as visual and acoustic privacy.</p> <p>The Affected Area is of a size and configuration that will provide flexibility of design options to satisfy the expectations of the Code.</p> |
| 2.2                   | <p>Promote best practice in access and inclusion planning in the design of buildings and places by applying the principles of Universal Design (Figure 4), Crime Prevention Through Environmental Design and Access and Inclusion.</p>                    | <p>The general provisions of the Code, relating to crime prevention and access, will continue to apply to the Affected Area. Future development of the Affected Area will need to have regard to these provisions.</p>   |
| 2.10                  | <p>Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.</p>   | <p>The Zone, Overlays and TNVs proposed for the Affected Area by this Code Amendment will facilitate development that positively contributes to the public realm and interface.</p>  |
| 2.11                  | <p>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.</p> | <p>The policies that are proposed to apply to the Affected Area through the Code Amendment provide direction in respect of interface management (for example through the building envelope that manages building height in proximity to interface boundaries).</p>   |
| 2.12                  | <p>Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.</p>  | <p>The policies that are proposed to apply to the Affected Area through this Code Amendment include policies that manage and improve the relationship between public spaces and interface areas.</p>   |

| State Planning Policy | Code Amendment Outcome  |   |
|-----------------------|---|---|
| 6                     | <p>Housing Supply and Diversity</p> <p><i>Objective: to promote the development of a well-serviced and sustainable housing and land choices where and when required.</i></p>  |   |
| 6.1                   | <p>A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities.</p>                          | <p>The envisaged land uses that will apply to the Affected Area through the Code Amendment encourage a range of residential accommodation forms. The flexibility in the relevant policy provides for appropriate forms and densities of residential development to be considered in the future development of the Affected Area.</p> <p>The Affected Area is located in close proximity to existing facilities including retail, commercial, hospitality and schools which are all accessible through public transport bus routes in walking distance to the Affected Area.</p> |
| 6.2                   | <p>The timely supply of land for housing that is intergraded with, and connected to, the range of services, facilities, public transport and infrastructure needed to support the liveable and walkable neighbourhoods.</p>                         | <p>The Affected Area is provided and connected to a range of services. The rezoning will facilitate the future use of the Affected Area for residential development at a range of densities including up to medium density. Future dwelling densities support the use of existing public transport and liveable and walkable neighbourhoods.</p>  |
| 6.5                   | <p>Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services.</p> | <p>The Code Amendment proposes to adopt policies that support medium density residential and commercial uses that will support the economic viability of the location and encourage use of existing transport services.</p>   |
| 6.7                   | <p>Facilitate the provision of Affordable Housing through incentives such as planning policy bonuses or concessions (e.g. where major re-zonings are undertaken that increase development opportunities).</p>                                       | <p>The Code Amendment proposes to adopt the Affordable Housing Overlay which provides policy incentives to encourage the provision of affordable housing.</p>   |

| State Planning Policy |  | Code Amendment Outcome   |
|-----------------------|--|--|
| 6.8                   | Ensure a minimum of 15% of new housing in all significant developments that meets the criteria for affordable housing.   | <p>The Code Amendment proposes to adopt the Affordable Housing Overlay that seeks new residential development to include 15% of new housing that satisfies the affordable housing criteria.</p> <p>The varied levels and medium density of the development allows for the opportunity to meet the affordable housing criteria of a minimum of 15%.</p> |
| <b>9</b>              | <p>Employment Lands</p> <p><i>Objective: to provide sufficient land supply for employment generating uses that supports economic growth and productivity.</i></p>  |  |
| 9.2                   | Enable opportunities for employment and encourage development of underutilised lands connected to and integrated with, housing, infrastructure, transport and essential services.  | Due to its locational attributes, the Affected Area is well suited to accommodate mixed use development, including small scale commercial development at ground floor level.   |
| 9.4                   | Adaptable policies that allow commercial and industrial-focused employment lands to support local economies and evolve in response to changing business and community needs.   | The Code Amendment seeks to adopt flexible policy which provides for a range of land uses that will allow future development to be proposed having regard to market, business and community needs.   |
| 9.5                   | Promote new, latent and alternative employment types and attract new business investment by enabling a diverse range of flexible land use opportunities.   | The rezoning of the Affected Area to the Urban Corridor (Business) Zone provides flexible policy that will encourage and provide opportunities for new business investment.  |
| 9.11                  | Encourage the development of integrated employment and residential mixed-use precincts where conflicts between uses can be managed.  | The Code Amendment encourages mixed use development on the affected area that includes appropriate policies to manage conflicts and impacts between land uses.   |
| <b>11</b>             | <p>Strategic Transport Infrastructure</p> <p><i>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/</i></p> |  |
| 11.1                  | Facilitate an efficient, reliable and safe transport network that connects business  | The Code Amendment will facilitate the orderly and economic redevelopment of the   |

| State Planning Policy |  | Code Amendment Outcome  |
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|                       | to markets and people to places (i.e where they live, work, visit and recreate)  | Affected Area incorporating a mix of land uses that can contribute towards connections between business and people to places.   |
| 11.2                  | Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.   | By enabling a more intensive redevelopment of the Affected Area, the Code Amendment, will optimise the current investment in transport infrastructure services. The Affected Area is capable of accommodating future road widening should it be required.   |
| 11.4                  | Minimise negative transport-related impacts on communities and the environment.  | The Code Amendment has the potential to facilitate future development that will screen the adjoining residential land uses from Main North Road and Nottage Terrace. The Code Amendment also applies policies that manage transport-related impacts on future residential development and other sensitive uses that may be proposed for the Affected Area in the future.  |
| 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. | The Affected Area is located in reasonable proximity to the CBD. The location is therefore well suited to encourage the adoption of alternative modes of transport, such as cycling and walking, together with use of existing public transport. The Code Amendment facilitates medium density residential uses and other commercial uses that can be designed to take advantage of alternative modes of transport. |
| 11.6                  | Allow for the future expansion and intensification of strategic transport infrastructure and service provision (corridors and nodes) for passenger and freight movements.  | The Code Amendment retains the Future Road Widening Overlay for the Affected area that ensures future development will not impede the future expansion of the Main North Road and Nottage Terrace intersection.   |
| 11.7                  | Identify and protect the operations of key transport infrastructure, corridors and nodes (passenger and freight).  | The Code Amendment retains the Future Road Widening Overlay for the Affected area that ensures future development will not impede the future expansion of the Main North Road and Nottage Terrace intersection.   |
| 11.11                 | Encourage housing in metropolitan Adelaide in proximity to current and   | The Affected Area is located in metropolitan Adelaide and in close proximity to a high frequency bus route on Main North Road. The Code Amendment will encourage medium   |

| State Planning Policy |   | Code Amendment Outcome  |
|-----------------------|---|---|
|                       | proposed fixed line (rail, tram, O-Bahn and high frequency bus routes).   | density residential development in proximity to the existing bus route.   |
| <b>15</b>             | <p>Natural Hazards</p> <p><i>Objective: to build the resilience of communities, development and infrastructure from the adverse impacts of natural hazards.</i></p>                             |   |
| 15.2                  | Locate and design development in accordance with a risk hierarchy of 'avoid', 'accommodate' and 'adapt'.  | The Code Amendment establishes a policy setting designed to mitigate risks from natural hazards, for example appropriate stormwater management to mitigate risks of flooding. |
| 15.4                  | Mitigate the impact of extreme heat events by designing public spaces and developments to create cooler microclimates through the use of green infrastructure and water sensitive urban design. | The Code Amendment retains policy which seeks development which adopts energy efficiency principles and incorporates landscaping and water sensitive urban design.            |

## (2) REGIONAL PLANS

### The Regional Plan

The key policies and targets of the 30-Year Plan for Greater Adelaide – 2017 Update (30-Year Plan) which are most relevant to this Code Amendment are:

- Transit corridors, growth areas and activity centres;
- Design quality;
- Housing mix, affordability and competitiveness;
- The economy and jobs; and
- Transport.

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 Regional Plan as described below.

| Relevant Regional Plan and priorities identified  | Code Amendment Outcome   |
|---|--|
| <p><b>Transit Corridors, Growth Areas and Activity Centres</b></p> <p><i>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.</i></p> <p><i>P2. Increase residential and mixed-use development in the walking catchment of:</i></p> <ul style="list-style-type: none"> <li>• <i>strategic activity centres*</i></li> <li>• <i>appropriate transit corridors</i></li> <li>• <i>strategic railway stations.</i></li> </ul> <p><i>P3. Increase average gross densities of development within activity centres and transit corridors catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</i></p> <p><i>P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.</i></p> <p><i>P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.</i></p> | <p>The Affected Area is presently underutilized, being developed at a low intensity and scale.</p> <p>The proposed rezoning will assist in the delivery of a more compact urban form in a location well serviced by public transport.</p> <p>The proposed Zone encourages a mix of land uses including commercial and residential development. Including medium density residential development.</p> |



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|--|---|
| <p><i>A4. Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.</i></p>   |   |
| <p><b>Design Quality</b></p> <p><i>P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.</i></p> <p><i>P27. Provide for transitions between higher density and multi-storey, mixed use developments in activity centres, corridors and existing detached housing precincts.</i></p> <p><i>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.</i></p> <p><i>P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.</i></p>   | <p>The Code Amendment seeks to introduce an appropriate Zone, Urban Corridor (Business), to the Affected Area that will facilitate a diverse and distinctive range of a higher density mixed use development which will encourage the establishment of managed and appropriate interfaces to its surrounding context.</p> <p>Future development would need to respond to existing General Development Policies in the Planning and Design Code including;</p> <ul style="list-style-type: none"> <li>• Design in Urban Areas</li> <li>• Design</li> <li>• Interface between Land Uses</li> <li>• Transport, Access and Parking</li> </ul>   |
| <p><b>Housing mix, Affordability and Competitiveness</b></p> <p><i>P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</i></p> <p><i>P37. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</i></p> <ul style="list-style-type: none"> <li>• ancillary dwellings such as granny flats, laneway and mews housing</li> <li>• dependent accommodation such as nursing homes</li> <li>• assisted living accommodation</li> <li>• aged-specific accommodation such as retirement villages</li> <li>• small lot housing types</li> <li>• in-fill housing and renewal opportunities</li> </ul> <p><i>P42. Provide for the integration of affordable housing with other housing to help build social capital.</i></p> <p><i>P43. Increase the supply of affordable housing through the provision of 15 per cent affordable</i></p> | <p>The Code Amendment will introduce an appropriate Zone to the Affected Area that is aimed at facilitating a range of residential accommodation. It is further anticipated that the Zone will be sufficiently flexible to enable a developer to deliver a variety of dwelling typologies in a medium density form which will respond to market preference and choice in this location.</p> <p>An increase in the supply of suitably zoned land will increase competition in close proximity to the Adelaide CBD further facilitating the provision of affordable housing. Affordable housing will also be encouraged through development incentives which apply in the Urban Corridor (Business) Zone and the Affordable Housing Overlay that is proposed to be applied to the Affected Area as part of this Code Amendment.</p> |

|  |  |
|--|--|
| <p><i>housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</i></p> <p><i>P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality-built form that is well integrated into the community.</i></p>   |  |
| <p><b>Health, wellbeing and inclusion</b></p> <p><i>P49. Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</i></p>   | <p>The Code Amendment maintains planning policy that encourages landscaping and water sensitive urban design in new development.</p>   |
| <p><b>The economy and jobs</b></p> <p><i>P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</i></p>   | <p>The desired outcome as outlined in the proposed Zone envisages medium rise mixed use with a strong focus on employment to accommodate a diverse range of land uses, with medium density residential orientated towards a primary road corridor.</p>   |
| <p><b>Transport</b></p> <p><i>P74. Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (refer to Map 7).</i></p> <p><i>P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</i></p> <p><i>P77. Ensure new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.</i></p> | <p>The Code Amendment seeks to ensure that the function of Main North Road as a major transport route is maintained as well as making provision for upgrading of the Main North Road and Nottage Terrace intersection in the future through the application of the Future Road Widening Overlay.</p> <p>The Affected Area is in close proximity to existing public transport and a direct transport path to North Adelaide and the CBD.</p> <p>The Code Amendment seeks to apply the Noise and Air Emissions Overlay to the whole of the Affected Area. This together with general development policy should ensure that future development is designed having regard to sensitive land uses and incorporates appropriate measures to mitigate from adverse impacts.</p> |
| <p><b>Climate Change</b></p> <p><i>P105. Deliver a more compact urban form to:</i></p> <ul style="list-style-type: none"> <li>• <i>protect valuable primary production land</i></li> </ul>   | <p>The Code Amendment enables residential development to occur at medium densities that will contribute to a more compact urban form.</p>  |

- *reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas*
- *conserve areas of nature protection areas*
- *safeguard the Mount Lofty Ranges Watershed*
- *reduce vehicle travel and associated greenhouse gas emissions.*

*P107. Increase the proposition of low-rise medium-density apartment and attached dwellings to support carbon-effective living.*

### (3) OTHER STRATEGIC PLANS

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

The following table identifies key objectives from the Community Plan (2020-2024) and Urban Masterplan relevant to the proposed Code Amendment:

**Table 4.1** *Town of Walkerville Community Plan*

| <b>2020 – 2024 Living in the Town of Walkerville: a Strategic Community Plan</b>  |   |
|---|---|
| <b>Key Objectives</b>   | <b>Code Amendment Outcome</b>   |
| <p><i>Creating a livable, connected place based on the following key pillars:</i></p> <ul style="list-style-type: none"> <li>• <i>Mobility and Movement –</i> <ul style="list-style-type: none"> <li>○ <i>incorporating safe and interconnected networks of cycle/walking paths to link key destinations through public transport and road infrastructure</i></li> <li>○ <i>provide easy traffic and pedestrian movement throughout the town</i></li> </ul> </li> <li>• <i>Economy – Create the means to enable economic diversity and encourage business opportunities –</i> <ul style="list-style-type: none"> <li>○ <i>support and encourage business growth</i></li> </ul> </li> <li>• <i>Heritage – Protect and maintain the unique history of the township and its buildings</i></li> </ul> | <p>The Affected Area is located on a State Maintained Road. The Code Amendment will facilitate the future development of the Affected Area including the connection and utilisation of cycling/walking paths and public transport, particularly to North Adelaide and the Adelaide CBD.</p> <p>The Affected Area is accessible to pedestrians and cyclists through the surrounding road network. Including the cycling lane that has been incorporated into the Main North Road and Nottage Terrace intersection through the road upgrades. Pedestrians and cyclists, unlike cars are also not restricted in the ability to move freely in any direction when entering and existing the Affected Area, with the surrounding suburban road network available to pedestrians and cyclists in this regard.</p> <p>The traffic investigations undertake to date confirm that future redevelopment of the Affected Area will have a negligible impact on the Main North Road/Nottage Terrace intersection and the surrounding suburban street network (further traffic investigations in this regard are being undertaken with the outcomes to be included in the final Code Amendment).</p> <p>The Code Amendment will encourage future development on the Affected Area comprising a mix of land uses including commercial and residential, with opportunities for commercial and retail tenancies. The inclusion of the Urban Corridor Business Retail Subzone that enables floor areas for retail, offices or consulting rooms up to 2000 square metres in area.</p> |

**Table 4.2** *Town of Walkerville Urban Masterplan*

| <b>A Connected Community: The Town of Walkerville Urban Masterplan</b>   |  |
|--|--|
| <b>Key Objectives</b>  | <b>Code Amendment Outcome</b>  |
| <p><i>The Urban Masterplan identifies the Affected Area as forming part of the retail development strip along the north-west boundary of the Town of Walkerville.</i></p> <p><i>The anticipated outcomes of the Urban Masterplan included:</i></p> <ul style="list-style-type: none"> <li>• <i>Open space improvements and an increase in open space provision</i></li> <li>• <i>Wide range of dwelling types to meet the anticipated population growth, demographic changes over the next 30 years, fostering the idea of 'cradle to grave' communities</i></li> <li>• <i>Improved Streetscapes including stormwater collection, amenity and biodiversity</i></li> <li>• <i>New pedestrian and shared use path connection</i></li> <li>• <i>Creation of a dynamic urban realm that is focused on creating a sustainable well-connected community</i></li> </ul> <p>1. <i>Structure Plan Key Actions (paraphrased)</i></p> <ul style="list-style-type: none"> <li>• <i>Revitalisation of the commercial and retail centre (north and south) creating a compact mixed town centre</i></li> <li>• <i>Development of medium density housing adjacent to the commercial centre.</i></li> <li>• <i>Continued development of medium density residential areas.</i></li> <li>• <i>Limited expansion of commercial development</i></li> <li>• <i>Continued development of vehicular and footpath connections in response to modification of urban fabric.</i></li> </ul> | <p>The Code Amendment seeks to retain the Affected Area within a zone, being the Urban Corridor (Business) Zone that accommodates a variety of commercial and retail land uses. The application of the Urban Corridor Business Retail Subzone that increases the floor area for shops, offices and consulting rooms within one building from 250 square metres to 2000 square metres. Increase in retail/commercial floor area creates opportunities for active street frontages that will improve the streetscape.</p> <p>Any future dwellings proposed on the Affected Area are anticipated to be at medium densities as sought in the Urban Corridor (Business) Zone. The application of the Affordable Housing Overlay to the Affected Area provides opportunities for the provision of affordable housing. The application of the Urban Corridor (Business) Zone and Affordable Housing Overlay to the Affected Area provide opportunities to increase the range and accessibility of housing in the area, which typically consists of detached dwellings at low densities.</p> <p>The Urban Corridor (Business) Zone also supports alternative accommodation options in the forms of student accommodation, supported accommodation and tourist accommodation.</p> <p>Where residential development is provided as part of future development this will include provisions of private open space and/or communal open space. There would also be opportunities to improve pedestrian and cycling linkages to the Adelaide Parklands.</p> |