



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

15 FEBRUARY 2016 AT 6:30 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Cr L Caruso (Chairman)
Mayor G Aldridge (ex officio)
Cr D Balaza
Cr S Bedford
Cr D Bryant
Cr C Buchanan
Cr G Caruso
Cr R Cook
Cr E Gill
Cr D Pilkington
Cr S Reardon (Deputy Chairman)
Cr D Proleta
Cr G Reynolds
Cr B Vermeer
Cr S White
Cr J Woodman
Cr R Zahra

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
General Manager City Development, Mr T Sutcliffe
General Manager Community Development, Ms J Trotter
General Manager City Infrastructure, Mr M van der Pennen
Manager Governance, Ms T Norman
Manager Communications and Customer Relations, Mr M Bennington
Team Leader Corporate Communications, Mr C Treloar
Governance Coordinator, Ms J Rowett
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 18 January 2016.

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CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN THE
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

18 JANUARY 2016

MEMBERS PRESENT

Cr L Caruso (Chairman)
Mayor G Aldridge (ex officio)
Cr D Balaza
Cr D Bryant
Cr C Buchanan
Cr G Caruso
Cr R Cook
Cr E Gill
Cr S Reardon (Deputy Chairman)
Cr D Pilkington
Cr G Reynolds (*from 7:04pm*)
Cr B Vermeer
Cr S White
Cr J Woodman
Cr R Zahra

STAFF

Acting Chief Executive Officer, Ms J Trotter
Acting General Manager Business Excellence, Ms L Rattigan
General Manager City Development, Mr T Sutcliffe
Acting General Manager City Infrastructure, Mr M Purdie
Manager Governance, Ms T Norman
Manager Communications and Customer Relations, Mr M Bennington
Team Leader Corporate Communications, Mr C Treloar
Governance Coordinator, Ms J Rowett
Governance Support Officer, Ms K Boyd

The meeting commenced at 6:30pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

APOLOGIES

Apologies were received from Cr S Bedford and Cr D Proleta.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr R Zahra

Seconded Mayor G Aldridge

The Minutes of the Policy and Planning Committee Meeting held on 07 December 2015, be taken and read as confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr D Bryant

Seconded Cr J Woodman

1. The information be received.

CARRIED

Community Development

1.1.1 World Health Organisation Age Friendly Cities Network

Moved Cr B Vermeer

Seconded Mayor G Aldridge

1. Information be received
2. Council will make a commitment to World Health Organisation's (WHO) Global Network of Age-friendly Cities and Communities values and principals.
3. The City of Salisbury applies to join the World Health Organisation (WHO) Global Network of Age-friendly Cities and Communities.

CARRIED

*Economic Development***1.2.1 Shandong Delegation and Visit to Linyi City**

Moved Cr R Zahra

Seconded Cr S White

1. That Council endorses the participation of the Mayor, Chair of the Strategic and International Partnerships Sub Committee and the Chief Executive Officer to participate in the State Government Delegation to Shandong in April 2016.
2. Discussions occur with Linyi City to organise a specific program for the City of Salisbury immediately prior to, or following the departure of, the State Government delegation.
3. Provision for funding support to further develop our economic relationship with Linyi City within the Council's Economic Development Program be considered as part of the Council's 2016/17 budget deliberation.

CARRIED*Cr G Reynolds entered the meeting at 7:04pm.**Urban Development***1.3.1 Residential Zone Policy Area 18 - Proposed Development Plan Amendment**

Moved Cr C Buchanan

Seconded Cr G Caruso

RECOMMENDATION

1. That the information be received, and the proposal for a Development Plan Amendment for Residential Policy Area 18 not be pursued further in light of the Minister's advice on the proposed DPA.

CARRIED

Corporate Plans

1.7.1 City Plan 2030

Moved Cr C Buchanan

Seconded Cr B Vermeer

1. The Draft City Plan 2030 provided as Attachment 1 to the Policy and Planning Committee agenda report of 18 January 2016 be endorsed to commence community and stakeholder consultation for a period of four weeks.
2. That the General Manager City Development be authorised to make minor edits to the draft City Plan 2030 prior to public consultation to correct but not change the intent of the content of the plan.

With leave of the meeting and consent of the seconder Cr C Buchanan
VARIED the MOTION as follows .

1. The Draft City Plan 2030 provided as Attachment 1 to the Policy and Planning Committee agenda report of 18 January 2016 be endorsed to commence community and stakeholder consultation for a period of four weeks.
2. That the General Manager City Development be authorised to make minor edits to the draft City Plan 2030 prior to public consultation to correct but not change the intent of the content of the plan.
3. The name of key direction 2 (The Green City) be changed to The Sustainable City.

CARRIED

OTHER BUSINESS

Nil.

The meeting closed at 7:23pm.

CHAIRMAN.....

DATE.....

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	15 February 2016
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Joy Rowett, Governance Coordinator, CEO and Governance
CITY PLAN LINKS	4.4 To ensure informed and transparent decision-making that is accountable and legally compliant
SUMMARY	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

RECOMMENDATION

1. The information be received.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Report authors and General Managers.
- 2.2 External
 - 2.2.1 Nil.

3. REPORT

3.1 The following table outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution:

Meeting - Item	Heading and Resolution	Officer
28/10/2013 1.3.1 Due: Deferred to: Reason:	Development of Fairbanks Drive Reserve for Joint Use with Schools 4. Development of the northern extent of Fairbanks Drive Reserve be considered by staff and recommendations for potential development be made to the Strategic Property Development Sub Committee. 5. A further report be presented in September 2014 that considers in full land development opportunities, scope of reserve upgrade and financial commitments of all parties. February 2016 March 2016 A draft report will go back to the Executive Group before being presented to Council.	David Clayton & Dameon Roy
27/01/2015 1.2.1 Due:	Mawson Lakes and Salisbury City Centre Parking Fund 2. A review of the effectiveness of this proposal in generating economic activity and its impact on parking availability be undertaken within two years. February 2017	Pat Trimboli
25/05/2015 NOM1 Due:	City of Salisbury Multicultural Festival 1. That staff report back to council regarding the hosting of a Multicultural Festival for the City of Salisbury to take place in the Salisbury City Centre. 2. The report to include possible partnerships, costings and grants available for hosting an event of this type. 3. Council Staff liaise and provide feedback and ideas from the Salisbury City Centre Business Association with these comments to be incorporated in the future report. March 2016	Nichola Kapitza
22/06/2015 1.1.1 Due:	Suicide Prevention Action Plan 3. After six months of working on the project staff report back to council on the progress of the suicide prevention network and if there is an ongoing role or commitment of City of Salisbury staff. March 2016	Joanne Menadue
27/07/2015 1.10.1 Due: Deferred to:	Salisbury Oval Precinct Plan 6. A further report be presented to Council in early 2016 detailing the final Precinct Plan and staging schedule. March 2016 June 2016	Nichola Kapitza

Reason	Work is still being undertaken to develop the final Precinct Plan. An interim presentation will be made to March Informal Strategy on the proposed elements of the Plan for feedback from Elected Members.	
24/08/2015	Proposed Greater Edinburgh Parks Precinct Authority	Terry Sutcliffe
1.2.1	2. That the response of the Mayor dated 7 August 2015 relating to a proposal by the Minister of Housing and Urban Development to establish a Precinct under the Urban Renewal Act 1995 in the Greater Edinburgh Parks area be noted, and that staff work with the Minister's delegates to prepare a Business Case for the proposal for further consideration by Council.	
Due:	February 2016	
Deferred to:	April 2016	
Reason:	Awaiting response from the Minister	
24/08/2015	Proposed Greater Edinburgh Parks Precinct Authority	Terry Sutcliffe
1.2.1	3. That a further report be provided to Council when a draft Business Case for the proposed Greater Edinburgh Parks Precinct Authority is available for further review.	
Due:	February 2016	
Deferred to:	April 2016	
Reason:	Awaiting response from the Minister	
24/08/2015	Salisbury Oval Precinct Plan: Community Consultation Strategy	Nichola Kapitza
1.1.1	3. The Salisbury Oval Precinct Plan to be presented to Council in March 2016.	
Due:	March 2016	
Deferred to:	June 2016	
Reason:	Work is still being undertaken to develop the final Precinct Plan. An interim presentation will be made to March Informal Strategy on the proposed elements of the Plan for feedback from Elected Members.	
26/10/2015	China Strategy	Greg Ratsch
1.1.7	2. That, subject to the provision of any feedback or comments at the Policy and Planning Committee meeting on 19/10/2015, the Draft China Action Plan, as set out in Attachment 1 to this report (Item No. 1.1.7, Policy and Planning Committee, 19/10/2015) be endorsed and forwarded to the next meeting of the Strategic and International Partnerships Sub-Committee for information.	
Due:	January 2016	
Deferred to:	March 2016	
Reason:	Awaiting scheduling of sub committee meeting and finalisation of membership of sub committee.	

23/11/2015 NOM4	City of Salisbury Christmas Carols Event 2016 1. That staff report back on options and costs associated with Council hosting a Christmas Carols event in 2016, with the event to be held on a suitable Council owned park/facility. Due: April 2016	Nichola Kapitza
14/12/2015 1.3.1	Rural (Aircraft Noise) Direk Residential and Industry Interface Development Plan Amendment 3. That a further report be provided to Council outlining policy options to prepare an amended DPA to seek agreement from the Minister for Planning to undertake public consultation. Due: March 2016	Peter Jansen
14/12/2015 1.1.1	City of Salisbury Tourism and Visitor Strategy 2. That the draft City of Salisbury Tourism and Visitor Strategy be reported back to Council in April 2016 for endorsement. Due: April 2016 Deferred to: May 2016	Brittany Warren
	Reason: Strategy to be presented to sub committee once established.	
14/12/2015 1.1.1	City of Salisbury Tourism and Visitor Strategy 3. City of Salisbury establish a Tourism Sub Committee and a Terms of Reference be drafted for endorsement. Due: February 2016 Deferred to: March 2016 Reason: Documentation is still being prepared for establishment of the Sub-Committee.	Bianca Lewis

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08.02.16

ITEM	1.1.1
	POLICY AND PLANNING COMMITTEE
DATE	15 February 2016
HEADING	Autism Friendly Play Space
AUTHOR	David Clayton, Recreation & Open Space Planner, Community Development
CITY PLAN LINKS	3.2 To have an engaged community with a strong sense of vitality, pride and belonging 3.3 To have a city where a quality of life is achievable
SUMMARY	This report presents information relating to children with autism and seeks endorsement for the planning and design of an autism friendly play space to be included in the existing bid for play space renewal. The report will present research undertaken to date, design considerations and options for locations for a therapeutic play space that is sensitive to the needs of children who have autism. It will further consider project costs and funding considerations for future construction.

RECOMMENDATION

1. The report is received and noted.
2. Funding for the planning and design of one autism sensitive play space be considered in 2016/17 Bid 20018 Playground Renewal Program with a view towards construction in 2017/18.
3. A further report is prepared for November 2016 with preferred design and location, costs of construction and potential partner funding sources.

ATTACHMENTS

There are no attachments to this report.

- 1.1 In 2007 Council commissioned and opened its first inclusive play space at Unity Park. This play space was designed in conjunction with Novita Children's Services to provide a play environment largely for children with physical disabilities to engage in play with their able-bodied peers. Planning for this successful play space included significant consultation with Novita and potential user groups.
- 1.2 At least one piece of accessible play equipment is being included as play spaces are upgraded and equipment is replaced. Upgrades include the provision of a pram ramp, rubble path to the kerb and wet pour surfacing to the accessible element. These improvements facilitate access for a person with mobility impairment to still engage in some play at most play spaces across the city.

- 1.3 Through surveys, correspondence and planning for play space renewal projects staff have received feedback from parents who were seeking fenced play spaces and Council recently resolved to fence seven (7) play spaces across the city.
- 1.4 Some requests have also been received from parents who have children with autism where it is noted that, amongst other characteristics, when startled can “bolt” and fencing is an important aspect when choosing places to play.
- 1.5 Autism is a complex neurobiological disorder that is part of a group of disorders known as Autism Spectrum Disorders (ASD). ASD is more commonly found in males who are four times more likely than females to have the condition.
- 1.6 Autism Spectrum Australia describes autism as: *lifelong developmental disabilities characterised by marked difficulties in social interaction, impaired communication, restricted and repetitive interests and behaviours and sensory sensitivities.*
- 1.7 It is, for many, a disabling condition that presents substantial challenges for those affected, their families and friends. As noted above, the condition is lifelong, however the social, communication and sensory deficits that some experience can be supported with the use of intervention therapies and structured support including play.
- 1.8 *Beyond the Ramp*, endorsed in 2012, Council’s Strategic Inclusion Planning Framework. Fundamental to this Framework is the direction to address social inclusion upfront in planning work and to grow the capacity of the wider community to be inclusive and supportive of people who live with disability. This aligns with the Council of Australian Governments’ National Disability Strategy “Area for Policy Action (1) Accessible and Inclusive Communities”.
- 1.9 Strategy 9 of *The Game Plan* considers the opportunities to enhance the capacity of open spaces to provide for the recreation needs of the wider community. This strategy considers provision of opportunities of people with disability to participate in everyday opportunities.
- 1.10 The *Play Space Action Plan* specifically considers provision of play opportunities for all ages and abilities and considers participation in play by people with disability beyond physical access. It advocates for the diversification of play environments including the development of spaces that might also be utilised for therapeutic play.
- 1.11 This report presents evidence of the demand for the provision of supportive play environments for children with ASD and seeks endorsement to include planning and design for an autism friendly play space in New Initiative Bid number 20018 (Play Space Renewal) in the 2016/17 budget.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 Craig Johansen – Team Leader Landscape Design
- 2.1.2 Mark Purdie – Manager Parks and Landscape

2.2 External

- 2.2.1 Autism SA has provided statistical evidence of children with ASD in the Salisbury area and research assistance towards design of a therapeutic play environment.
- 2.2.2 Northern Connections have coordinated a forum with stakeholders from education, council and service groups to evaluate play experiences for children with ASD.
- 2.2.3 University of South Australia Division of Health Science students have undertaken a research report to inform the development of a business case and design for a autism friendly play space in Salisbury.
- 2.2.4 A focus group was held by UniSA students with parents of the Campbelltown Autism and Special Needs Group in developing the above research report.

3. REPORT

Local context

- 3.1 There is a growing community need for environments to support play for children with ASD. Data from the Australian Bureau of Statistics (ABS) Autism in Australia Report estimates that in 2012 1:200 Australians have ASD and in children this could be as high as 1:100.
- 3.2 ASD is more prevalent in children, and the 2012 ABS data demonstrates that of people who have ASD over 75% are in the zero to 19 years age bracket. This data has been applied to the City of Salisbury community profile where it is estimated that there are 520 children aged zero to 19 years living in the City of Salisbury that have been formally diagnosed with ASD.
- 3.3 It is important to note that diagnosis of ASD has changed in this time, and there is greater awareness and acceptance of the condition, therefore the prevalence of ASD could now be much higher.
- 3.4 Autism SA provides services and support to individuals with ASD, their families and carers. Approximately 20% of the families who are registered with Autism SA and who have children aged five to 10 with ASD live in the Salisbury area.
- 3.5 It is important to note that there are a number of agencies that provide disability support to individuals and families. The actual number of families living in Salisbury who have one or more children with ASD could be much higher.

Importance of play to support ASD

- 3.6 Play is central to childhood as it helps to create self-perception and develops motor and social skills. Children with ASD often have heightened communication, sensory, perception and social needs and can find it difficult to relate to others in a traditional play environment.
- 3.7 Children with ASD may also have a Sensory Processing Disorder which changes the nature and strength of the sensory signals they receive. As a result, they may have trouble with balance and understanding where their body is in space.
- 3.8 Traditional play environments are not necessarily beneficial to children with ASD and some environments can be detrimental to their learning and development due to this heightened sensory scenario.
- 3.9 Play therapy is an important aspect of developing sensory awareness, balance, social interaction and how the body relates to the space around it, and how it reacts to height and speed.
- 3.10 The provision of supportive environments for play enables carers, parents and support workers to continue valuable play therapy outdoors in natural environments which is known to have calming benefits.
- 3.11 In December 2014, staff were invited by Northern Connections to participate in a forum regarding play opportunities for children with ASD. The forum included presentations by parents who had evaluated inclusive play spaces in the Salisbury and Playford areas and provided evidence as to why they were not suitable for children with ASD.

Design requirements

- 3.12 It is noted that autism is a spectrum disorder and the provision of therapeutic environments is not a one-size-fits all approach.
- 3.13 Council's decision to fence play spaces will support play by many children who have ASD, while others will benefit from specific and designed therapeutic play opportunities.
- 3.14 Traditional play space design and off the shelf equipment caters largely for gross motor skill development. These playgrounds can be detrimental to children with ASD as they can be crowded and noisy which may be overstimulating and result in behavior outbursts.
- 3.15 Autism SA encourages safe play and outdoor activities - therefore fenced playgrounds allows for all children to play and explore with confidence, whilst meeting their movement needs in a safe environment.
- 3.16 Autism SA has also undertaken a literature review documenting evidence of the types of play activities and environments that are beneficial to children with ASD.
- 3.17 Staff engaged health science students from UniSA to undertake a research project into examples of best practice therapeutic play for ASD, the types of play equipment and environments suitable and considerations for site selection. The students who undertook this project also ran focus groups with parents who had children with ASD.

- 3.18 From research to date it has been ascertained that the need for children with ASD to engage with outdoor play environments extends into mid to late teens. Parents have noted the awkwardness of taking their teenage children to play in areas that were being used by young children.
- 3.19 It is further noted that any design should be inclusive of all abilities to enable social interaction with all children. Successful design would facilitate interaction of children with ASD with any other child as an important therapeutic principle rather than serving to segregate children from each other.
- 3.20 The play space would be promoted as inclusive not specifically autism friendly and this aligns with Council's commitment to universal design and inclusion for all. Play space use will be guaranteed by networking among families with children on the autism spectrum.
- 3.21 It has been recommended that the following design elements be included in outdoor environments for play:
- family inclusive elements to enable inclusive, integrative and intergenerational play;
 - fencing with a minimum height of 1500mm;
 - wide pathways for moving about and providing an element of consistency;
 - surfacing that cannot be ingested;
 - nontoxic plants and materials;
 - transition areas to orient and plan;
 - sequential activities to build confidence;
 - shade including both trees and structures;
 - socialising opportunities for one on one interaction;
 - visual aids and signs to communicate ideas for play;
 - facilities to overcome sensory issues such as textured and scented gardens, tunnels and panels containing viewing holes;
 - elements that encourage use of motor skills, coordination and balance;
 - hammock style swings to give a sense of being secure combined with a swinging motion; and
 - opportunities to challenge and overcome fears.
- 3.22 It is important to note that there are few successful examples of autism friendly play spaces in Australia. ASD is a complex condition and meaningful engagement with service providers and end user groups is a critical part of the project.
- 3.23 The design of the all abilities play space at Unity Park was informed by a working group comprising staff, representatives from key agencies and community advocates. It is proposed that a similar working group would be established to inform this project.
- 3.24 It is envisaged that an external facilitator from a peak body would be well positioned to undertake sensitive engagement with parents/carers and children with ASD. Staff are now aware of several northern area support groups, formal and informal, for parents/carers with children with ASD in the northern area.

- 3.25 Design of therapeutic play environments is a specialised activity. Should Council choose to proceed with this project it would be beneficial to engage a landscape architect with credentials in play therapy in conjunction with an occupational therapist with experience in working with children with ASD.

Location considerations

- 3.26 Staff undertook significant consultation with key agencies into the design and final location of the all abilities play space at Unity Park. This play space had a specific focus on inclusive physical ability of children.
- 3.27 The intended use of an autism sensitive play space is different to that provided at Unity Park and must be designed and carefully sited so that a child with ASD can play and not be unnecessarily exposed to distress.
- 3.28 Research undertaken by UniSA students detailed the following attributes when choosing locations:
- a quiet location that is not unduly subjected to unexpected noises;
 - access to public transport;
 - off street parking with disability parking places; and
 - toilets onsite or adjacent.
- 3.29 It is noted that from the perspective of provision of infrastructure, regional play spaces meet most of the desired attributes above. All of Salisbury regional play spaces have accessible elements to support a level of inclusive play.
- 3.30 However, in initial conversations, service agencies and potential users consultation have emphasised the importance of separating this project from play spaces that are already busy. There is low to medium weekday use of most regional play spaces. However, the intense use of these spaces at weekends would make them unsuitable as a therapeutic play environment.
- 3.31 Staff would further recommend that locations adjacent to community meeting spaces, such as a library or a community centre, would be beneficial as this would enable support groups to meet nearby and to engage with the space and such centres also have access to toilets.
- 3.32 While staff have had initial conversations with agencies regarding this project, a preferred location has not yet been determined.
- 3.33 Staff have given consideration to integrating an autism friendly play space within the existing play space renewal and reserve upgrade program schedules.

- 3.34 Based on these early discussions there are three (3) parks that are possibly suitable for further investigation, and two (2) of these are scheduled for upgrade/renewal through the play space renewal program. These parks are:

Park	Adjacent facilities	Existing funding program	Current Scheduled construction
Prettejohn Gully Reserve	Para Hills Library / Community Centre Para Hills Primary School Para Hills Shopping Centre	Play Space Renewal Program Irrigation Activation Program	2017/18
Reg Groth Reserve	Morella House Gardens Recreation Centre Salvation Army Salisbury Villa Soccer Club	Play Space Renewal Program	2018/19
AGH Cox Reserve	Pine Lakes House	NIL Scheduled	Not currently funded

- 3.35 It is intended that the above reserves will be evaluated by the proposed working group and that the preferred location, design and construction cost be reported to Council in November 2016.
- 3.36 It is noted that there are no suitable locations within existing budget schedules for 2016/17.

Budget considerations

- 3.37 Currently, reserve upgrade and play space renewal/replacement programs utilise internal staff resourcing for planning and design and these activities are projects that Council has considerable experience in.
- 3.38 Planning and design for such projects is around 15 to 20% of the total project cost. For both the reserve upgrade and larger play space renewal programs, design and documentation occurs in the financial year prior to construction.
- 3.39 Community engagement, planning and design for specialized therapeutic play spaces is beyond the normal scope of staff. It is highly desirable to engage a designer who specialises in therapeutic play environments in conjunction with expert advice from Autism SA who provide professional consulting services.
- 3.40 Based on previous projects it is estimated that engagement and design would cost in the vicinity of \$50,000 for a shovel ready project. This cost is approximately 50% greater than those associated with standard reserve and play space projects.
- 3.41 It is estimated that the construction of an autism friendly play space would be in the vicinity of \$250,000, this estimation is based on similar projects undertaken in SA and interstate.

- 3.42 It is noted that the construction of the all abilities play space in Unity Park received funding through the Places for People grant fund operated by DPTI. Funding for the construction of the autism friendly play space would also be sought from that grant fund.
- 3.43 Further external funding may be achieved from service and charitable organisations who are seeking local projects to direct their fundraising efforts towards. A recent example is the upgraded play space at Harry Bowey Reserve which resulted in a donation of over \$100,000 from the Lions Club of Salisbury.

4. CONCLUSION / PROPOSAL

- 4.1 Outdoor play is an important aspect to the development of all children and especially those with ASD. For some children with ASD more supportive environments are necessary to contribute positively to their growth and development.
- 4.2 Data from Autism SA shows a large cluster of families with children with ASD live in the Salisbury area. Many of these families are connected through support groups and some have previously written to Council seeking appropriate and safe areas to take their children to play.
- 4.3 There are opportunities to modify existing play spaces to construct one autism friendly play space. Planning and design of therapeutic play environments is beyond the capacity of internal staff and external support would be required. It is recommended that planning and design be included in 2016/17 Bid 20018 Playground Renewal Program, with construction anticipated in 2017/18. Further funds would need to be sought for the construction in 2017/18 as the cost would be beyond the scope of the existing budget provisions.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08/02/2016

ITEM	1.1.2		
	POLICY AND PLANNING COMMITTEE		
DATE	15 February 2016		
PREV REFS	Council	1.1.1	27 Jan 2015
	Council	1.0.2	23 Feb 2016
HEADING	Increase Capacity on Early Intervention Programs		
AUTHOR	Pippa Webb, Manager Community Capacity and Learning, Community Development		
CITY PLAN LINKS	3.3 To have a city where a quality of life is achievable 3.4 To have a community that aspires to and embraces learning as a lifelong goal		
SUMMARY	Following savings made from internal restructure, in 2015 the Library Service expanded its early intervention program ABC 30&3. This report serves as a 12 month review of the program.		

RECOMMENDATION

1. The information be received and noted.
2. The ABC 30&3 program continues to be delivered at the rate of twelve (12) sessions per year within existing resourcing.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. ADEC Salisbury Information

1. BACKGROUND

- 1.1 The Regional Public Health Plan was endorsed by council to go out to public consultation in August 2014. A recommendation was made for “staff to report back on increased funding for the early intervention program outlined in objective 3 in the report”.
- 1.2 Objective 3 in the report refers to literacy and engagement programs provided by the Library Service. Among these programs, ABC 30&3 is a family literacy program that has a strong focus on Early Intervention.

1.3 At its meeting held 27 January 2015, Council resolved that (Resolution 0103/2015):

1. *The information be received.*
2. *The expansion of the ABC 30&3 program be implemented in 2015 supported by the measures put in place by the Australian Early Development Index – AEDI.*
3. *The ABC 30&3 program be predominantly delivered in the seven suburbs indicated by the Australian Early Development Index – AEDI being Salisbury, Salisbury North, Brahma Lodge/Salisbury Plain, Parafield Gardens/Globe Derby Park, Para Hills West, Salisbury Downs, Burton and surroundings.*
4. *A review of the program outcomes be undertaken after 12 months.*

1.4 The Library Service provides a range of quality, targeted literacy programs to the community. For the ages of birth through to school ages, programs include Giggle Time, Story Time, Lapsit, School Holiday Programs, ABC 30&3, Summer Reading Club, Book Week, and outreach visits. Many of our patrons are loyal attendees of numerous library events, so the exact number of individuals accessing our programs is hard to quantify. In the 2014/2014 financial year, there were a total of 12163 child, and 7710 adult individual attendances at programs.

1.5 Following a restructure, the Library Services implemented productivity savings from the reduction in frequency of production of the Community Information Directory. This increased the Service's capacity to deliver early intervention programs.

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 Library staff

2.2 External

2.2.1 Parents Evaluation of Program

3. REPORT

- 3.1 ABC 30&3 is a program designed to improve the prospects of pre-school aged children where reading is not a regular activity in the home. By showing families how to share books regularly and effectively with their children, it is predicted that children will start school better prepared, and less likely to fall behind.
- 3.1.1 The program runs for an hour a week for 4 weeks in each centre, engaging parents and their children in a positive learning environment.
- 3.1.2 The final session involves a library visit which endeavours to show families how to sustain reading in the home at least 3 times a week, with a regular turnover of children's books.
- 3.1.3 ABC 30&3 runs in centres where parents and family groups already meet, with sessions fitting into existing timetables.
- 3.1.4 Families fitting the criteria of the program may be CALD groups, and family groups or playgroups where literacy has been identified as an issue. Sites located in areas identified as vulnerable in the Australian Early Development Census (AEDC) are targeted for this program.
- 3.2 At the final session of each ABC 30&3, parents are asked to provide feedback on the program, through an evaluation form. Evaluation from 2015's sessions indicates a highly positive response to the program from parents. In response to the questionnaire, parents and caregivers have reported a number of improvements following an ABC 30&3 program, including:
- Learning how to support their child's literacy development, and developing confidence in this area
 - Spending more time at home reading and singing
 - Visiting the library more
 - Parents converse more with their children
 - Children initiate reading more, and show an increased interest in books
 - Children participate in a group better
- 3.3 While running ABC 30&3, the program facilitator promotes the regular programs and services provided by the Salisbury Library Service. In particular, the final session, encourages the group to become familiar with their local library branch. There is time at the end of the session for families who are not library members to join up, and non-regular library users are reminded of and encouraged to make use of the valuable resources and weekly programs of Story Time and Giggle Time that the library offers.

3.4 Parents are also asked to provide comments on the program. Some of the comments received in 2015 included:

- *“Fantastic program. Great way of introducing reading to families who don’t do it very much”*
- *“Excellent programme”*
- *“If you can, please have more programs which is the same as this program, because it was really useful to join”*
- *“Keep it up, we welcome this initiation and thankful for the sessions”*
- *“Program was excellent and very engaging with the parents and children”*
- *“Very good programme for children to develop their reading and singing skills, also fun for the parents. Enjoyed it very much”*

3.5 Anecdotal evaluation from staff facilitating ABC 30&3 sessions includes:

- Sessions held at playgroups where the majority of parents speak English as a second language are received very well – parents really appreciate the knowledge and resources provided
- Sessions work best when the existing playgroup coordinator is active and engaged with the program
- The target audience of parents and their children in playgroups is very dynamic and diverse from group to group. A high degree of flexibility and adaptability is required to run sessions under these conditions
- Staff have noticed a number of parents who they first met at ABC 30&3 sessions become new and regular attendees of regular in-house library programs

3.6 The Community Learning and Outreach Team were pleased to have their efforts recognised in 2015, with the program ABC 30&3 being awarded the *Northern Messenger Award for Opportunities for Young People 0-5*.

Considerations regarding the future of 30&3

3.7 When the action to increase the capacity for ABC 30&3 was originally put forward, the prediction was made that the program could be run 6 times a term, resulting in 24 sites per year.

3.8 In order to achieve this a new part time Early Literacy Officer – Branch Services position was advertised in December 2014, and filled in February 2015. This position has a greater focus on delivering in-house family literacy programs (Giggle Time, Story Time and School Holiday Programs) in all library branches.

3.9 This new position has allowed the current part-time Community Learning Officer to increase ABC 30&3 program delivery, with a focus on suburbs registering low results in the Australian Early Development Census – AEDC.

- 3.10 However despite this resourcing the projected targets have not been met. The following table represents the projected and actual offerings of ABC 30&3 for the last two years:

Year	Projected Number of ABC 30&3 sessions	Actual number of ABC 30&3 sessions delivered
2014	3	2
2015	24	12

- 3.11 As the table above indicates in 2015, ABC 30&3 was run at 12 groups across Salisbury. 2015 saw an average total attendance of 132 parents and caregivers and 97 children. Comparatively, 2 sessions of ABC 30&3 were run in 2014, to an average total of 28 adults and 35 children. The breakdown of the 2015 sessions is provided below;

Date	Suburb	Group	Average no. of adults	Average no. of children
March 2015	Ingle Farm	Family Zone – Afghan Women’s Group	11	13
March 2015	Salisbury	Madison Park Playgroup	10	9
May 2015	Burton	Burton Park Primary Playgroup	12	9
May 2015	Para Hills	Para Hills Stepping Stones Playgroup	27	4
June 2015	Parafield Gardens	Parafield Gardens Children’s Centre Playgroup	6	6
June/July 2015	Brahma Lodge	Brahma Lodge Playgroup	14	12
July/August 2015	Salisbury North	Dorothy Hughes Kindergarten Playgroup	6	5
August 2015	Paralowie	Settlers Farm Kindergarten Playgroup	12	12
September 2015	Para Hills West	Para Hills West School Playgroup	6	5

Date	Suburb	Group	Average no. of adults	Average no. of children
October/November 2015	Salisbury	St Augustine's Primary Playgroup	9	7
November 2015	Ingle Farm	Ingle Farm Children's Centre Playgroup	14	10
November 2015	Salisbury Downs	Salisbury Downs Pre-School Centre Playgroup	5	5
			Total average no. of adults	Total average no. of children
			132	97

- 3.12 While the Community Learning and Outreach Team made every endeavour in 2015 to deliver this program as often as possible, this original prediction of 24 per year has proven to be too ambitious. Reasons for this include:
- 3.13 The dynamics of playgroups themselves can be a barrier to the team providing the optimum number of ABC 30&3 sessions each year. Such factors include: fitting within playgroup routines, schedules, and preferred dates; fitting ABC 30&3 sessions around staffs' existing program commitments; cancellations and postponements; and occasional difficulties maintaining regular communication with playgroup facilitators
- 3.14 Term 3 includes an extensive Book Week program run by the team, meaning less time is available for running ABC 30&3 sessions. Additionally, the Community Learning and Outreach Officer who is responsible for running ABC 30&3, already has a high degree of program commitments, and works part-time. As such reaching the target of 6 sites per term can be challenging
- 3.15 The increase in program delivery in 2015 compared with 2014 was achieved by adapting the resources and activities. Following a year of increased sessions, the Community Learning and Outreach Team plans to further evaluate and improve the program in 2016.

3.16 These improvements will include:

- Condensing the parent evaluation form to allow for a more succinct snapshot of the group, and to accommodate CALD groups better
- Future CALD and indigenous group sessions, to accommodate better their routine, structure, and behavioural expectations
- Update program notes to include new research and developments on early childhood literacy
- Make use of Results Based Accountability (RBA) frameworks for reporting and evaluation data

3.17 Each family involved in ABC 30&3 receives a kit of take-home resources to further encourage reading in the home. The cost of each kit comes to a minimum of \$61 per family. There is current resourcing from within the library budget for 12 sessions a year. If the number of sessions were to increase beyond the 12 sessions per year, additional resources would be required for fund these kits, at an estimated 15 families per group, the total cost of resources would come to \$915 per group.

4. CONCLUSION / PROPOSAL

- 4.1 It is unlikely that the program will reach the projected 24 sessions per year without significant increase in resources and even then there are external factors which influence the number of sessions which are outside the control of the Learning and Outreach Team.
- 4.2 It is recommended that there be no increase in resourcing to this program to increase the number of programmes delivered (to reach the original target) but that rather the services continue at the current levels of 12 per year.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08/02/2016

ATTACHMENT**Australian Early Development Census (AEDC) Salisbury Information**

The AEDC measures five domains of early childhood development:

- Physical health and wellbeing – physical readiness for the school day, physical independence, gross and fine motor skills.
- Social Competence – overall social competence, respect and responsibility, approaches to learning, readiness to explore new things.
- Emotional maturity – pre-social and helping behaviour, anxious, fearful and aggressive behaviour, hyperactivity and inattention.
- Language and cognitive skills – basic literacy, interest in literacy/numeracy and memory, advanced literacy, basic numeracy
- Communication skills and general knowledge – storytelling ability, communication with adults and children.

To determine the most at-risk areas for poor early literacy development in Salisbury, we researched the most recent AEDC reports, based on 2012 data. The following suburbs are deemed the most susceptible, ranking highest for vulnerability in early childhood development domains:

Suburb	Vulnerable in one or more domains	Vulnerable in two or more domains
Salisbury	46.8	31.6
Salisbury North	40.5	26.4
Brahma Lodge/ Salisbury Plain	37.5	20.8
Parafield Gardens/Globe Derby Park	36.3	21.9
Para Hills West	35.5	22.6
Salisbury Downs	34	13.2
Burton and surrounds	31.3	15.5
Valley View	30.8	9.2

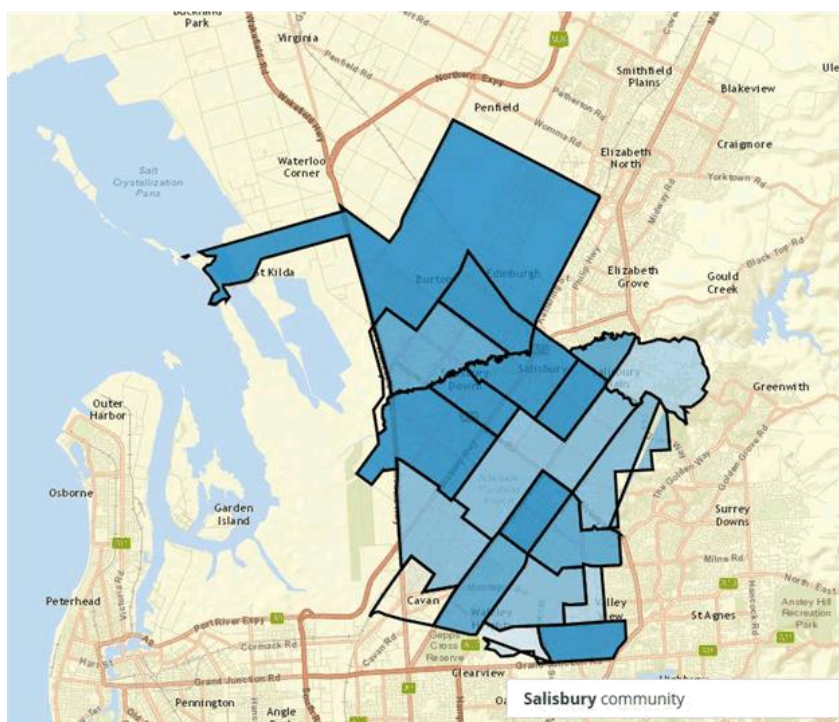


Table: Number and percentage of children developmentally vulnerable in 2012

Suburbs in darker shade most vulnerable in early childhood development

Source: <https://www.aedc.gov.au/data/data-explorer?id=42350>

Table: Percentage of children developmentally vulnerable in 2012

Geography	Physical	Social	Emotional	Language	Communication	Vuln 1	Vuln 2
Australia	9.3	9.3	7.6	6.8	9.0	22.0	10.8
SA	10.2	11.3	9.3	6.8	8.9	23.7	12.2
Salisbury	10.7	13.5	11.2	9.0	12.3	28.8	15.0

Comparison of Salisbury with state and national averages

Source: <https://www.aedc.gov.au/data/data-explorer>

ITEM	1.1.3
	POLICY AND PLANNING COMMITTEE
DATE	15 February 2016
HEADING	Cr Brian Goodall Recognition
AUTHOR	Nichola Kapitza, Manager Community Planning & Vitality, Community Development
CITY PLAN LINKS	3.2 To have an engaged community with a strong sense of vitality, pride and belonging
SUMMARY	The following report will provide an outline of the proposal for the recognition of the late Cr Brian Goodall. This proposal comprises the renaming of the Royal Avenue Reserve, Pooraka to Brian Goodall Reserve and the installation of a bench and inscribed granite plinth within the reserve. This proposal has been developed in consultation with the Goodall family and would cost in the vicinity of \$19,000 and it is proposed that the works be undertaken in 2016/17. Council endorsement will be sought for this proposal.

RECOMMENDATION

1. The renaming of Royal Avenue Reserve to Brian Goodall Reserve be endorsed and staff be authorised to undertake all works required for this renaming.
2. The installation of a seat and granite plinth within the Royal Avenue Reserve in recognition of Cr Goodall be endorsed.
3. A New Initiative Bid for \$34,000 be included in the 16/17 budget to fund the expenses relating to the recognition of the late Cr Brian Goodall.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Royal Avenue Reserve Map
2. David Street Bridge location
3. David Street Bridge Opening Ceremony

1. BACKGROUND

- 1.1 Cr Brian Goodall served the City of Salisbury as an elected member for 16 years, some of that time as the Deputy Mayor. As a result of his sudden passing on 22 October 2014, Council resolved at its meeting in October 2014 inter alia:
- (iii) *Recognises Cr Goodall's many years of service to this Council, the people of the City of Salisbury and in particular the residents of the levels Ward by giving consideration to the naming of a building, road, park, reserve or other public asset in his honour with a report to be brought back to the Council outlining options for this purpose.*
- 1.2 The development of a suitable project to commemorate Cr Goodall has been undertaken in consultation with the Goodall family. During these discussions family members requested that staff also consult the Mayor and Cr Gill to seek their assistance with the identification of a suitable project(s). A review of Council's upcoming capital works for Pooraka was also undertaken.
- 1.3 Through this process only one option has been developed for Council's consideration. This report will provide an overview of the proposal, why it has been selected and the cost estimates for undertaking this work.
- 1.4 This proposal has been developed within the scope of the Elected Member Recognition Policy – Section 14.

For those Elected Members who have served 20 or more years with the City of Salisbury, and have made exceptional and significant contributions to Civic or Community matters, Council may give consideration, on a case by case basis, to one of the following forms of recognition:

- *naming of a road (in accordance with the City of Salisbury's Naming of Roads Policy) or;*
- *naming of a park or reserve or;*
- *construction of artwork, memorial or monument or;*
- *other form of acknowledgement*

2. CONSULTATION / COMMUNICATION

- 2.1 Meetings with Mrs Kaye Goodall, Mayor and Cr Gill.
- 2.2 Discussions with Manager Parks and Landscape and Team Leader Landscape Design.

3. REPORT

- 3.1 At the initial meeting with the Goodall family they made the following requests regarding the project that is chosen to commemorate Cr Goodall, the chosen proposal needs to be:
- located within Pooraka;
 - outside;
 - relevant to Cr Goodall – something that he was really passionate about; and
 - something practical.
- 3.2 Discussions highlighted that Cr Goodall was extremely passionate about:
- Pooraka;
 - Veterans projects – in particular the Vietnam Veterans project at Henderson Square, Montague Farm; and
 - Rotary.
- 3.3 Consideration was given to identify a project that could be undertaken within Henderson Square, however there are a number of significant dedications already in place at this location and adding an additional one may cause confusion and more importantly devalue the existing dedications and the one proposed for Cr Goodall.
- 3.4 Discussions identified that Cr Goodall felt very passionately about the David Street pedestrian bridge, located within Royal Avenue Reserve, Pooraka. The bridge's location is identified on the attached map (attachment 2).
- 3.5 Family members recall that there was an old wooden pedestrian bridge within this reserve that became quite slippery when wet and was in poor condition which was problematic. This bridge is very important to the local residents. Cr Goodall successfully worked with staff to ensure that this bridge was replaced. Once the new bridge was constructed the residents held an informal "ribbon cutting" ceremony and Cr Goodall was asked to officiate. A copy of one of the photographs of the ceremony is attached (attachment 3).
- 3.6 Royal Avenue Reserve also has significance to the Goodall Family:
- Cr Goodall's children used to play in the creek and reserve when they were young;
 - it is connected by the Dry Creek Linear Trail to Lindblom Park - which is also significant to the Goodall Family;
 - it is in close proximity to Cr Goodall's home.
- 3.7 The family expressed a desire for something to be done at the Royal Avenue Reserve and/or at the David Street Bridge site. Discussions with the Mayor and Cr Gill also identified this as a suitable site for the recognition of Cr Goodall.

- 3.8 As a result of these discussions the following concept was been developed, comprising the:
- renaming of the Royal Street Reserve, Pooraka, to Brian Goodall Reserve;
 - installation of a seat and granite plinth in the reserve, in close proximity to the David Street pedestrian bridge; and
 - the organisation of a dedication ceremony to occur at the conclusion of all works.
- 3.9 The proposed design of the seat and plinth will be done in consultation with the Goodall family and the scale of works will be similar to that of the Montague Settlement Memorial which Council installed in 2009 behind the Caltex Service Station on the corner of Montague Road and Main North Road, Pooraka.
- 3.10 The granite plinth is proposed to have an etched image of Cr Goodall and some information about his service to the community of Salisbury. The wording and design of the plinth will be done in consultation with the family.
- 3.11 This proposal has been discussed with the family who consider it to meet all of their requests.

4. BUDGET IMPLICATIONS

- 4.1 The estimated total cost for this proposal is approximately \$34,000. The breakdown of these costs is as follows:

Preliminaries	\$1,544
Project management	\$875
Site investigations / surveys / services	\$600
Tendering & procurement	\$200
Design - council	\$1,750
Site preparation	\$3,500
Parks & Landscape – includes the bench & plinth	\$5,500
Contingencies	\$2,794
Reserve name change and consultation/gazette notice	\$2,000
Footpath and lighting	\$15,000
Total estimate	\$33,763

- .
- 4.2 A New Initiative Bid, number 23462, has been submitted as part of the 2016/17 budget process to undertake these works if Council endorses the proposal.
- 4.3 The date for the dedication ceremony would be determined in consultation with the Goodall family and would be undertaken at the completion of all works. The ceremony would be covered by the existing Cultural Development budget and would be expected to cost less than \$1,000.

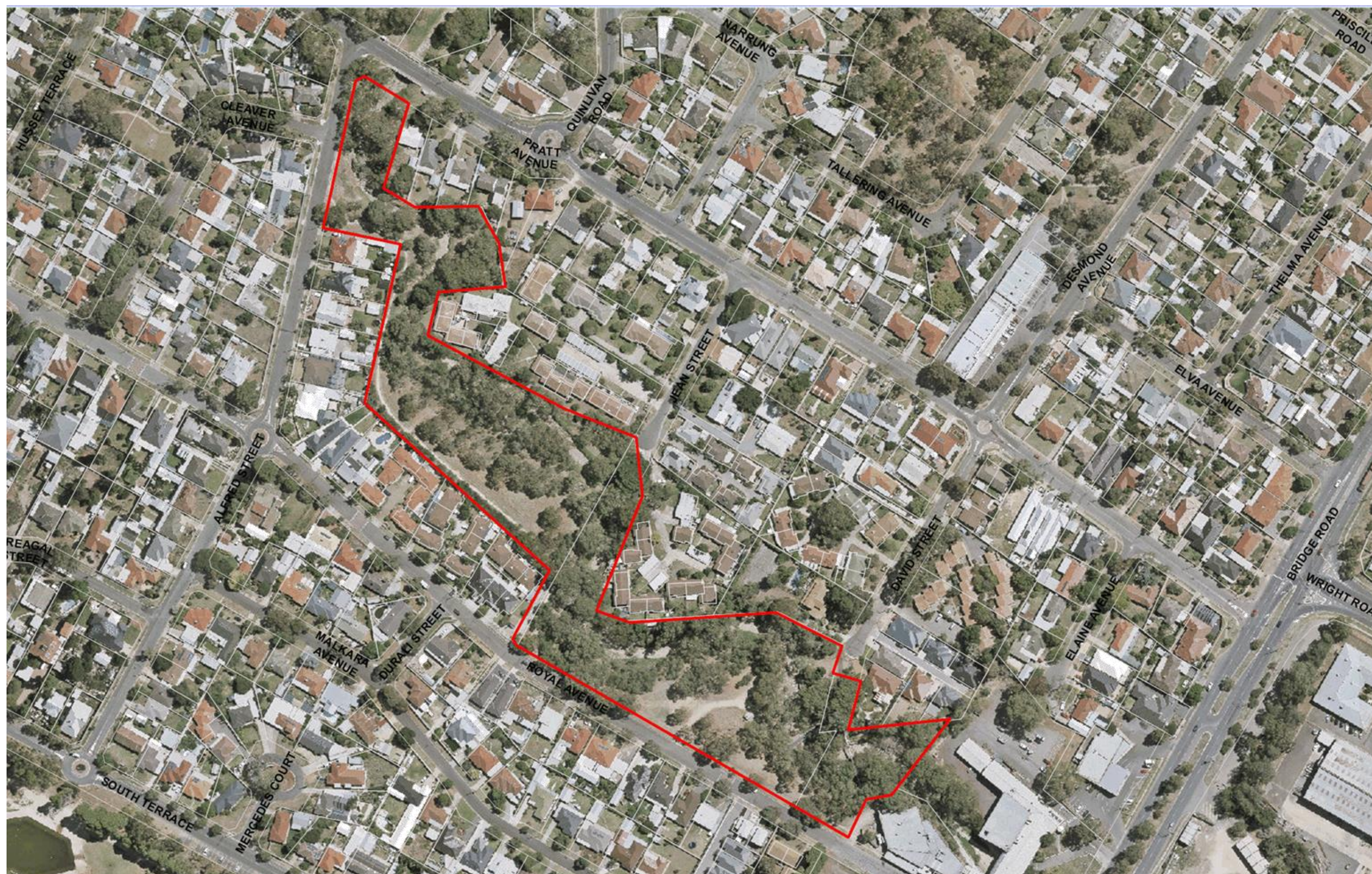
5. CONCLUSION / PROPOSAL

- 5.1 Consultation with the Goodall family has identified a suitable project to recognise Cr Goodall, which would be located within Royal Avenue Reserve, Pooraka.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08/02/2016

Royal Avenue Reserve - Pooraka







Item 1.1.3 - Attachment 3 - David Street Bridge Opening Ceremony

ITEM	1.1.4
	POLICY AND PLANNING COMMITTEE
HEADING	Minutes of the Youth Council Sub Committee meeting held on Tuesday 9 February 2016
AUTHOR	Jane Trotter, General Manager Community Development, Community Development
CITY PLAN LINKS	3.2 To have an engaged community with a strong sense of vitality, pride and belonging
SUMMARY	The minutes and recommendations of the Youth Council Sub Committee meeting held on Tuesday 9 February 2016 are presented for Policy and Planning Committee's consideration.
RECOMMENDATION	
1.	The information contained in the Youth Council Sub Committee Minutes of the meeting held on 9 February 2016 be received and noted and that the following recommendations contained therein be adopted by Council:
YC1	Youth Council Positions 2016
1.	Bianca Bilsborow be appointed to the position of Chairperson of the Youth Council for 2016.
2.	Michael Santos be appointed to the position of Deputy Chairperson of the Youth Council for 2016.
YC2	Youth Action Plan
1.	The report be received and noted.
2.	The Youth Action Plan become the Project Team for 2016.
3.	Youth Council supports in principal the methodology for the Youth Action Plan.
4.	All Youth Council Members are on the Project Team.
5.	Bianca Bilsborow be appointed the Project Team Leader.
YC3	Life Skills Project Team Update
1.	The information be received and noted.
YC4	Twelve25 Salisbury Youth Enterprise Centre February Update
1.	The information be received and noted.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Minutes of the Youth Council Sub Committee Meeting held on Tuesday, 9 February 2016

CO-ORDINATION

Officer: GMCD
Date: 10/02/2016



MINUTES OF YOUTH COUNCIL SUB COMMITTEE MEETING HELD IN THE JOHN HARVEY GALLERY, 12 JAMES STREET, SALISBURY ON

9 FEBRUARY 2016

MEMBERS PRESENT

Bianca Bilborow (Chairperson)
Mimona Abdalla
Cr D Balaza
Roshan Chamlagai
David Charlett (Mentor)
Cresilda Daitol
Kimberlee Daniels (Mentor)
Abigail Davey
Rebecca Etienne
Jordan Golley
Nick Griguol
Sue McNamara (Mentor)
Pau Lian Naulak (Mentor) (5.10 pm)
Eric Ngirimana
Julie Ping
Cameron Rowe
Michael Santos (Deputy Chairperson)
Taylor Sawtell
Joel Winder
Cr S White
Cr R Zahra (Acting Chairperson)

OBSERVERS

There were no observers.

STAFF

General Manager Community Development, Ms J Trotter
PA to the General Manager Community Development, Mrs B Hatswell
Community Planner Youth, Ms P Rowe
Community Planner Youth Participation, Ms J Brett
Youth Services Project Officer, Ms K Kitching

The meeting commenced at 5.04 PM.

The Acting Chairman welcomed the members, staff and the gallery to the meeting.

APOLOGIES

Apologies have been received from Reagan Bledde, Adelyne Huynh, Marziya Mohammadi, Shamsiya Mohammadi and Danielle Stewart.

PRESENTATION OF MINUTES

Moved David Charlett
Seconded Sue McNamara

The Minutes of the Youth Council Sub Committee Meeting held on 01 December 2015, be taken and read as confirmed.

CARRIED

REPORTS

YC1 Youth Council Positions 2016

Pau Lian Naulak entered the meeting at 05:10 pm.

Moved Abigail Davey
Seconded Michael Santos

1. Bianca Bilsborow be appointed to the position of Chairperson of the Youth Council for 2016.

CARRIED

The Acting Chairperson handed the meeting to the appointed Chairperson Bianca Bilsborow at 5.14 pm

Moved Mimona Abdalla
Seconded Jordan Golley

2. Michael Santos be appointed to the position of Deputy Chairperson of the Youth Council for 2016.

CARRIED

YC2 Youth Action Plan

Moved Julie Ping
Seconded Michael Santos

1. The report be received and noted.
2. The Youth Action Plan become the Project Team for 2016.
3. Youth Council supports in principal the methodology for the Youth Action Plan.
4. All Youth Council Members are on the Project Team.
5. Bianca Bilsborow be appointed the Project Team Leader.

CARRIED

YC3 Life Skills Project Team Update

Moved Michael Santos
Seconded Abigail Davey

1. The information be received and noted.

CARRIED

YC4 Twelve25 Salisbury Youth Enterprise Centre February Update

Moved Mimona Abdalla
Seconded Julie Ping

1. The information be received and noted.

CARRIED

OTHER BUSINESS

YCOB1 Training Opportunities (Verbal)

Julie Brett provided an overview of training opportunities delivered by Sammy D Foundation, 'Engaging Peers in Communities' and requested Youth Council members contact her to express their interest.

YCOB2 Youth Council Mentors (Verbal)

David Charlett asked a question regarding the change in Mentor roles.

The question was answered by Julie Brett who requested Mentors approach her with ideas.

Minutes - Youth Council Sub Committee Meeting - 9 February 2016

Item 1.1.4 - Attachment 1 - Minutes of the Youth Council Sub Committee Meeting held on Tuesday, 9 February 2016

YCOB3 Youth Parliament 2016 (Verbal)

David Charlett provided an overview of Youth Parliament 2016 and Youth Council Member's interest was noted as numbers are due by the end of February 2016.

YCOB4 Family Movie Night (Verbal)

Julie Brett provided an overview of the Family Movie Night to be held on Friday, 18 March 2016 that will be run by the Youth Council.

YCOB5 International Women's Day Breakfast 2016 (Verbal)

Julie Brett provided an overview of the International Women's Day Breakfast to be held on Tuesday, 8 March 2016 and encouraged Youth Council's attendance.

YCOB6 Laneway Event (Verbal)

Julie Brett provided an overview of the Laneway Event taking place on Thursday, 25 February 2016 and encouraged Youth Council's attendance.

YCOB7 Salisbury Secret Garden - Set Up Request (Verbal)

Cameron Rowe provided information regarding the request for assistance with set up for the Salisbury Secret Garden Civic Square.

CLOSE

The meeting closed at 6.46 pm.

CHAIRMAN.....

DATE.....

ITEM	1.2.1
	POLICY AND PLANNING COMMITTEE
DATE	15 February 2016
HEADING	Strategic and International Partnerships Sub Committee - Financial Considerations and Potential Budget Strategies to Support Initiatives
AUTHORS	Nichola Kapitza, Manager Community Planning & Vitality, Community Development Greg Ratsch, Manager Economic Development & Urban Policy, City Development
CITY PLAN LINKS	3.2 To have an engaged community with a strong sense of vitality, pride and belonging
SUMMARY	The following report will provide details of the resourcing required to administer the operations of the Strategic and International Partnerships Sub Committee, in particular the management of the Sister City Agreement with Mobara and the recently signed Friendship City Agreement with Linyi, China. The report will provide a preliminary outline of the works required to be undertaken and will seek Council endorsement for the provision of an additional budget allocation of \$30,000 per annum to be considered as part of the 2016/17 budget process.
RECOMMENDATION	<ol style="list-style-type: none"> 1. A New Initiative Bid for \$30,000 be included for consideration in the 2016/17 budget to deliver on the terms of reference of the Strategic and International Partnerships Sub Committee. 2. It be noted that a complementary New Initiative Bid for \$36,000 is being submitted within the 2016/17 budget to contribute to the cost of participation in trade and investment delegations as well as build capability in small business to capture trade and investment opportunities (as per the China Action Plan).
ATTACHMENTS	There are no attachments to this report.

1. BACKGROUND

- 1.1 Council at its meeting on 26 October 2015 resolved, inter alia:
- (vii) *Staff prepare a further report setting out financial considerations and potential budget strategies to support initiatives associated with the activities of the Strategic and International Partnerships Sub Committee.*
- 1.2 In 2002 the City of Salisbury entered into a Sister City relationship with the City of Mobara, Japan. The intention of this agreement being to:
- provide opportunities for a 'global education' to the youth of both cities;
 - expand the understanding of both cities in relation to culture;
 - make the citizens of both aware and accepting of the culture of our Sister City, therefore contributing to world peace and understanding; and
 - promote the City of Salisbury and the potential for increasing tourism and trade.
- 1.3 As a result of this agreement a program of works is regularly undertaken which includes:
- management of the annual Mobara Education Exchange program in July/August;
 - receiving inbound delegations to Salisbury – including the development of a suitable itinerary, noting the next delegation arriving in Salisbury in October 2016; and
 - the organisation of outbound delegations to Mobara (usually every two to four years).
- 1.4 To enable the management of this program Council has already allocated an annual budget of \$10,000, to cover all costs with the exception of outward bound delegations' travel and accommodation costs.
- 1.5 In the past twelve months the scope of the Sub-Committee has expanded with new terms of reference being endorsed by Council., Council has also entered into a formal relationship with Linyi City and there has been increased activity by the State Government to engage with Council on international opportunities.
- 1.6 As the scope of the program has now broadened it has been identified that the existing budget allocation is insufficient to support the scope of works required. This report will provide an outline of additional resourcing required. The additional resourcing has been proposed for the purposes of submitting a bid for consideration in the 16/17 budget process. The final allocation of the funding will be at the discretion of the Strategic and International Partnerships Committee.

2. REPORT

- 2.1 The key works undertaken to manage the existing Sister City and Friendship City agreements are as follows:
- hosting inbound delegations – cost include provision of translators, transportation, civic receptions, and hospitality. Mobara delegations usually occur every two to four years, Linyi delegations to date occurring much more frequently;
 - managing the annual Mobara student exchange program – provision of a weeklong education program and tours for a delegation of up to 30 students and three teachers. This also includes costs for hire of coach, a reception, gifts for students;
 - managing outward bound delegations to both Linyi and Mobara;
 - provision of promotional publications, translated into the appropriate language, to be used for both inward and outward bound delegations;
 - provision of appropriate gifts for inward and outward bound delegations; and
 - obtaining specialist cultural advice in relation to inward and outward bound delegations and the management of the agreements.
- 2.2 Based on previous works undertaken and the costs incurred to complete these works it is estimated that the annual budget required for the management of the now expanded program is \$40,000, noting that this does not include the outbound delegation costs. A preliminary allocation of funding could be as follows, pending ratification by the Strategic and International Partnerships Subcommittee:
- contractor engagement (\$20,000) – this will provide for assistance with itinerary development for both inward and outward bound delegations and the engagement of specialist advice; and
 - project funds of (\$20,000) – to cover costs associated with the Mobara education program and the hosting of inward bound delegations,
- 2.3 There is an existing annual budget allocation of \$10,000 so additional funding of \$30,000 would be required for this program.
- 2.4 The costs of the education exchange program range from \$5,000 to \$6,000 per visit depending on the total number of students and the length of the visit. This is premised however on Mobara organising all home stays via an Australian Homestay broker. If however the City of Salisbury is required to organise home stays for all these students the cost of managing this program will increase significantly and could be in the vicinity of \$10,000 to \$15,000. This increase would be the result of homestay payments, costs associated with obtaining relevant national police checks and/or DCSI clearance for host family members aged 18 years or older and the recruitment and processing of required home stay families.

2.5 It is noted these additional funds of \$30,000 will not include outward bound delegation travel or accommodation costs. Instead a second New Initiative Bid for \$36,000 has been prepared that will contribute to the cost of participation in delegations as well as build capability in small business to capture trade and investment opportunities (as per the China Action Plan) including:

- delivering a program of activity through the Polaris Centre to assist businesses across northern Adelaide to export to China;
- identifying and engaging mentors to provide practical and focused support to businesses seeking to engage internationally;
- establishing, utilising the corporate expertise in NEL, a business to business strategy to support SMEs considering Chinese investment and trade opportunities;
- developing an ongoing program of events to raise aspirations of small businesses to consider opportunities internationally, including China; and
- linking firms with specialist organisations to identify and assist with appropriate market entry strategies.

3. CONCLUSION / PROPOSAL

- 3.1 There is a significant program of works resulting from the international and strategic relationships formed by the City of Salisbury. The scope of the program has now broadened significantly and it has been identified that the existing allocation of \$10,000 per annum is insufficient to support the scope of works required.
- 3.2 An additional allocation of \$30,000 per annum is required, noting that these additional funds will not include outward bound delegation travel or accommodation costs. Instead a second New Initiative Bid has been prepared that will contribute to the cost of participation in delegations as well as build capability in small business to capture trade and investment opportunities.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08/02/2016

ITEM	1.3.1
	POLICY AND PLANNING COMMITTEE
DATE	15 February 2016
HEADING	Salisbury City Centre - Urban Design Framework
AUTHOR	Michelle Tucker, Coordinator Urban Policy & Planning, City Development
CITY PLAN LINKS	1.2 To enhance and create quality urban areas with high amenity and integrated infrastructure 2.5 To have sustainable and resilient built environments that contribute to quality amenity 3.3 To have a city where a quality of life is achievable
SUMMARY	This report presents the Salisbury City Centre Urban Design Framework (SCC UDF) for Council endorsement. The SCC Urban Design Framework (Attachment 2) is the next level of local area planning that sits under the Salisbury City Centre Renewal Strategy. It provides the spatial guidance to achieve the assumptions endorsed the SCC Renewal Strategy. It further refines the SCC Structure Plan to enable guidance to future investors and developers, as well Council around built form, public realm, open space, and movement of people and traffic to ensure the timely and logical development of the SCC over the next 20 years.

RECOMMENDATION

1. That the Salisbury City Centre Urban Design Framework forming an attachment to the Policy and Planning Committee Agenda report of 15 February 2016 be endorsed for public consultation, to be undertaken concurrent with public consultation on the Salisbury City Centre Development Plan Amendment.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Attachment 1 - SCC Renewal Structure Plan (2012)
2. Attachment 2 - Draft Salisbury City Centre Urban Design Framework
3. Attachment 3 - Revised SCC Structure Plan

1. BACKGROUND

- 1.1 The Salisbury City Centre (SCC) Renewal Strategy and Structure Plan were endorsed by Council in 2012. This strategy provided some high level strategic principles and a structure plan for the development of the SCC over the next 20 plus years. The SCC Renewal Strategy Structure Plan is at Attachment 1.

- 1.2 As part of the implementation process for the Renewal Strategy, it was recognised that some additional precinct planning was required to test the assumptions made in the renewal strategy. The SCC Urban Design Framework used these assumptions to determine a staged process for the built form/scale of development, key public realm and open space, and facilitating the movement of vehicles and people required across the City Centre over a 15-20 year time frame.
- 1.3 The UDF has been developed based on a comprehensive review of best practice and current strategic plans, demographic and trend analysis as well as case study analysis to ensure the outcomes are well grounded and responsive to future demands and needs of the Centre and its users.
- 1.4 This information along with detailed site analysis has then been used to inform the revised structure plan for the SCC, policy within the SCC DPA as well as providing a framework for the Salisbury Oval Master Plan process.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 Elected Members - Informal Strategy 6 July 2015 and 1 February 2016
- 2.1.2 Executive and staff workshops.
- 2.1.3 Project Team - Manager Strategic Development Projects, Senior Landscape Officer, Senior Policy Planner, Principal Strategic Transport Planner, Strategic Development Project & Design Coordinator.

2.2 External

- 2.2.1 Salisbury City Centre Business Association – Attendance at Workshops.

3. REPORT

- 3.1 The SCC Urban Design Framework (Attachment 2) is the next level of local area planning that sits under the Salisbury City Centre Renewal Strategy. It provides a more detailed urban design framework to help guide and shape development within the SCC over the next 20 years consistent with the structure plan, by providing guidance on the type of land use and built form/scale of development, more detailed transport and pedestrian linkages, and the location/treatment of public realm. The aim of the UDF is to promote built form, open space and public realm outcomes that will contribute positively to the urban, economic and social fabric of the SCC.
- 3.2 The UDF aligns with a number of objectives and strategies of the Draft City Plan 2030 and will support the critical actions associated with the further development of the Salisbury City Centre and the development of the Civic Hub.
- 3.3 The UDF introduces the following vision statements for the City Centre.
 - “A thriving and walkable city Centre that celebrates its multicultural community”;
 - “A well designed, vibrant and mixed use City Centre with integrated public transport and active streets where people can meet linger and feel safe”; and
 - “A City Centre attracting investment and has a mix of successful businesses.”

- 3.4 The UDF provides detail on how the City Centre will function spatially as an activity centre building upon the existing positive characteristics. It also recommends short, medium and longer term projects to ensure maximum activation and economic benefit to the City Centre, reflective of expected market trends and demand. The UDF boundary covers the same area as the Salisbury City Centre DPA to ensure consistency in approach across the entire City Centre.
- 3.5 The UDF incorporates a revised structure plan (Attachment 3) which has been developed based upon a range of objectives for built form, movement and public realm, and key actions for each.
- 3.6 Built Form Objectives
 - 3.6.1 Offer an authentic local mainstreet experience that is well designed and legible with activated streetscape environments.
 - 3.6.2 Embrace the cultural diversity of the community and provide an inclusive, well planned and desirable location that accommodates a wide range of convenient shopping and business services.
 - 3.6.3 Encourage development that creates opportunities for vibrant, high-quality mixed-use and residential use.
 - 3.6.4 Provide for new buildings of high architectural standards which incorporate sustainability principles and provide for mixed use development.
 - 3.6.5 Provide conveniently located car parking options that support the economic, social and recreational vitality of the City Centre.
 - 3.6.6 Provide legible and integrated public transport options with integrated bicycle and pedestrian links.
- 3.7 Built Form Key Actions
 - 3.7.1 Key actions in relation to retail, commercial and mixed use include a consolidated core focused around the Church Street extension and Civic Square. A building height of 4-6 storey is envisioned for Church Street to attract a larger proportion of commercial development. It is anticipated that a range of social, community and civic services will be encouraged to relocate or establish here.
 - 3.7.2 Development along John Street should be encouraged including regeneration and infill to create additional street frontages that will increase activity. Development along this street should fit with the existing form and scale to maintain the traditional mainstreet look while still allowing for some flexibility in the development of mixed-use upper storeys particularly potential residential use. Opportunities exist to better integrate Parabanks retail facilities into the City Centre through extension of shop fronts onto John Street and to the proposed extension of Church Street.

- 3.7.3 Residential development should capitalise on locations that have good access to open space and visual amenity as well as good public transport and pedestrian connections. There is the potential to provide a diverse range of housing choices such as attractive housing options for families and tertiary students located close to education facilities, apartments on the upper storeys of mixed use developments adjacent open space and also residential development along the tops of shops along John Street.
 - 3.7.4 The significant existing provision of education services in the City Centre should be enhanced through improving the open space and the connections surrounding the education facilities and identifying ways that these can support community activities.
 - 3.7.5 There is the potential for the development of a new Council building and community hub to create a landmark development(s) in key locations within the City Centre.
 - 3.7.6 Car parking will be critical to the function of the City Centre and needs to be consolidated to enable future development while maintaining capacity. This is likely to result in a rationalization of at-grade car parking and an increase in multi-deck on-site parking, additional on-street parking, and more long term parking provision to the edge of the City Centre (particularly in relation to the transport hub). While some at-grade car parking should be maintained to support existing commercial development, new development should be encouraged to integrate car parking provision into the built form. This allows for adequate on-site car parking while still achieving street activation.
- 3.8 Movement Objectives
- 3.8.1 Create continuous, safe and easily accessible links for all members of the public throughout the City Centre.
 - 3.8.2 Create a road network that allows for easy navigation of traffic through and around the City Centre.
 - 3.8.3 Provide strong links to the City Centre from the surrounding areas.
 - 3.8.4 Aim to balance the competing requirements associated with pedestrian and vehicular needs and establish shared spaces for both.
- 3.9 Movement Key Actions
- 3.9.1 The revised structure plan proposes to create improved north/south and east/west connections throughout the City Centre. This is proposed through the extension of Church Street and Ann Street as thoroughfares as well as the formalisation of many of the 'hidden' roads within the existing car parking areas. This will increase permeability in the City Centre allowing for more movement for all transit modes. The creation of a city centre ring route allows vehicular traffic to bypass the core of the City Centre if desired.

- 3.9.2 The proposed structure plan supports and builds on existing public transport planning goals to simplify the bus routes through the City Centre. The development of the city centre ring route allows the opportunity for buses to travel around the centre. Consolidating the bus system could be achieved through ensuring routes to outer suburbs all stop at the same places within the network. The benefit of doing this would allow a central ‘superstop’ on Wiltshire St where all services would depart from making transfers to different bus routes easier, supplementing the train/bus interchange, improve legibility and accessibility of bus stops around the city centre, and would create pedestrian movement paths that activate retail opportunities.
- 3.9.3 The increased road network within the City Centre will support pedestrian and cyclist movement throughout the City Centre. However increased permeability is achieved through the enhancement of existing off-road pedestrian and cycle links as well as the identification and establishment of new links. These links exist informally currently and connect major activity centres such as the TAFE and the City Centre as well as providing easier and quicker routes in situations where large block sizes limit access.

3.10 Public Realm Objectives

- 3.10.1 Ensure the City Centre embraces people of all ages and cultures in a safe and friendly environment.
- 3.10.2 Provide for active street frontages with café style dining and high amenity streetscapes at a human scale.
- 3.10.3 Reinforce the Civic Square as the heart of the city and a major destination.
- 3.10.4 Provide for active and functional public spaces and streets that encourage community interaction, recreation and congregation.
- 3.10.5 Encourage innovative development and integration of landscape treatments to create attractive public spaces including green roofs and green walls.
- 3.10.6 Ensure that the public realm is safe, accessible and caters for the needs of all members of the community (all accessible and age friendly).

3.11 Public Realm Key Actions

- 3.11.1 The open space and public realm recommendations are proposed to increase the amenity of the City Centre. This includes the continued development and expansion of Civic Square, pedestrian walkways and connections, and the development of streetscapes which support community interaction, tree planting, landscape treatments, street furniture, public art and sustainability objectives.
- 3.11.2 There are two key sport and recreation spaces within the city centre; the Salisbury Oval Precinct and the Little Para River. The provision of activities in these spaces should be retained and enhanced in future. There are opportunities to increase the use of the Little Para River as a recreation destination.

- 3.11.3 Creating active streetscapes should be concentrated in key locations within the City Centre and support places which are already established activity nodes. Two key locations have been identified which are John Street and Civic Square, and Gawler Street around the interchange to the cinema. These locations provide the opportunity to build on the existing character and vibrancy of Salisbury City Centre.
- 3.12 The implementation of the UDF Structure Plan has three stages (short, medium and longer term) with initial focus on the core area of John Street and Church Street and then working outwards towards the edges of the City Centre.
- 3.13 Stage 1 Short term (0-5 years) focuses around the development of the community hub with integrated car parking, infill development along John Street, potential extension of Church Street, key pedestrian and cycle linkages, Wiltshire Street bus stop, enhancement of public realm along John and Wiltshire Streets, increased open space links to civic and community destinations, the further development of Civic Square, and finalisation of the master planning and commencing the development of the Salisbury Oval precinct.
- 3.14 Stage 2 (5-10 years) Extension of mixed use development along Church Street and expand built form south to create John Street frontage, potential residential development (up to 6 storeys), develop the ring road and key pedestrian and cycle links, enhance public realm along Gawler Street and around transport hub, continue enhancement of streetscapes, and continue redevelopment of Salisbury Oval.
- 3.15 Stage 3 (10-20 years) Continued expansion of development around transport hub and along Church Street, development of eastern car park with active frontage to Ann Street and Commercial Road, increase residential and mixed use development at key locations, investigate potential multi deck car park and continued public realm upgrades of streets.
- 3.16 The implementation also includes some 'quick wins' which are low cost, can be implemented in the next 1-2 years and have potential high impact results. Some examples include reviewing awnings/verandahs to increase amenity and provide shade, reviewing car parking to create more turnover, removal/ modification of gazebos and shade structures along John Street, and painting bollards a uniform colour and removing chains that limit pedestrian movement (where safe to do so).
- 3.17 Another mechanism that will help implement the UDF is the Salisbury City Centre Development Plan Amendment (SCC DPA). The UDF has helped informed the policy in the DPA to ensure a consistent approach to development throughout the City Centre. The DPA and UDF together will provide developers and land owners additional guidance when looking to invest and develop within the SCC.

4. CONCLUSION / PROPOSAL

- 4.1 The SCC UDF is the next level of local area planning for the City Centre. It provides the spatial guidance to achieve the assumptions endorsed the SCC Renewal Strategy. It further refines the SCC Structure Plan to enable guidance to future investors and developers, as well Council, around built form, public realm, open space, and movement of people and traffic to ensure the timely and logical development of the SCC over the next 20 years. The SCC UDF is a responsive rather than prescriptive framework that can be reviewed and amended over time as development occurs to ensure a pragmatic approach to the development of the City Centre.

CO-ORDINATION

Officer: EXECUTIVE
GROUP
Date: 08.02.16

SALISBURY CITY CENTRE RENEWAL STRATEGY

BREATHING NEW LIFE



Church Street

- Church Street to be possibly extended through to Salisbury Highway becoming the primary North-South Link within the City Centre
- Church Street extension does not necessarily mean the relocation of council offices
- Potential for a site to deliver a significant amount of car parking associated with new commercial, retail and residential developments



- Central two-way tree lined boulevard and wide footpaths that promote vehicle and pedestrian movement in front of new retail and commercial developments that also visually bring the Little Para River (Pitman Park) into the centre
- Potential for residential development to provide greater activity and support for local business services
- Public realm improvements to facilitate ground floor activity and passive surveillance from upper storeys



Civic Square

- Important to create a hub of community activity
- Promote day and night recreation, entertainment activities, compatible with apartment living.
- Need for greater residential development to provide the City Centre with a permanent residential population



- Facilitate the provision of play space and urban greenery throughout the Civic Square to create an environment with higher amenity
- Create vibrancy and vitality by promoting cultural events in the square and encourage outdoor dining
- Ensure legible public transport, bicycle, vehicle and pedestrian movement networks and availability of parking spaces



Public Transport Hub

- Promote mixed-use development
- Upgraded interchange with more convenient facilities promotes pedestrian movement into John Street.
- Simplify bus movement within the City Centre to encourage public transport use
- Facilitate stronger linkages between



Little Para River Route

- New road constructed between Commercial Road and Gawler Street to improve private and public transport movement and increase activity along the Little Para River.



- New development that includes upper level apartments that overlook the Little Para River, promoting greater use of the reserve and the Little Para Linear Trail.



John Street

- Focus on John Street as the 'Main Street' which serves the primary function of providing the Retail Core for the Salisbury City Centre
- Upper storeys should contain office, car parking and residential land uses



- An active and functional public realm should enhance vibrancy along John Street, showcasing it as a lifestyle precinct within the City Centre
- John Street should become a Green Boulevard with a consolidated tree planting scheme to highlight its status

Gateway Statements

- High quality entrance statements to be developed at key entry points surrounding the city centre at the following intersections:
 - Train/bus interchange
 - Commercial Road and Park Terrace;
 - Church Street and Park Terrace;
 - Gawler Street and Salisbury Highway; and
 - Salisbury Highway and Park Terrace
- There is the potential to enhance these gateways with iconic architecture



Legend

	Primary Road		Proposed Entry Statement		Green terminus
	Secondary Road		Key Desired Pedestrian Connections		John Street
	Tertiary Road		Green Street		Upgraded Interchange
	Boulevard Road		Proposed Green Street		Active Frontages
	Local Road		Little Para River		High Density Mixed Use
	Proposed Road		Open Space		Medium Density Mixed Use
					Residential



ACKNOWLEDGMENTS

The Urban Design Framework and Streetscape Guidelines (Salisbury City Centre) was undertaken by:

- WAX Design (lead consultant)
- URPS
- Infraplan

(TBC)

REVISION	DATE	STATUS	CHECKED
V14	18/12/2015	For review by Council	CS
V13	14/12/2015	For review by Council	WK/CS
V12	30/11/2015	For review by Council	WK/CS
V11	27/11/2015	For information	WK
V10	23/11/2015	For information	WK
V09	20/11/2015	For information	WK



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1.0 | CONTEXT

1.1 PREAMBLE

This document is an urban strategic planning tool that provides the urban design basis for the re-development of the Salisbury City Centre (SCC) over the next 20 years. The Urban Design Framework (UDF) is intended as a guide for change in the SCC, which supports both Council and State policies including the Metropolitan Adelaide 30 Year Plan, as well as community expectations.

The Urban Design Framework (UDF) builds upon the investigations and significant community engagement associated with the Salisbury City Centre Renewal Strategy and Implementation Plan (The Renewal Strategy).

This Urban Design Framework also takes into consideration the ideas and concepts from a diverse range of professional stakeholders including urban and transport planners, landscape architects, safety and age-friendly advocates as well as concepts outlined in "Streets for People- Compendium for South Australian Practice" and "Healthy Places and Spaces".

The purpose of the UDF is to provide guidance in realising a new spatial framework for the SCC as set out in the Renewal Strategy and Council's Structure Plan.

The Renewal Strategy involved undertaking detailed investigations regarding the physical, social, economic and environmental issues affecting the Salisbury City Centre. This included reviewing and aligning with State and Council key development strategies, a detailed retail capacity assessment, car parking study and traffic report.

An extensive stakeholder and community consultation process was undertaken throughout the development of the Renewal Strategy with the results of this process directly informing the Renewal Strategy.

The Renewal Strategy concluded that there is significant opportunity in Salisbury City Centre to capitalise on and enhance the traditional 'town centre' retail experience that exists along John Street, to revitalise and bring vibrancy into the City Centre and to facilitate significant development and provide opportunities for permanent residential accommodation within the City Centre.

Managed appropriately and proactively, Salisbury can develop as a vibrant and active city centre. Council can play a lead role in advocating for private sector investment that promotes greater vitality as well as further use of existing businesses and public facilities and places that meet the objectives of the strategy.

In addition to its advocacy role, Council can utilise its existing resources and association with its businesses and community groups to lead the revitalisation of the city centre.

Six Planning Principles were identified with associated key outcomes; these were based on the community consultation process and aimed to achieve the project objectives and included the following:

1. Provide progressive leadership and being economically deliverable

- Provide progressive leadership to implement integrated "place management";
- Encourage development attraction;
- Identify strategic partnerships;
- Promote the green economy and green collar jobs;
- Leveraging existing opportunities relating to the aged care, defence, immigration and education sectors and Council's land holdings; and
- Encourage the development of an economy, whereby businesses of varying sizes are supported.

2. Develop a consolidated centre

- Focuses intense activities within a core area of the SCC;
- Activating streets with more intense and diverse retail, commercial and cultural businesses and uses;
- Increase residential population to support activities within SCC; and
- Increase safety and security.

3. A legible movement network

- Defined gateways into the SCC.
- Legible and efficient road networks.
- Car parking locations that support (rather than dominate) pedestrian and cyclist-friendly streets and built form.
- Accessible, intuitive, interesting and safe pedestrian networks and environment.

4. Provide active and functional public spaces and streets

- Facilitate opportunities for street level based activities.
- Promote pedestrian friendly streetscapes.
- Activate the Civic Square and the Little Para River as focuses for informal public gathering and meeting places.
- Optimise visual and pedestrian connections to John Street, the Civic Square and recreational open spaces.

5. Cultivate social vitality and environmental sustainability

- Embrace cultural diversity.
- Integrate all-age friendly and inclusive design into the public spaces and private sector developments.
- Integrate public arts and events in the SCC.
- Integrate environmentally sustainable developments, residential and business practices into the public spaces and private sector developments.

6. A flexible, responsive built form and density framework

- Provides a broad direction for the future planning and development of SCC.
- Articulate the preferred future direction including the desired road network, the location of gateways and key activity and development areas.
- Provide sufficient flexibility to allow built form and density to respond to the future demands.
- Integrate economic, social and environmental considerations while having regard to market reality.

1.0 | CONTEXT

1.2 STRATEGIC FRAMEWORK

The Salisbury City Plan 2020 Sustainable Futures sets out the overall strategic direction for the Council and community for the medium term. This considers the social, environmental and economic development of the Council as a whole. Each subsequent strategy, framework, plan and guideline works to provide more detail on the future direction for Salisbury.

Salisbury City Centre Renewal Strategy

The SCC Renewal Strategy and Structure Plan, shown in figure 1.2.1, were adopted by Council in September 2012 and provided the first step in realising the future potential of the SCC. The Structure Plan has evolved over time as a result of extensive community and stakeholder consultation and is the foundation or skeleton for future development of the SCC. It shows the proposed entry points, road and transport network, open space linkages and the relative concentration / urban form and density of buildings and forms the basis for the UDF and streetscape guidelines.

Urban Design Framework

The Urban Design Framework (UDF) is intended as a guide for change in the SCC, the aim of the UDF is to promote the creation of built form, open space and public realm outcomes that will contribute positively to the urban and social fabric of the Salisbury City Centre.

The UDF is the next step after the structure plan and provides more detail into how the City Centre will function spatially as an activity centre building upon the existing positive characteristics, it will guide the future look and feel of the City Centre.

Streetscape Guidelines

Streets are an important consideration for creating a coherent, compact, walkable centre. Streets are multifunctional public spaces that connect most activity within our towns and cities and how they function is imperative to the success of a centre. The urban design framework and streetscape guidelines will help inform future planning, development and landscape and streetscape design.

Draft Salisbury City Centre Development Plan Amendment (DPA)

The SCC Renewal Strategy identified the need to amend the City of Salisbury Development Plan to enhance existing policy areas and reflect the outcomes of the Strategy and Structure Plan. The Draft DPA is the tool that will help the implementation elements of the UDF and will incorporate planning principles consistent with those identified in the UDF.

The DPA will assist in the implementation of elements of the UDF by incorporating land use zoning that reflects the vision of the Renewal Strategy and planning principles consistent with those identified in the UDF into Council's Development Plan. These Development Plan policies will complement the UDF and provide developers and land owners with additional guidance when looking to invest and develop within the City Centre.





Figure 1.2.1: Salisbury City Centre Renewal Strategy (2012) Structure Plan

Key Considerations:

- Extension and development of Church Street
- Develop transport hub (Green Terminus)
- Creation of green streets/boulevards for the City Centre
- Development of Little Para River corridor
- Retain John Street as the 'Main Street'
- Enhance Civic Square (placemaking, activation and residential development)
- Increase commercial built form by 20,000m² (over 10 years)
- Provide 500 dwellings (250 medium density)
- Encourage development heights up to 8 storeys
- Optimise parking - possible demand for additional 1000 spaces
- Promote the link between TAFE and Entertainment areas in John Street, Civic Square and Pitman Park
- Promote linkages between Salisbury Recreation Precinct (North) and Salisbury Oval Precinct (South)
- Improve link along John Street to Salisbury Interchange

1.0 | CONTEXT

1.3 VALUE OF STRUCTURE PLANNING

The UDF builds upon the SCC Structure Plan by undertaking a finer grained analysis of the centre, particularly in relation to built form, scale and land use whilst having regard to expected market demand. For example building heights (and therefore floor areas) are not only considered in the context of not only built form and streetscape outcomes, but the likely market demand for floor area over the 20 year time frame of the UDF. The aim is to manage the many diverging demands for development, population growth, transport connections, community infrastructure and the need to maintain the distinct character heritage and a sense of place within the contested urban realm of the City Centre.

The UDF is the next step in Council planning and will aid in the formation of detailed urban design plans, streetscape guidelines, Development Plan Amendments and other frameworks and future works programmes that will support change over the next 20 years.

Without careful planning and urban design consideration there is a risk that development may limit the potential to meet future demands or negatively impact the existing character and cultural diversity of SCC. Ultimately, future planning must reinforce the life and vitality of the local community, businesses and industries that live and work in these areas.

The UDF expands on the accepted approach that structure plans follow a land-use planning process. The UDF seeks to explore the context of the City Centre, the urban form, scale, character, existing services and infrastructure to create a framework that builds on the existing qualities to create a new urban fabric that will meet the capacity requirements as anticipated by Council and its community.

All too often, structure planning and the resulting urban development involves the loss and subsequent reinvention of 'the character and qualities of the City Centre'. The role of the UDF is to identify the potential opportunities that can deliver a planned urban design framework with integrated public and private realms and which combines the existing character of the City Centre with new investment and development opportunities.

1.3.1 PROCESS

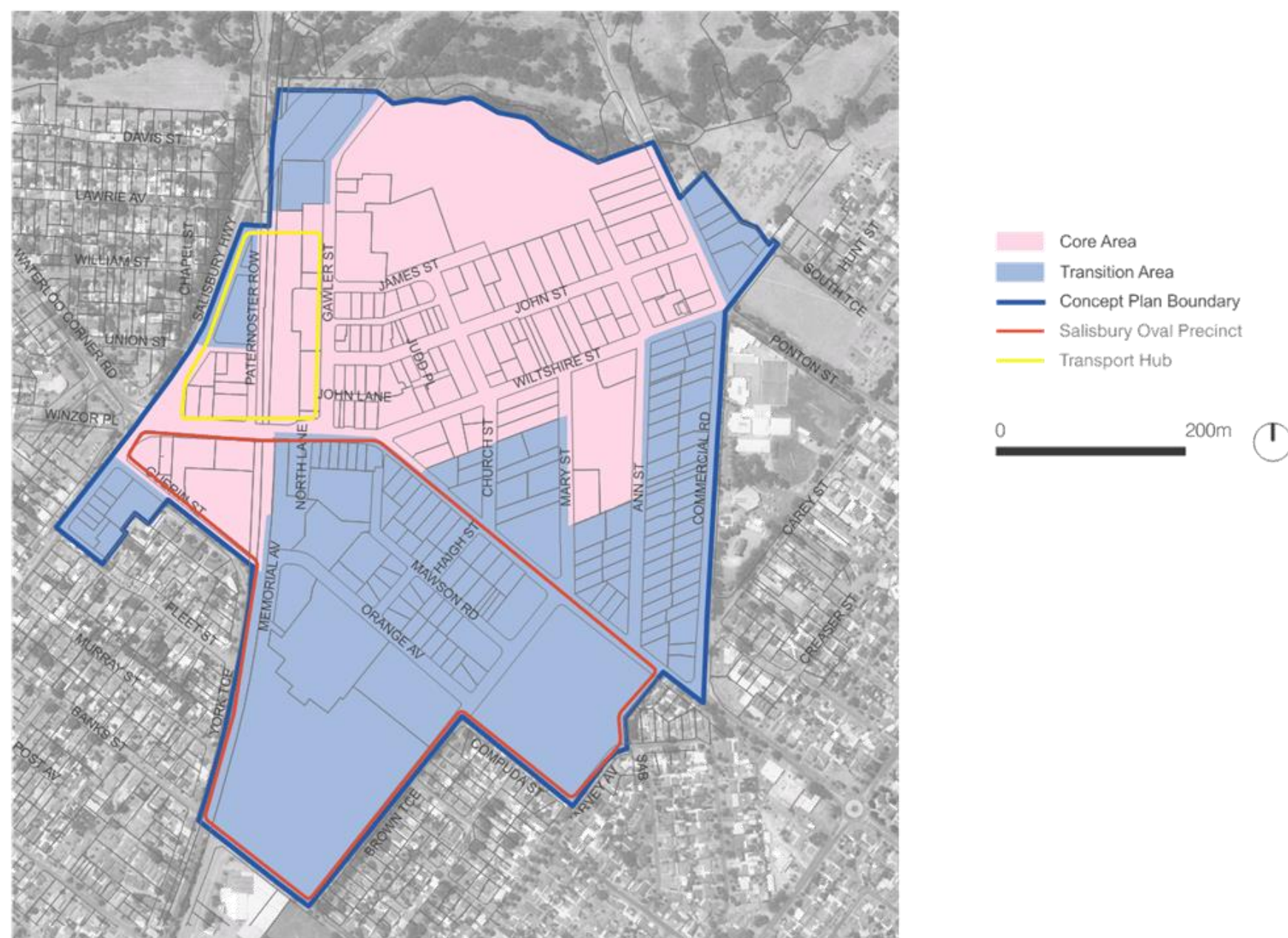
The UDF has involved a detailed assessment of the context and potential future of SCC. The process has involved background research into existing case studies, key city centre trends and literature, as well as a site and demographic analysis which has provided an understanding of the character and function of the city centre.

The UDF considers the three major elements of the urban realm – Built Form, Movement and Public Realm - and considers the following:

- Identifying land uses, infrastructure systems and programmes that provide and support future development as well as public realm and place making opportunities
- Assessing and identifying land, open space or streets that have the potential to become important or recognised public places for the future
- Identifying existing land that has the potential to meet future development demands
- Assessing existing building heights and massing within precincts that will inform future planning of mixed use development, recognising the interface between commercial/mixed use/residential land use and the effect of built form on desired streetscape character
- Identifying potential sustainable transport solutions and connections within each precinct.

1.4 PROJECT SCOPE

The project scope considers the area covered by the Salisbury City Centre Development Plan Amendment (DPA). While recognising the future planning that will be undertaken around the transport hub, directed by the Department of Planning, Transport and Infrastructure, and the Salisbury Oval Precinct (currently being considered by Council).



Salisbury City Centre DRAFT Development Plan Amendment



2.0 | BACKGROUND

2.1 LITERATURE REVIEW

An analysis was undertaken to ensure that the development of the Urban Design Framework provided continuity from previous council plans and strategies. This is an important step as it ensures that the UDF is aligned with previous planning outcomes and that elements specific to this project were identified and considered.

On the following pages, the key considerations for the UDF within these documents are identified and presented in three different categories, built form, movement and public realm.

The following documents were included in the literature analysis:

The City Plan 2030

Provides the key overarching strategic direction for the Local Government Area of Salisbury.

The Renewal Strategy

Provides the structure planning for the Salisbury City Centre and directly informs the UDF.

The Community Engagement Outcomes

This was the community engagement process undertaken for the Renewal Strategy and gives a finer level of detail of the community response for the city centre.

Landscape Plan (2008)

Gives key considerations for landscaping within the city and has driven landscape within the city for the last seven years.

The DRAFT Wiltshire Street Concept Plan

Has been prepared to modify Wiltshire Street as the main thoroughfare for vehicles and buses to and from the interchange. This is in response to the Renewal Strategy and considers the development of a public transport 'super stop'.

DRAFT Walking and Cycling Plan

Illustrates best practice design guidelines for providing on-road and off-road cycling infrastructure and footpath widths.

Heart Foundation's Streets for People Compendium

The Heart Foundation's Streets for People Compendium and additional literature was identified as key urban design references that will be considered during the development of the UDF.

2.0 | BACKGROUND

	CITY PLAN 2020 SUSTAINABLE FUTURES	THE RENEWAL STRATEGY	COMMUNITY ENGAGEMENT OUTCOMES
Built Form	<ul style="list-style-type: none"> Encourage and plan for Transport Orientated Design and increase density around transport hubs Investigate potential residential urban growth opportunities Facilitate development of under utilised urban land across the city Ensure that existing and future urban environments are able to withstand and adapt to future demand Encourage a choice of housing for a diverse population 	<ul style="list-style-type: none"> Provide opportunities to establish residential and mixed use developments to increase the permanent resident population within the Salisbury City Centre. Create opportunities for development of key sites. Increase densities within the Salisbury City Centre. Consolidate Civic uses Create active frontages along John Street, Church Street and the Civic Square. Optimise car parking within the Salisbury City Centre while encouraging pedestrian / shopping friendly environments 	<ul style="list-style-type: none"> Retain key landmarks such as Clock Tower, Library, Cinema Retain a sense of history Keep a human scale to the city centre Provide mixed use, residential development within the city centre Built form with interesting facades and timeless design Convenient and adequate car parking
Movement	<ul style="list-style-type: none"> Ensure optimal transport (including public and non-motorised) movement across the city Enhance connections and opportunities for safe travel between transport nodes and spaces 	<ul style="list-style-type: none"> Improve pedestrian and public transport connectivity of the interchange to more central elements of the core. Improve cycling links throughout the city centre Improve road network to facilitate improved vehicular movement into the Salisbury City Centre. 	<ul style="list-style-type: none"> Reduce vehicular congestion and improve safety Establish better links between services/ open space/ activities Convenient and safe public transport running around the city centre (not through) Improved signage and information Improve pedestrian movement along John Street (remove bollards) Create a pedestrian friendly city centre More bike lanes
Public Realm	<ul style="list-style-type: none"> Conserve and enhance biodiversity habitats Manage reserves and open space to support community needs while balancing resource use and environmental impact Maximise re-use opportunities and mitigate the impacts of storm water inundation and flooding Plan, provide and manage recreation infrastructure to meet the needs of the community Create places that enable community vitality 	<ul style="list-style-type: none"> Implement the adopted Planning Principles, including, principles relating to active and functional public places and enhancing social vitality and environmental sustainability. Bring green space into the Salisbury City Centre. Develop entrance statements at key entry points surrounding the SCC. Improve connections to the significant open spaces around the SCC. 	<ul style="list-style-type: none"> Improved public realm - outdoor dining, awnings, better paving, wider footpaths Improve safety - security, Crime Prevention Through Environmental Design (CPTED), better pedestrian crossings More trees, vegetation and landscape in the city centre

	LANDSCAPE PLAN (2008)	DRAFT CYCLING AND WALKING PLAN	DRAFT WILTSHIRE STREET BUS CONCEPT PLAN
Built Form	<ul style="list-style-type: none"> Activated built form edges to civic spaces Trees within at grade car parking to provide shade and amenity Consider impact of landscape on adjacent built form The grounds of Civic buildings to be well designed sustainable landscapes - attractive, colourful and functional Encourage the community to landscape private property consistent with council policy 		
Movement	<ul style="list-style-type: none"> Landscape along road ways, in medians and roundabouts should not obscure sight lines and negatively impact safety 	<ul style="list-style-type: none"> Proposed bicycle routes on Wiltshire Street, Park Terrace and Commercial Road, plus fine-grained accessibility for cyclists (traffic calming/green streets) to access Little Para and the Interchange. Provide bicycle parking at destinations and regular intervals Proposed Gawler Greenway along rail line (currently under construction or completed in other areas - the Draft Integrated Transport Land Use Plan (DPTI) stated that the entire Gawler Greenway will be completed by 2025). 	<ul style="list-style-type: none"> Indented bus stops (length for 2 x buses) shown just east of Mary Street (both sides) One lane in each direction is maintained but width reduced by installing a median. Median island prevents traffic from turning at Mary Street and some car parks or driveways Pedestrian crossing points shown at intersections and junctions Bus lanes are not anticipated as part of the upgrade
Public Realm	<ul style="list-style-type: none"> Landscape used as entry statements Provide opportunities for access to open space and a range of informal and formal recreation spaces Public art used to create image and identity within the city Public realm should maintain comfort through shelters/shade/awnings Maintain landmark and feature trees Water Sensitive Urban Design (WSUD) Appropriate choices in landscape for the climate, safety, water and location requirements 		<ul style="list-style-type: none"> Improved pedestrian amenity and safety with median island allowing '2-stage' crossing

2.0 | BACKGROUND

2.2 DEMOGRAPHIC ANALYSIS

The demographic information for the Salisbury City Centre and Salisbury Local Government Area gives an indication of the existing population characteristics and potential future needs. This information along with national demographic trends can give some indication of how the population profile of Salisbury might change over the next 20-30 years.

While some key considerations have been identified, it is important to acknowledge that these are only indicative and represent potential trends. Furthermore demographic information can only provide information on the recent population composition. Consideration should be given to the potential future population, drawing on trend analysis, but also what the desired future population composition is. Planning for different demographic profiles will influence a range of urban design decisions such as residential location and provision, facility and services, open space and transport.

Population

The age structure of an area can provide some indication of the level of demand for services and facilities currently and into the future. It can also give some indication when examined in conjunction with other figures how the residential requirements and function might change over time. The population in 2011 for the City of Salisbury was 129,111 (ABS) according to the Government of South Australia population figures this will increase to 144,359 in 2026.

The City of Salisbury has a consistently higher proportion of younger people (0-19 years) when compared to Greater Adelaide, indicating that the area is attractive and home to a higher proportion of families. In 20 years (2035) the youth of Salisbury will range from 24-43 years old.

Consideration should be given to the potential demands of this age group and the potential shift in housing demands to retain this population. It is likely that this age group will have different residential needs such as single bedroom apartments and the desire to live close to the City Centre. In the short term (2015-2020) consideration should be given to the high percentage of 15-19-year-olds, this age bracket will be 19-24-year-olds and 24-28-year-olds respectively. Current trends show that this age group will typically be looking to move out of the family home, a large percentage will choose to live alone, will have a lower disposable income due to either studying or entry level salaries necessitating lower cost housing choices, and will choose to live closer to shops and services.

This also indicates that there could be a need for the relevant infrastructure over the next 20 years such as schools, family attractive housing options located close to schools. There is also a higher proportion of young adult age groups (20-34 years) when compared to Greater Adelaide. This age group could desire affordable housing options such as townhouses or units/apartments that could change over the next 20 years to accommodate families. Overall the City of Salisbury has a lower proportion of the older age brackets 75+ when compared to Greater Adelaide.

The suburb of Salisbury does not follow the trend of the Local Government Area with a lower proportion of younger people (0-19 years) when compared to the City of Salisbury. The suburb does, however, have a higher proportion of young adults (20-29 years) than the City of Salisbury, which could be a reflection of people who attend the TAFE or an indication of a preference for an urban centre living. The suburb also shows a higher proportion of older people (70+) when compared to the City of Salisbury, which could indicate a desire to live closer to services and facilities. These could indicate that there is a need to provide a diversity of housing options close to the City Centre.

Figure 2.2.1: Age Structure – Salisbury Suburb

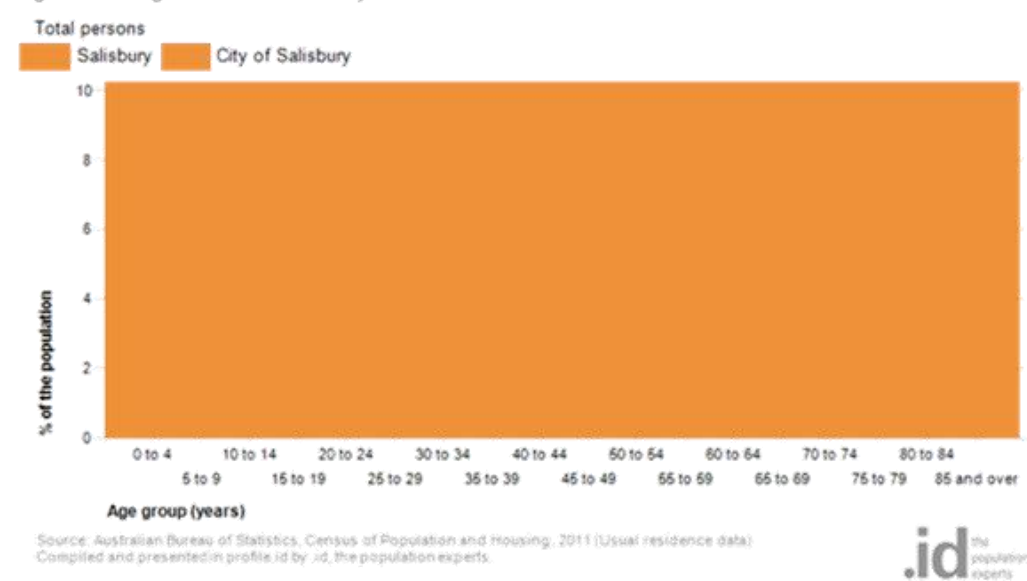
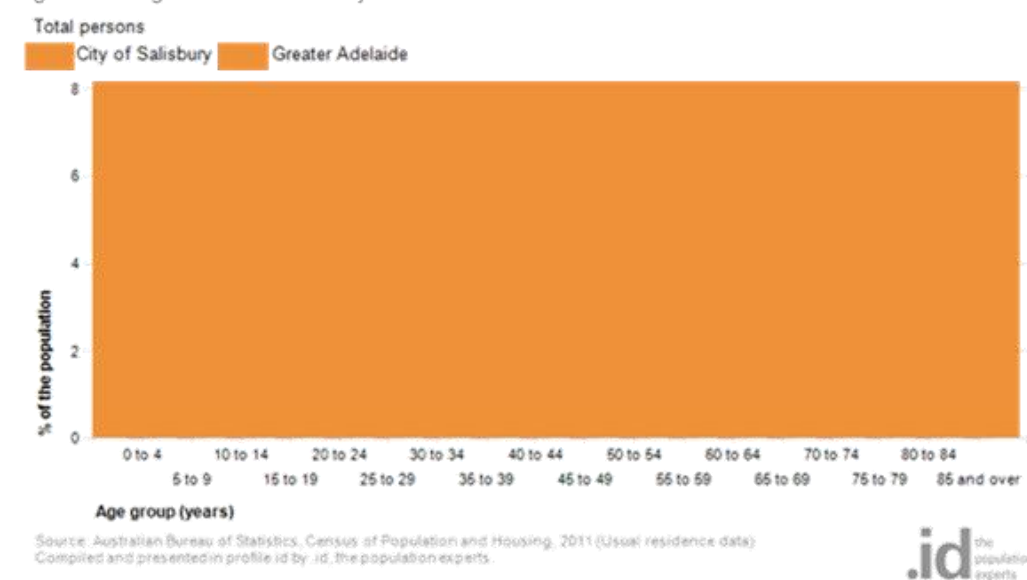


Figure 2.2.2: Age Structure – Salisbury LGA



a similar amount of people moved into and out of Salisbury to another location in south australia.



migrants from overseas was the largest group of people moving into Salisbury in the 2006-2011 period.



33.4% of people in the suburb of Salisbury were born overseas.



23.5% of people born overseas came from non-english speaking backgrounds.

Migration by Location

Understanding where the City of Salisbury's current residents have moved from helps in predicting future mobility patterns and demographic change. The census questions 'Where does the person usually live' and 'Where did the person usually live five years ago' gives an indication of migration flows into and out of Salisbury.

In the 2006-2011 period migrants that were from overseas were the largest group of people to move into Salisbury. Three of the top areas that they relocated to included Salisbury South/East, Salisbury Central and Salisbury North/East. There was a comparatively even amount of people moving into/out of Salisbury from/to other areas of South Australia.

Country of Birth

The country of birth data gives an indication of the level of cultural diversity in the City of Salisbury. The data shows that the City of Salisbury has a higher proportion of the population that were born overseas compared to Greater Adelaide and a higher proportion of people who were born in a country where English is not their first language.

Overall, 27.8% of the population was born overseas with 18.1% migrating from a non-English speaking background, compared with 25.3% and 15.1% respectively for Greater Adelaide. This trend is more prevalent in the suburb of Salisbury with 33.4% of people born overseas and 23.5% coming from a non-English speaking background. This demonstrates that there is a higher level of cultural diversity within the City of Salisbury which can have interesting urban growth and planning implications and questions.

2.0 | BACKGROUND

 35% of families are couples with children in the suburb of Salisbury

 37% of families are couples with no children in the suburb of Salisbury

 26% of families are one parent with children in the suburb of Salisbury

Family Composition

The family composition represents varying residential needs that are influenced by the space needed by the family and the cost of various housing choices. In the suburb of Salisbury, there is a relatively even proportion of couples without children, couples with children and one parent with children. Couples with no children can include not only young and old couples without children but also older couples whose children no longer live at home. One parent families' housing choice could be influenced by lower disposable income, based on a single income.

Family composition can also give an indication of what facilities and services might be required. There is a higher proportion of families with children under 15 years compared to families with children over 15 years within the suburb of Salisbury. This could influence education requirements, playground and open space provision, health services and housing choice.

 37% of households are single person households in the suburb of Salisbury

 33% of households are two person households in the suburb of Salisbury

Household Composition

Current household composition, when analysed against current trends and housing provision can indicate considerations for future residential provision. It can be seen that in 2011 in the suburb of Salisbury there was a high percentage of dwellings occupied with two-person families; this reflects couples without children and a proportion of one parent families. There is also a high percentage of dwellings with one resident (37%) which reflects an increase in one person households across Australia in the last few decades; with 24% of all households being lone person in 2011. Implications could include a higher provision of residential options for household with one occupant such as smaller semi-detached dwellings and flats, units or apartments.

 61% of occupied private dwellings are separate dwellings in the suburb of Salisbury

 3-4 bedroom houses make up 85% of separate dwellings

 23% of occupied private dwellings are a flat, unit or apartment in the suburb of Salisbury

Dwelling Structure

The existing housing stock in the suburb of Salisbury will determine the type of dwelling people live in. The suburb of Salisbury does have a relatively diverse provision of housing types when compared to the local government area. However, there is still a high percentage of separate houses (61%); furthermore a large proportion of these separate houses are three or four bedroom houses (85%). This can have implications for families and non-families who cannot afford the higher cost of renting or buying a separate house, especially younger people who wish to live alone, and older couples who want to downsize their dwelling.



Proficiency in English

The proficiency in English measures the self-assessed proficiency of English of people who speak a language other than English at home. The City of Salisbury has a higher proportion of people who speak English as a second language, 17% compared to Greater Adelaide 14.4%. It also has a higher proportion of people who do speak English not well or not at all 5.1% compared to Greater Adelaide 3%. This is especially true for the suburb of Salisbury with 9% of the population people who do speak English not well or not at all. This not only has implications for how Council communicates with this portion of the population but how well the City Centre is signed, consideration should be given to how easy it would be for this portion of the population to find their way around the city centre.



Religion

Religion statistics can give some indication of cultural identity and ethnicity; there are many reasons for different religious compositions including country of birth, ethnic background, population age, values and belief systems. The data shows that there is a wide range of religions practiced in Salisbury, with a higher proportion of non-Christian beliefs 9% when compared to Greater Adelaide 5.8%. This has implications for the provision of religious facilities within the City Centre, a central location that can be accessed by some people.

Key Considerations:

- There are key age brackets (0-19-year-olds) that represent a high proportion of the population of the City of Salisbury and whose housing and lifestyle demands will change over the next 20 years.
- There is not a diverse range of housing options in the City of Salisbury or Salisbury suburb, with the majority of occupied dwelling being separate housing (85% and 61% respectively).
- The majority of dwellings which are occupied by non-families have a single occupant (37% of total households in Salisbury suburb)
- There is a diverse range of people who live in the City of Salisbury with 27.8% of people born overseas and 18.1% of these born to a non-English speaking country.
- There is a high proportion of non-Christian religions practiced in the City of Salisbury (9%) compared to Greater Adelaide (5.8%).
- The City of Salisbury has a higher proportion of people who speak English as a second language, 17% compared to Greater Adelaide 14.4%. It also has a higher proportion of people who do speak English not well or not at all 5.1% compared to Greater Adelaide 3%.
- Current building stock does not reflect growing trends for single occupancy dwellings close to services and facilities.

2.0 | BACKGROUND

2.3 TREND AND CASE STUDY ANALYSIS

A range of literature was reviewed including research papers, planning theory and official guidelines. From these, a number of key trends were identified that could influence the development of Salisbury City Centre. Consideration of these trends provides opportunities for enhancing the existing and identifying future development potential of the City Centre.

The trends identified are:

- Road Design – Safety for all Users
- Economics and Consumer Trends
- Healthy Cities
- Wellbeing
- Densities and Walkable Neighbourhoods
- Urban Design and Placemaking
- Place Management
- Climate Change and Green Infrastructure

These trends tend to support and influence each other encouraging better overall urban, social and environmental outcomes. For example, road design can impact on healthy city outcomes, economic outcomes, placemaking and climate change.

An overview of each of these trends is provided on the following pages and key considerations for the development of the Salisbury City Centre Urban Design Framework are highlighted.

There is a rich history of the mainstreet within towns and cities; this is not a new concept. The way in which the mainstreet, and the City Centre, is designed and utilised reflects contemporary social values and current urban theory and vitality of the public realm.

To inform the development of the Salisbury City Centre Urban Design Framework an analysis on current local and international mainstreet design was undertaken.

The assessment of contemporary mainstreet design was considered based on the following:

- Best practice case studies
- Recognised trends which effect public realm and streetscapes

Case Studies that were identified in both the Salisbury City Centre Implementation Strategy 2012 and the Heart Foundation's Streets for People: Compendium for South Australian Practice were included in this analysis. The detailed analysis is included in Appendix B.

This analysis was then used to assess the current operational functionality of John Street against contemporary mainstreet design and city centre trends. This analysis was undertaken as part of the site analysis in section 3.0 of this report.

Road Design - Safety for all Users



In designing streets for Salisbury City Centre, there has to be consideration given to the functionality and intended use of the roads. There are certain areas that the pedestrian, as the most vulnerable road user, must be foremost in design considerations and safe access for all users must be paramount.

Consideration should be given to reduced traffic speeds within the City Centre. Pedestrians are well catered for across the mainstreet, transport and most of the south mixed use precincts with regular pedestrian crossings being provided, maintained footpaths and seating options. However this is not continued in the northern mixed use precinct and the eastern block of the southern mixed use precinct where greater definition needs to be given to the grid of the city. The City Centre has many options for public transport; however there is limited cycling infrastructure into and throughout the City Centre.

Economics and Consumer Trends



Economic research indicates that walkable urban areas, on average, generate higher real estate values for surrounding office, retail, hotel, rental apartments and housing compared to low-density driveable locations.

A variety of shopping options already exists within the City Centre, including traditional small shopping street experiences and larger mall destinations. The incorporation of technology such as free Wi-Fi has been implemented as part of the Civic Square redevelopment and stage 1 works. While the City Centre contains a broad base of commercial and retail facilities, the experience and amenity of these areas varies from typical mainstreet activation to large car park areas with limited interest or amenity. The Urban Design Framework and Streetscape Guidelines need to establish a variety of public realm experiences that encourage consumers to linger in the City Centre.

Healthy Cities



There has been recognition that the built environment can impact on health issues of the community. To optimise walking, streets need to be places for people to gather and linger; this can include the quality of the public space and the activities that are available there.

The reduction of car parking is an important consideration in the City Centre. There have been policy changes for car parking requirements. Careful consideration needs to be given to this issue in any future redevelopment.

Consideration should be given to how well the precincts within the City Centre and the wider area are connected to promote walking and cycling

Wellbeing



In recent years, the rapidly expanding field of positive psychology has made its way into the workplace, street scapes and into the way in which architects design. The focus on wellbeing comes from the discipline of positive psychology. In positive psychology the principals to achieve wellbeing for individuals and communities are enshrined in the PERMA Principals which are;

- Positive emotions
- Engagement
- Relationships
- Meaning
- Accomplishment

A focus on the principles of wellbeing are important to the City of Salisbury, as we begin to understand how the benefits of more abstract measures of success, such as happiness, satisfaction and well-being affect intersect with our communities' ability to flourish.

Wellbeing in which people's basic needs are assured and individual and collective aspirations are realized through a process of forethought called design. Design can transform spatial conditions in order to create wellbeing.

Design for long-term well-being requires a shift in focus from product experience to meaningful activities.

Design in this context would need to concentrate upon four ingredients creating places where activities have a high impact on our happiness and enable us to

- use and develop personal skills and talents
- are rooted in core values, such as relationship building and engagement
- contribute to someone or something and,
- are rewarding and enjoyable in themselves.

The City of Salisbury is exploring ways in which the principles of wellness can be incorporated into design and infrastructure across the city.

2.0 | BACKGROUND

Densities and Walkable Urban Form



Research shows that Australians are increasingly willing to forgo the low-density, car-dependent suburbs to live in higher density neighbourhoods that are within reasonable proximity to the city centre and employment areas by public transport, with the immediate area walkable with great public spaces. Currently, there is little or no residential development across most of the City Centre and limited mixed use built form along John Street. The Urban Design Framework needs to explore the potential for residential development in the City Centre. Also, consideration needs to be given to open space provision and the delivery of an accessible urban environment. Opportunities exist within the southern mixed use precinct and in key locations across the City Centre to increase the residential provision within the city.

Urban Design and Placemaking



Contemporary planning theory advocate a move towards an urban model of increased density mixed use precincts, walkable neighbourhoods, reduced car usage, quality public space. The UDF acknowledges that John Street currently delivers many of the principles anticipated by urban planning theory and that there is the opportunity to further encourage traditional city centre development such as smaller shops fronting onto streets. Current urban theory has recognised the importance of place making to support community activation and ownership of the public realm. Recent placemaking initiatives include the Fringe Festival Salisbury Secret Garden as a short term event activation and the redevelopment of a pedestrian link into the south side of John Street as a long term design activation. Demonstrating Council's commitment to placemaking. The UDF must incorporate urban design principles that encourage community access and walkability as well as delivering open space and streets that provide opportunities for place making and continue the progress made already within the City Centre.

Place Management



There is recognition that mainstreets require collaborative governance system to reduce and manage issues such as neglect, poor building maintenance, competition with the digital market, disparate marketing, transport issues, parking, and in some cases alcohol-related violence. The City of Salisbury Council has recently assisted the Salisbury Business Association with their business plan, in an effort to create a collaborative approach to the management of the City Centre. While not a key focus of the project, consideration should be given to options for future governance arrangements.

Climate Change and Green Infrastructure



Climate change and associated factors such as greenhouse gas emissions, the urban heat island effects and water restrictions all impact the livability of city centres. These impacts will continue to grow and will particularly affect younger and older aged community members. A key response from the Community Engagement process for the Renewal Strategy was the desire to develop a green environment for the city, one that provides amenity as well as mitigation of the local microclimate. While numerous street trees exist across the majority of the City Centre, there are a few trees within the car parks north of John Street. The Urban Design Framework and Streetscape Guidelines need to encourage landscape treatment and green infrastructure approaches. These should include; water sensitive urban design, green walls and roofs, subgrade water storage (cool pave) and structural soil vaults.

Mainstreet Case Studies



Eight mainstreet case studies were examined to identify critical planning and design outcomes relevant to the Salisbury City Centre. This included local and international examples as well as examples of urban retrofits of established areas and greenfield or master planned development.

The Case studies included:

- Rokeby Road, Subiaco, Perth, WA
- Kelvin Grove Urban Village, Brisbane, QLD
- Rouse Hill City Centre, Sydney, NSW
- Hastings Street, Noosa, QLD
- Bowden, Adelaide, SA
- New Road, Brighton, UK
- Newland Avenue, Kingston upon Hull, UK
- River Street, Batavia, Illinois, USA

From a streetscape design perspective, the analysis shows that the design of mainstreets falls into two broad categories either a completely shared use design or a combination of traditional street design with elements of the shared use design.

Shared Use Design	Combined Traditional and Shared Use Design
Completely paved surface	Bitumen road surface with paved pedestrian crossings
No bus route along street	Bus route along street
No Kerbs – all one surface height	Kerbs Maintained
Minimal demarcation between road and footpath (some-times just a drainage line)	Clear demarcation between road and footpath (Kerbs, surface treatment)
Pedestrians can cross any-where	Regular pedestrian crossings

In addition to the basic design elements both of these trends for mainstreets include identified design elements such as:

- Two-way vehicle traffic flow
- Low speed limits (10-20 km/hr, 32km/hr (UK), 40km/hr)
- Wider footpaths (4 - 7 metres)
- Short term on street car parking
- Building setbacks are consistent (with localised variations providing areas of character and interest, for outdoor dining, focal landscape and feature entry)
- Majority has coverage(shade & shelter) over footpaths (Australia)
- Buildings height can be varying (some examples have 1-2 floors consistently along street, some have 2-9 floors varying over street)

- Other elements consistently include: seating, bins, bike parking, trees (usually between car parks), outdoor dining, other vegetation, textured indicators at pedestrian crossings
- Other elements sometimes include: small squares, pocket nodes (people watching), water feature and playground



3.0 | SITE ANALYSIS

A site analysis was undertaken of the existing Salisbury City Centre to understand and evaluate the existing urban and landscape conditions and identify key considerations that would influence the Urban Design Framework.

The urban environment is a complex interaction between a variety of elements. These can be divided into three broad categories;

Built Form - Movement - Public Realm.

Each of these categories can cover a number of considerations, for Salisbury city centre the following were examined.

3.1 | BUILT FORM

3.1.1 BUILT FORM

The built form analysis takes into consideration the form and scale of development throughout the city centre.

There is a wide variety of built form types across the city centre including large format retail, smaller shops, residential properties converted to commercial, detached dwellings and larger civic buildings.

The built form along John Street west of the shopping centre display a more compact urban form with smaller frontages and one to two storeys creating a human scale. The current tenancy of the shops along John Street and throughout the city centre reflects the multi-cultural community of Salisbury.

There are key large scale buildings such as the Parabanks shopping centre and the TAFE. While these buildings function as attractors to the area the internalised built form of the shopping centre impacts negatively on the activation of public space to the north particularly the shopping centre's address to Civic Square.

There is also the large areas of spatial separation formed by car parking areas. These expanses of paved areas contrast the compact human scale of John Street, creating a hostile pedestrian environment with little shade and increasing vehicular conflicts and fragmented access. While the at-grade car parking and building scale of the shopping centre impacts on the vibrancy of the public realm, these areas offer future development potential.

All of the built form is of a low height between one and two storeys this built form has led to the city centre spreading over a larger area, decreasing the walkability as well as the urban grain and density of the city centre.

3.1.2 CIVIC & COMMUNITY FACILITIES

There is a good provision of civic services provided within Salisbury City Centre. However, these are scattered across the city reducing the convenience of multi-purpose trips, especially for people with reduced mobility. Some services are not located close to major public transport links reducing the accessibility of these services, especially for people without access to a motor vehicle. Consideration should be given to relocating key services closer to the centre of the city consistent with the objectives of the proposed SCC Community Hub.

There is a wide range of educational institutes within the south of the City Centre, or located within close proximity. This ranges from Early Learning all the way to tertiary education. These facilities are all located within walking distance of each other and the City Centre, providing significant opportunities for students and families living near by.





KEY CONSIDERATIONS

- Compact urban form within the mainstreet and south mixed use precincts of the City Centre - creates human scale
- Large spatial separation of built form to northern edge (car parking)
- Internalised built form of Parabanks shopping centre impacts negatively on public space
- Good provision of civic and community services but are dispersed across the city centre
- Large percentage of commercial properties are re-fitted residential buildings - leading to a low density City Centre
- High provision of education facilities
- Residential development potential at key locations across the City Centre

3.1.3 LANDMARK BUILDINGS

The community engagement process for the Salisbury City Centre Renewal Strategy identified a number of buildings that were considered landmark buildings by the local community. These included the clock tower along John Street, The Salisbury Library, the Cinema and the Council Offices. There was a strong indication from the community that these should be retained as they contribute to the identity of Salisbury.

There is the opportunity for these buildings to become focal points within the city centre and to also impact on the surrounding urban design.

If, in the future, these buildings are required to be relocated or removed consideration should be given to establishing another building that is iconic in nature and represents the local identity of Salisbury and, in the case of civic buildings, projects a feeling of permanency.

3.1.4 HERITAGE

There are a small number of state heritage buildings located within the city centre. These buildings contribute to the character of the city centre and also reference the history of the area.

All of these buildings have been maintained to a high standard and have been adapted for other purposes, for example, the Salisbury Institute and TAFE buildings.

These buildings provide a focal point for the local streetscape and future urban design and streetscape works should take this into consideration.

The community engagement process for the Salisbury City Centre Renewal Strategy suggested a potential for increased recognition of the heritage of Salisbury through a heritage walk.





KEY CONSIDERATIONS

- High quality heritage buildings within the city
- A number of landmark buildings exist in the city centre and are acknowledged by community as part of Salisbury character
- Potential to acknowledge landmark and heritage buildings through signed walk

3.1 | BUILT FORM

3.1.5 CAR PARKING

Car parking is an important consideration within any city centre. The site analysis shows that car parking as an urban form dominates much of the north of the city centre particularly surrounding the shopping centre and along the Little Para River. There is a mix of private and public car parking across the city. At certain key entry locations, car parking provides a default entrance statement to the city centre.

By contrast, the absence of long-term on-street parking along John Street increases pedestrian movements and promotes continual activation of the mainstreet. The balance between car parking provision and pedestrian activation will be critical to the success of the Urban Design Framework. Accessible parking needs to be maintained with future rates and demands balanced against public realm requirements such as landscape, seating, outdoor dining and retail 'spill out' areas (outdoor dining).

Calculating the existing car parking provision within the City Centre against the current and draft Salisbury Development Plan gives a clear basis for understanding how the demand for car parking and the provision of car parking could change in future.

Accessible car parking should be maintained within the city centre in future. A range of car parking options should be provided including multideck car parking in strategic locations, at grade, undercroft and short term on-street car parking. Opportunities exist for the future consolidation of at-grade car parking within the city centre, providing car parking within the built form of future development and freeing up the development potential of current car parking.

Existing public car parks

From council information, it is calculated that there are approximately 2,140 existing public car parks in the urban core zone (derived from the Salisbury Town Centre Car Park Review, Luke Gray 2011 plus the 1500 provided by Parabanks).

As a guide to ascertain the existing car parking provision vs. requirement, the gross leasable floor area of retail and commercial land use bounded by Wiltshire Street, Gawler Street, Little Para and Commercial Road (urban core zone), and from GIS and NearMap have calculated that the gross leasable floor area is approximately 50,000m².

Current Development Plan Rate

Using the current Development Plan (18 March 2014), an average car parking rate for these land uses (shop within a centre, office, restaurant) is around five spaces per 100 m².

This would equate to 2,500 car parks required, 400 more than currently provided.

Existing Activity Centres Policy Review Development Plan Amendment

The Development Plan Amendment proposes to reduce car parking rates within activity centres; locations within 400 metres of a train station and 200 metres of high frequency bus stops. The new rates proposed are 3 spaces per 100m² for non-residential uses.

This would equate to 1,500 car parks required, 640 less than currently provided.





KEY CONSIDERATIONS

- Further assessment of the car parking requirements for the city centre needed
- Development potential of northern car parking areas
- Car parking dominates land use facing the river
- Car parking defines most edges of the city - default entrance statement
- Concentrating longer term car parking at the periphery of the centre, to free up spaces within the core area for short term parking
- Parking within the core of the centre should include conveniently located short term parking areas in desk car parks and at grade as well as short-term on-street visitor parking associated with retail and other uses

3.2 | MOVEMENT

3.2.1 PEDESTRIAN MOVEMENT

The pedestrian network affects many aspects within a City Centre such as the walkability, placemaking, and active transport. If the area has good pedestrian connections, it is more attractive, comfortable and safe for people to walk through the City and linger along the streets.

Over all, the Salisbury City Centre has good pedestrian infrastructure provision in the southern end of the city. However travelling towards the northern edge, these disperse into car parking with few defined pedestrian connections to the Little Para River. These wide expanses of car parking create significant conflicts between pedestrians and vehicles resulting in unsafe zones.

Within Salisbury City Centre, there is a strong pedestrian connection along John Street; with generous footpaths and multiple crossing points. There are multiple pedestrian connections between John Street and Wiltshire Street through lane ways and car parks.

There is huge potential for the Salisbury City Centre in relation to pedestrianisation for a number of reasons. Predominately that the compact size of the centre means that most of the city is within 3-4 minute walking distance. Some considerations could include improve lane way permeability between John Street and Wiltshire Street and increasing the pedestrianised public realm.

Consideration should be given to improving established pedestrian links throughout the city especially where they link key locations.

A review of the block size within the city centre should be undertaken, taking into consideration that the recommended walking distance for local trips and walking to public transport is 400 - 500m. For example, the block bounded by Commercial Road, Ann Street, Park Terrace and Wiltshire Street has a reduced walkability due to the large block size that is between 440m and 500m.

3.2.2 CYCLIST MOVEMENT

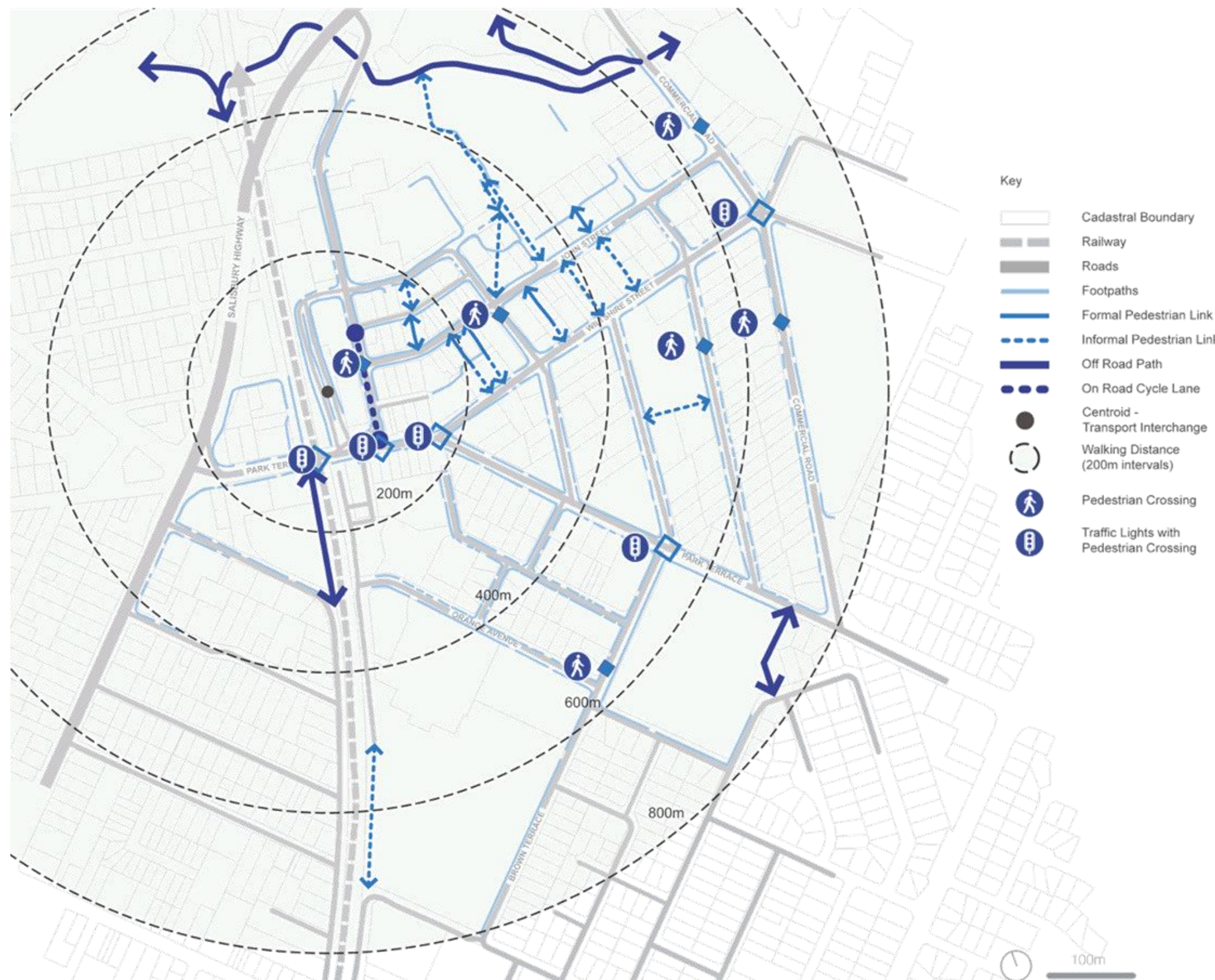
There is limited provision for cyclists within Salisbury City Centre. While lower speed limit roads do improve cyclist safety along the road network within the City Centre the surrounding higher speed road networks surrounding the City Centre do create barriers to accessing the City Centre via cycling. These barriers are further impacted as there is limited to no cycling infrastructure (bike paths) along these roads. Cycling into the City Centre from the west is impacted due to the railway line and Salisbury Highway.

The analysis mapping shows that there is one on-street cycle lane within the city centre and there is a disconnect between off-road cycling paths.

There is minimal cycling infrastructure within the City Centre such as bike parks, secure storage (especially around the station). This lack of infrastructure does not make the city centre an easy place for people to visit on their bike and limits the viability of mixed modal public transport such as bike/train.

Significant opportunities exist within the city centre to create a cycle friend environment. These could include creating more dedicated cycle lanes along the road network, linking the existing off-road paths, providing better links into the city across main roads, providing more cycling infrastructure, maintaining lower speed limits and visibly encouraging road users to share the road.





Key	
	Cadastral Boundary
	Railway
	Roads
	Footpaths
	Formal Pedestrian Link
	Informal Pedestrian Link
	Off Road Path
	On Road Cycle Lane
	Centroid - Transport Interchange
	Walking Distance (200m intervals)
	Pedestrian Crossing
	Traffic Lights with Pedestrian Crossing

KEY CONSIDERATIONS

- Significant pedestrian/vehicle conflicts creating unsafe 'share use zone'
- Strong footpath connections along John Street
- Potential to increase lane way permeability between John Street and Wiltshire Street.
- Little pedestrianised public realm
- Fragmented footpaths along Wiltshire Street, Ann Street and Commercial Road
- Few connections to the Para River
- Absence of footpath network through north half of the city
- Cyclists are not provided for in the city centre - lack of on-road cycle lanes and disjointed off-road tracks
- Opportunities to provide bicycle parking at destinations and regular intervals
- Improved pedestrian linkages should be provided to ensure ease and convenience of pedestrian travel between car park areas and destinations

3.2 | MOVEMENT

3.2.3 VEHICLE MOVEMENT

The layout and design of a road network within a city centre impacts on issues such as congestion, access to facilities and shops and the interface between the various road users.

Existing Road Network

The site analysis shows a clearly defined road network grid to the southern end of the city centre. To the northern edge of the city, there is a lack of formal road networks. However, there are numerous 'hidden' roads throughout the car parks with secondary circulation routes within.

Throughout the City Centre, there are significant conflict zones between pedestrians and vehicles resulting in unsafe 'shared use' zones. There is a need to define the pedestrian and road connections throughout the city.

Road Traffic Volumes

There are some high volume traffic roads surrounding the Salisbury City Centre; Salisbury Highway, Commercial Road and Park Terrace. There is a higher volume of traffic travelling through the City Centre in a north-south direction rather than east-west, which creates conflicts within the road network as there is less north-south vehicle permeability in the north mixed use and mainstreet precincts. While there is no formalised east-west vehicle permeability across the south mixed use and residential precincts.

Bus Network

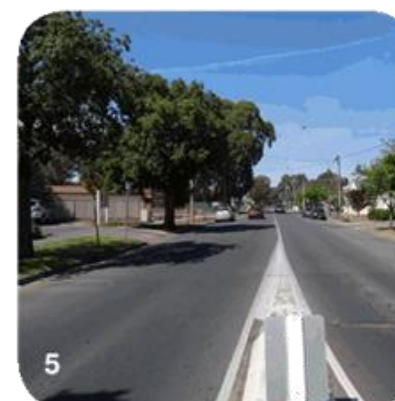
The transport interchange is the major bus stop and tram station within the city centre. Located along the western edge of the city adjacent to the railway line, it provides a link between various public modes of transport. Currently, the transport interchange is the only location within the city where both southern and northern bus routes are accessed. Which can lead to an issue with legibility for bus users needing to catch buses at other stops within the City Centre.

3.2.4 LINK AND PLACE (LINK)

Urban streets are defined regarding link and place. Link reflects the movement along the street network by road users such as vehicles, pedestrians and cyclists. The road hierarchy considers the projected traffic volumes, vehicular speeds, the function of the street and the priority access along the street.

It is seen when defining the existing road hierarchy that the internal roads of the City Centre are all local or neighbourhood streets. Most streets that move traffic east/west through the city are local streets; these streets have an average daily traffic of below 3,000 cars and carry local traffic from immediate streets.

Most streets that move traffic north/south through the city are neighbourhood streets; these have an average daily traffic of between 3,000 to 8,000. District level streets Commercial Road and Park Terrace have a daily traffic volume of between 8,000 to 20,000 cars and carry district-wide traffic; the majority of this traffic bypasses the City Centre.





KEY CONSIDERATIONS

- Defined grid to southern edge of City Centre
- Numerous 'hidden' roads within the car parks
- Secondary circulation routes within car parks
- Absence of long term parking along John Street - leads to increased pedestrian activity
- Need to define pedestrian and road connections (Link and Place)
- Future development of the transport interchange dependent on the Department of Planning, Transport and Infrastructure
- Legibility of the bus routes need to be revised - buses travelling on east and west routes follow different paths through the city centre
- Current draft planning considers the development of a bus super stop along Wiltshire Street to improve bus function, legibility and movement.

3.3 | PUBLIC REALM

3.3.4 STREETSCAPES

Urban streets are an important and often overlooked part of the public realm within the city. They are the interface between the movement network and the built form. A high-quality streetscape can change the way people move along the road network and can entice people to linger in a location. The streetscape can also have an impact on pedestrian comfort in extreme weather conditions which is an important consideration in South Australia's hot, dry summers. Consideration should be given to creating a sheltered pedestrian environment along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings.

3.3.5 LINK AND PLACE (PLACE)

Urban streets can be defined regarding link and place. Place is the consideration of the street as a destination; a location where activity occurs on, or adjacent to, the street. A place is where users want to experience the features of a street and will usually be travelling on foot. A public realm hierarchy considers traffic volumes, the quality of the streetscape, and the significance and catchment of the land use along the street. Each factor reinforces and contributes to the sense of place.

Within this 'place' framework, there are further definitions of night time places and active edges. Night time places are land uses such as cinemas and restaurants that prolong activation through the day and provides activity during the evening and at night. These night time places add vibrancy to the city and contribute to user safety. Active edges are land uses such as the cafes, fruit vendors and market stalls that encourage users to linger in the streetscape.

While most of the city provides a local or neighbourhood place hierarchy, there are some key district and regional level places in the City Centre. District level places include the main entrance into Parabanks shopping centre and the cinema. The cinema is the only place within the City Centre which is defined as a night time place.

While the key regional place within the Salisbury City Centre is the main section of John Street including the Library and Civic Square. Regional level places have a high level of intensity of on-street activities that generate city-wide interest.





- Key**
- Cadastral Boundary
 - Railway
 - Roads
 - Metropolitan Place (n/a)
 - Regional Place
 - District Place
 - Neighbourhood Place
 - Local Place
 - Night Time Place

- Place**
- John Street
 - Laneway
 - Civic Square
 - Salisbury Cinema
 - War Memorial
 - Playground

- Streetscapes**
- Footpaths
 - Shared Use Street
 - Street Furniture
 - Pedestrian Crossing

KEY CONSIDERATIONS

- High quality development of Civic Square and table tennis pedestrian walkway
- Some public realm along John Street aged and not well maintained
- Good sense of place along eastern section of John Street; however this could be enhanced further
- Varying level of public realm quality throughout the city - e.g. footpaths, seating etc.

3.3 | PUBLIC REALM

3.3.1 OPEN SPACE

Civic Square while small, at around 0.25 ha, is a well designed and has been recently developed to provide a quality central space to the city. The adjacent car parking space has been used to expand this space temporarily for community events in the past. There is potential to expand on this space in the future, which is in line with the current plans for the space.

There is potential for the forecourt to the transport interchange to expand to provide an open space setting to support people using the interchange; consideration should be given to principles of crime prevention through urban design,

The Little Para River linear open space is a key informal green space offering recreation opportunities and off-street pedestrian and cycling tracks. There is currently a lack of pedestrian and cycling connections between this space and the city centre that leads to this space being underutilised. There is a high level of potential for this space not only for informal recreation and community events but to provide open space to a potential increased future residential population of the city centre.

The war memorial is located along residential streets in the south of the city centre near the Salisbury Oval. It is of a high quality and has found a home here after multiple moves. However, there are limited links between this space and the centre of the city resulting in it being slightly isolated.

While there are two cemeteries within the city centre which can be classed as open space and do contribute to the character of the city, these have limited usability as open space.

Overall if the population of the city centre is projected to increase then careful consideration should be given to providing a higher level of usable open space.

3.3.2 VEGETATION

Salisbury has a variety of landscape characters spread over the City Centre from the more natural Little Para River linear open space to the recently redeveloped Civic Square.

There are significant belts of vegetation throughout the City Centre, a high number of street trees, and numerous mature trees or significant trees creating 'landscape landmarks'.

The northern edge of the city centre has an exposed landscape character with little to no trees located within the at-grade car parking. This has impacts on the comfort of pedestrians and issues such as water sensitive urban design.

Consideration should be given to preserving significant trees and providing these with a setting that takes advantage of their character, amenity and habitat value.

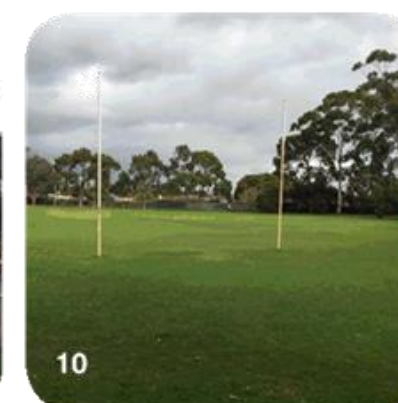
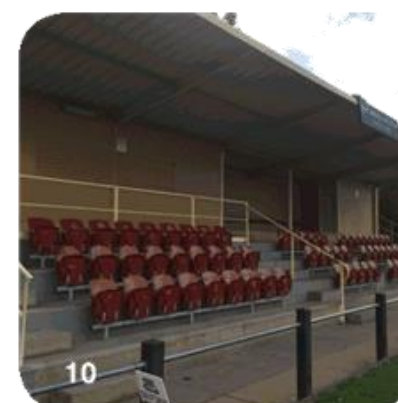
One of the key feedbacks from the community engagement process for the Renewal Strategy was the desire to see more 'green' within the city centre.

Consideration should be given to not only increasing the street trees throughout the city but also providing a variety of landscape responses, such as planters, green wall and rain gardens. Increasing the vegetation within the urban environment will not only provide increased amenity but will also help to manage stormwater runoff as well as providing a microclimate cooling effect and benefits.

3.3.3 COMMUNITY/SPORTS FACILITIES

There is a high provision of both public and private sport and community facilities including the Salisbury Oval, Scout Hall, Bowling Club and Sport and Community Centre.

These are all located in the south of the City Centre and form a unique precinct. While this precinct will be subject to further planning beyond the scope of this document, consideration should be given to how it fits into the City Centre as a whole. Ensuring that there is legibility and connection between the City Centre and the sports precinct.





- Key**
- Cadastral Boundary
 - Roads
 - Railway
 - Open Space
 - Temporary Open Space
 - Tree Groups
 - Landmark Trees

- Open Space**
- Pitman Park
 - Civic Square
 - Temporary Open Space
 - Station Entrance
 - War Memorial
 - Playground

- Community/Sports Facilities**
- 7 Off Road Cycling/Walking Track
 - 8 Bowling Club
 - 9 Croquet
 - 10 Salisbury Oval
 - 11 St. Augustine's Parish School
 - 12 Salisbury Primary School
 - 13 Scout Hall
 - 14 Sport and Community Centre

KEY CONSIDERATIONS

- Significant belts of vegetation and street trees throughout the City Centre
- Numerous mature trees creating 'landscape landmarks'
- Small Civic Square open space (0.25 ha)
- Adjacent car park used as temporary spill out space for Civic Square
- Limited vegetation (shade and amenity) within northern car parks
- Exposed landscape character to north of the city
- Good sport and recreation provision (Little Para River and Salisbury Oval) - but links to city centre not well defined
- Established war memorial with strong links to community facilities (RSL and Scouts)

3.3 | PUBLIC REALM

3.3.6 THE MAINSTREET - JOHN STREET

The mainstreet in Salisbury City Centre is centred on John Street and has undergone many changes over the years. Originally a two-way road in the mid to late eighties the section between Church and Anne Street became a shared use road. With the section between Church and Gawler Street being one way in an easterly direction and Anne Street to Commercial Road remaining two-way. In the mid-nineties, concerns about shopping viability led to a more shared space approach to the street with one-way traffic and parking permitted between Gawler and Anne Street. Soon after this the 20km/hr speed limit was introduced on John Street and other streets within the City Centre.

The existing design of John Street meets many of the elements associated with contemporary mainstreet designs. The basic design elements show a combination of traditional and shared use street designs. The 20km/hr low-speed limit, short term on street parking, regular pedestrian crossing points, wider footpaths, landscape elements such as seating and the inclusion of the Civic Square all follow current mainstreet trends.

The main difference between John Street and the trend analysis contained in the Background chapter is the section of one way traffic instead of the general two-way traffic design. The Renewal Strategy and supporting Traffic Assessment Report suggests that the one-way traffic section of John Street is retained in the short term.

Another major difference between John Street and the case study analysis is the heavy use of bollards and chains as demarcation between the road traffic and pedestrian traffic. This restricts the ability for the street to function as a shared use zone and increases the physical separation of users. Greater consideration needs to be given to the removal of barriers while at the same time considering specific demarcation of land uses and street function.

The integration of street furniture and landscape areas will provide significant opportunity while maintaining the existing and reinforcing the landscape character of the street.



JOHN STREET NORTH



JOHN STREET SOUTH

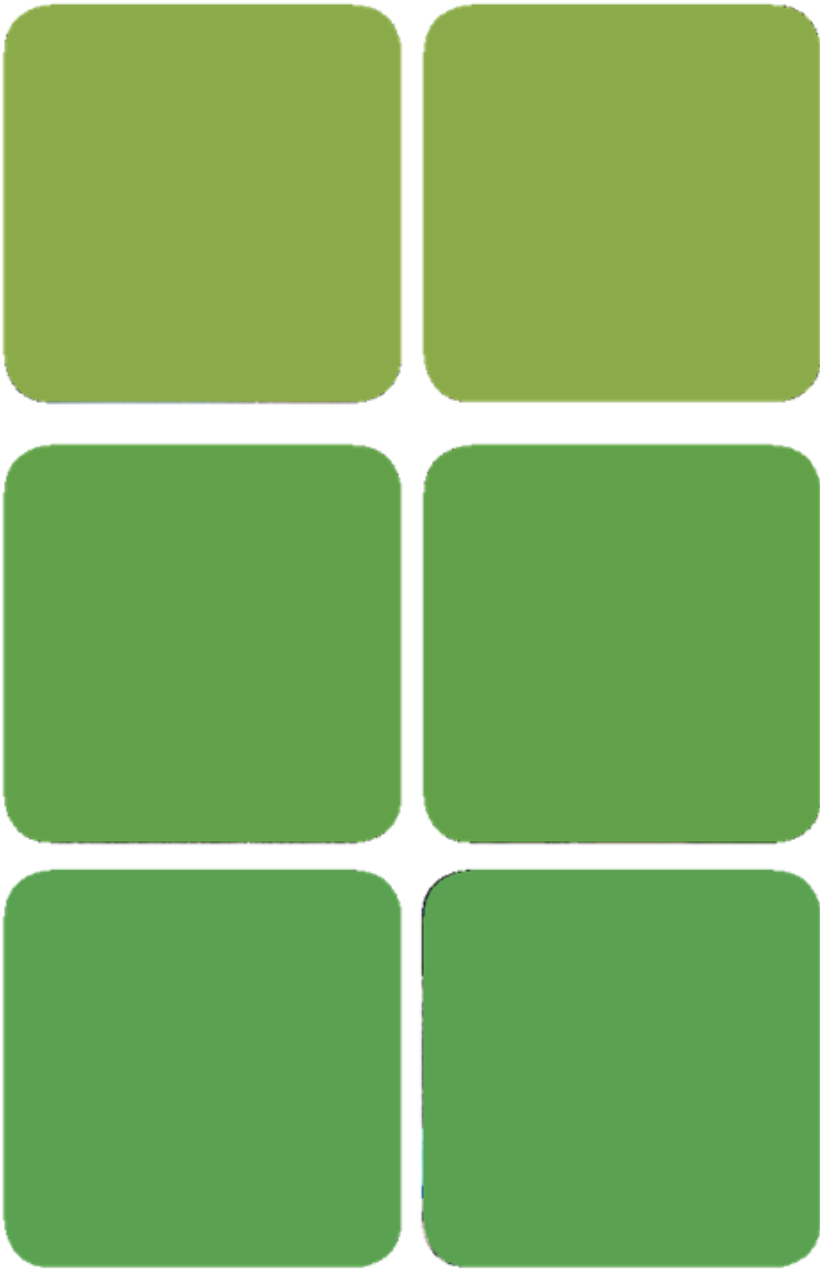
The desired character statement contained within the Salisbury DPA recommends the following:

“John Street is to be retained and regenerated as an attractive main street with a village atmosphere that includes retail, cafes and restaurants on the ground level, with offices, quality residential development and car parking above and behind”



3.4 | KEY CONSIDERATIONS

	BUILT FORM	MOVEMENT	PUBLIC REALM
Retain	<ul style="list-style-type: none"> Human scale of John Street Range of civic and community facilities within the city centre Range of built form types within the city centre; increase the choice of residential and commercial built form options Key local landmark buildings Heritage buildings Range of accessible car parking options 	<ul style="list-style-type: none"> Pedestrian focus of John Street and one way traffic flow Lower speed limits throughout the city centre Accessibility of public transport 	<ul style="list-style-type: none"> Landscape value of the Little Para River Retain and expand Civic Square as the heart of the city Landmark and significant trees Established vegetation belts and street trees throughout the city centre John Street as a key place within the city centre; building on the successful elements along the street
Change	<ul style="list-style-type: none"> Increase the walkability of the city centre through increased scale and density of urban form Improve accessibility to civic and community services by public transport Decrease the amount of at grade car parking and integrate into the built form Modify the large scale of built form in the north of the city to create more human scale development Alter internalised built form of Parabanks shopping centre to increase activation to building edges 	<ul style="list-style-type: none"> Reduce conflicts between road users and pedestrians Reduce traffic travelling north/south through the city centre (after cut through) Improve transport hub and increase multi-modal transport options Improve bus flow and legibility throughout the city centre particularly along Wiltshire Improve east/west movement through the city centre particularly for pedestrians and cyclists 	<ul style="list-style-type: none"> Exposed landscape character in the north Improve streetscapes for pedestrian comfort and ease of movement around the city centre
Create	<ul style="list-style-type: none"> Opportunities for the redevelopment of at grade car parking and create new city centre development Residential character that takes advantage of educational facilities and the proximity of the city centre Acknowledge heritage character and local landmark buildings Increase residential development within city centre Develop mixed use land use 	<ul style="list-style-type: none"> Improve traffic flow through the city centre and formalise on 'hidden' road to create ring route behind Parabanks (Renewal Strategy), as well as Anne and Church Street connections Improved cycling network and infrastructure throughout the city centre Improve pedestrian link through the city centre especially between John Street and Wiltshire Street Connect off road cycling and pedestrian paths Pedestrian and cycling links to the wider area; including safe crossing points over high traffic volume roads 	<ul style="list-style-type: none"> Increased open space in strategic locations across the city centre Improve shade and amenity through landscape treatments Improve pedestrian comfort in extreme weather conditions Provide more opportunities for placemaking within the city centre and sites for community interaction Improve Stormwater management opportunities (WSUD)





4.0 | STRUCTURE PLAN

INTRODUCTION

The analysis undertaken allowed for the development of an overall City Centre vision, this encapsulates what the Salisbury City Centre aims to be in future. The structure plan for Salisbury City Centre provides an overview of how each element of the City Centre; built form, movement and public open space, will interact in future.

Objectives have been developed that guide how the built form, movement and public realm within the city centre develops in future and how each element of the urban realm can contribute to the overall city centre vision.

A number of key actions have been identified that explore how these objectives could be achieved. Further actions and implementation detail will be required in future to ensure that the intention behind the Urban Design Framework is achieved but also to ensure that it responds appropriately to other planning.

Within this section of the Urban Design Framework the structure plan is presented as a whole with the overall vision and objectives.

The structure plan is then separated into the various elements that make up the structure plan, focusing on these to provide a higher level of detail. The structure plan has been separated into the following layers:

Built Form

- Retail, Commercial and Mixed Use
- Residential, Civic and Education
- Car Parking

Movement

- Road Network
- Public Transport
- Pedestrian and Cyclist Links

Public Realm

- Public Realm and Open Space
- Place and Streetscape Activation

The structure planning of Salisbury City Centre (SCC) builds on the information, analysis and intelligence acquired from the detailed site assessments and the SCC Urban Renewal Strategy.

The structure plan represent land use, movement planning, public realm and open space propositions for the City Centre and demonstrates how different urban forms, access and land use functions with need to planned for and integrated over the next 20 years.

4.1 | VISION & OBJECTIVES

4.1.1 CITY CENTRE VISION STATEMENTS

“A thriving and walkable city centre that celebrates its multicultural community.”

“A well designed, vibrant and mixed use City Centre with integrated public transport and active streets where people can meet, linger and feel safe”

“A City Centre attracting investment and has a mix of successful businesses”

4.1.2 BUILT FORM OBJECTIVES

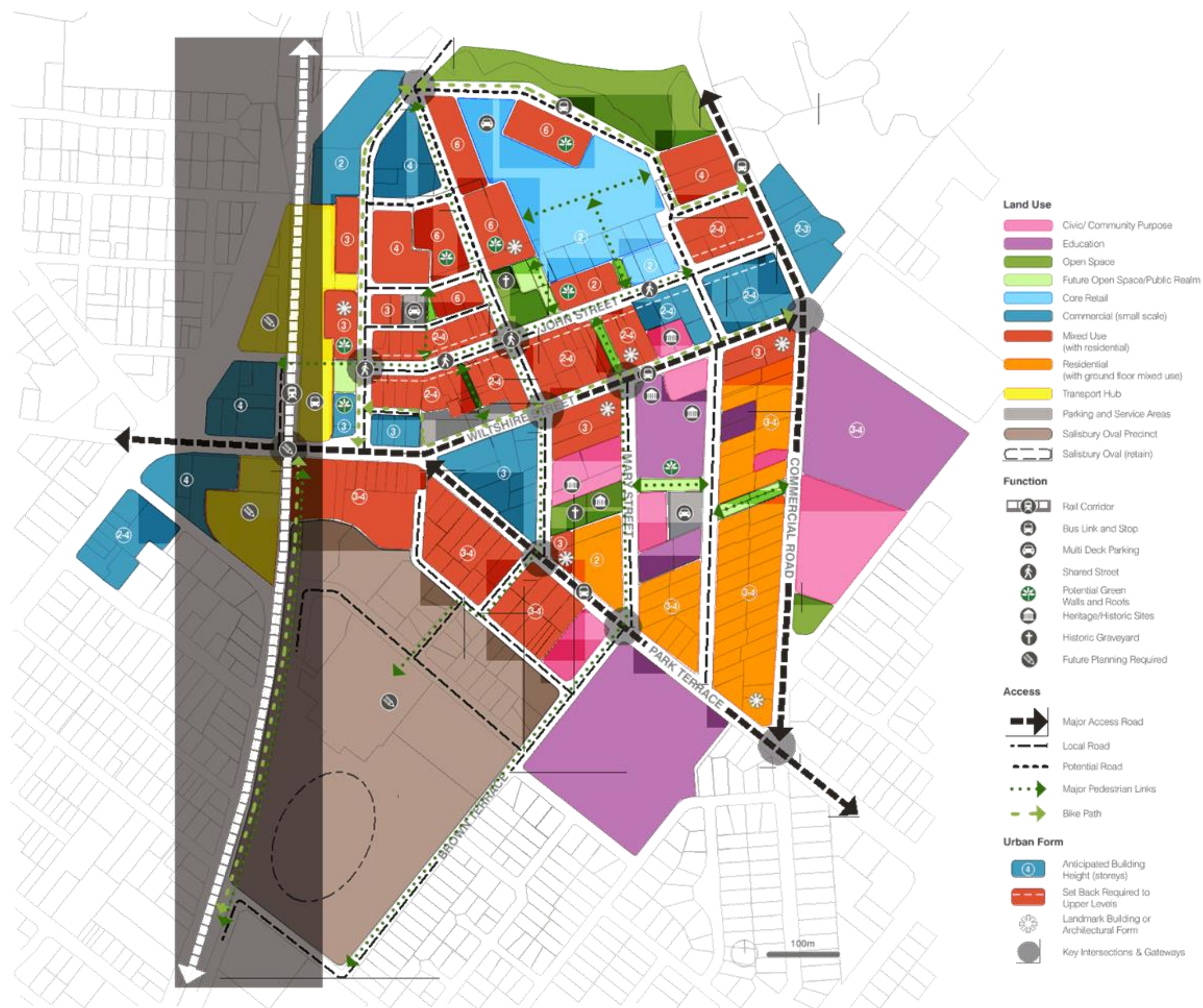
- Offer an authentic local mainstreet experience that is well designed and legible with activated streetscape environments.
- Embrace the cultural diversity of the community and provide an inclusive, well planned and desirable location that accommodates a wide range of convenient shopping and business services.
- Encourage development that creates opportunities for vibrant, high-quality mixed-use and residential use.
- Provide for new buildings of high architectural standards which incorporate sustainability principles and provide for mixed use development.
- Provide conveniently located car parking options that support the economic, social and recreational vitality of the City Centre.

4.1.3 MOVEMENT OBJECTIVES

- Provide legible and integrated public transport options with integrated bicycle and pedestrian links.
- Create continuous, safe and easily accessible links for all members of the public throughout the City Centre.
- Create a road network that allows for easy navigation of traffic through and around the City Centre.
- Provides strong links to the City Centre from the surrounding areas.
- Aim to balance the competing requirements associated with pedestrian and vehicular needs and establish shared spaces for both.

4.1.4 PUBLIC REALM OBJECTIVES

- Ensure the City Centre embraces people of all ages and cultures in a safe and friendly environment.
- Provides for active street frontages with café style dining and high amenity streetscapes at a human scale.
- Reinforce the Civic Square as the heart of the city and a major destination.
- Provide for active and functional public spaces and streets that encourages community interaction, recreation and congregation.
- Encourage innovative development and integration of landscape treatments to create attractive public spaces including green roofs and green walls.
- Ensure that the public realm is safe, accessible and caters for the needs of all members of the community (all accessible and age friendly).



4.2 | BUILT FORM

Offer an authentic village style mainstreet experience that is well designed and legible with activated streetscape environments.

Provide a well planned and desirable location of choice that accommodates a wide range of convenient shopping and business services.

4.2.1 RETAIL, COMMERCIAL, MIXED USE

The development of the City Centre aims to create future capacity; build on existing urban form and providing strong street frontages that activate the city's public realm.

Mixed use is anticipated within much of the City Centre supported by commercial development in key locations. Mixed use provides more flexibility within the built form and can include retail, hospitality, commercial or residential land uses. Mixed use development provides fine grain vertical development within the city, refer to Figure 4.2.1 (page 52) for potential urban form and car parking provision. This built form model aims to generate activity and attract a transitory and local population that supports a social activation of the public realm.

A consolidated core for retail, commercial and mixed use is anticipated for the City Centre focused around the Church Street extension and Civic Square. A building height of 4-6 storeys is envisioned for Church Street to attract a larger proportion of commercial development. It is anticipated that a range of social, community and civic services will be encouraged to relocate or establish here.

John Street is an important activity centre for the City. With strong links to the transport interchange and as the established mainstreet retail experience it is a defining element of the City Centre. There is the opportunity to enhance John Street as the mainstreet particularly in relation to active frontages, increasing public realm opportunities and landscape amenity.

Development along John Street should be encouraged including regeneration and infill to create additional street frontages that will increase activity. Development along this street should fit with the existing form and scale to maintain the traditional mainstreet look while still allowing for some flexibility in the development of mixed-use upper storeys particularly potential residential. The fine grain development should be maintained at the western end of John Street and should be encouraged in the eastern half of the street.

The retail provided by Parabanks should be retained and enhanced in the future. Opportunities exist to incorporate Parabanks into the City Centre through the creation of an active frontage onto John Street and the provision of internal pedestrian links with the surrounding area.





KEY ACTIONS

1. Encourage infill development along John Street which complements existing development form and scale. Maintaining the diversity of John Street
2. Expand Parabanks south and west to create a continuous John Street active frontage and Church Street extension
3. Extend mixed use and commercial development along an extended Church Street (4-6 storeys)
4. Continued development of urban edge capitalising on transport hub and Gawler Street (4-6 storeys)
5. Increase development along Wiltshire Street (3-4 storeys) maintaining existing car parking to road frontage (either at grade or deck)
6. Development of mixed use development within the City Centre which encourages vertical fine grain development.
7. Support and encourage mixed use development along Park Terrace as part of Salisbury Oval Precinct Plan
8. Potential to develop landmark buildings to create entry statements at key locations
9. Encourage greater day and night time activity to edges of the Civic Square

4.2 | BUILT FORM

Encourage development that creates opportunities for vibrant, diverse and high-quality options for people to live in the City Centre close to civic and community services.

Acknowledge historical and existing landmark buildings and provide new buildings of high architectural standards which incorporate sustainability principles.

4.2.2 RESIDENTIAL, CIVIC, EDUCATION

Salisbury City Centre has the potential to draw people to live, study and connect with community services. This can be achieved through increasing the focus and provision of high quality and accessible residential, education and civic or community facilities. These three elements within the built form helps to create vibrant and successful walkable neighbourhoods.

The large existing provision of education in the City Centre should be enhanced through improving the open space and connections surrounding the education facilities and identifying ways that these can support community activities.

The structure plan intends to consolidate existing civic and community facilities and locate these within the core of the City Centre. These facilities have the potential to be integrated into mixed use built form providing a better experience and amenity for visitors. These types of facilities are essential for the community and are therefore strong attractors for the city centre.

There is the potential for the development of a new council building and community hub, these buildings will create landmark developments in key locations within the City Centre adding to the Salisbury character.

Increasing the residential population within the City Centre is a critical consideration to creating a successful walkable neighbourhood. Attracting people back into the City Centre aligns with the South Australian state strategic plan for increased development around transit corridors and also follows current residential trends.

Residential development should capitalise on locations that have good access to open space and visual amenity as well as good public transport and pedestrian connections. There is the potential to provide a diverse range of housing choices such as attractive housing options for families and tertiary students located close to education facilities, apartments on the upper storeys of mixed use developments adjacent open space and also residential development along the tops of shops along John Street.





KEY ACTIONS

1. Investigate residential development potential at key locations within the City Centre adjacent to open space.
2. Residential focus to the south of the City to take advantage to surrounding education and community provision.
3. Explore the potential for varying residential types such as 'shop top' development along John Street.
4. Encourage community services to consolidate into the City Centre along Church Street.
5. Potential redevelopment and upgrade of council building to create a landmark building fronting open space with integrated parking (4-6 storeys)
6. Potential for landmark buildings to create entry statements at key locations within the City Centre.

4.2 | BUILT FORM

Provide a diverse range of convenient and accessible car parking options.

4.2.3 CAR PARKING

Car parking will be critical to the function and accessibility of the City Centre and needs to be consolidated to enable future development while maintaining capacity. This is likely to result in a reduction in at grade car parking and an increase in multi-deck, on-site parking, additional on-street parking and more parking provision to the edge of the city for long-term parking (particularly in relation to the transport hub).

Consideration needs to be given to the intended function of the car parking which will determine the location and type of car parking provided.

On-street car parking will support the surrounding businesses; however lower time limits should be identified (such as 15-60 minute car parking) to ensure continuous movement of people through the City Centre. Car parking should be dynamic and respond to the adjacent activity and location within the City Centre. This will be an important consideration for streets with high retail provision and amenity.

Multi-deck car parking will be appropriate in certain locations within the City Centre especially to support facilities that attract a high volume of visitors that require longer term car parking such as Parabanks, TAFE, a park and ride as part of the future transport interchange or entertainment venues such as the cinema.

Opportunities exist for multi-deck car parking to provide innovative facades that support public realm objectives in the city centre and promote vibrancy.

While some at-grade car parking should be maintained to support existing commercial development, new development should be encouraged to integrate car parking provision into the built form, refer to figure 4.2.1. This allows for adequate on-site car parking while still achieving street activation. Re-imagining the car parking provision in the city centre allows the development potential of the existing car parking to be unlocked.

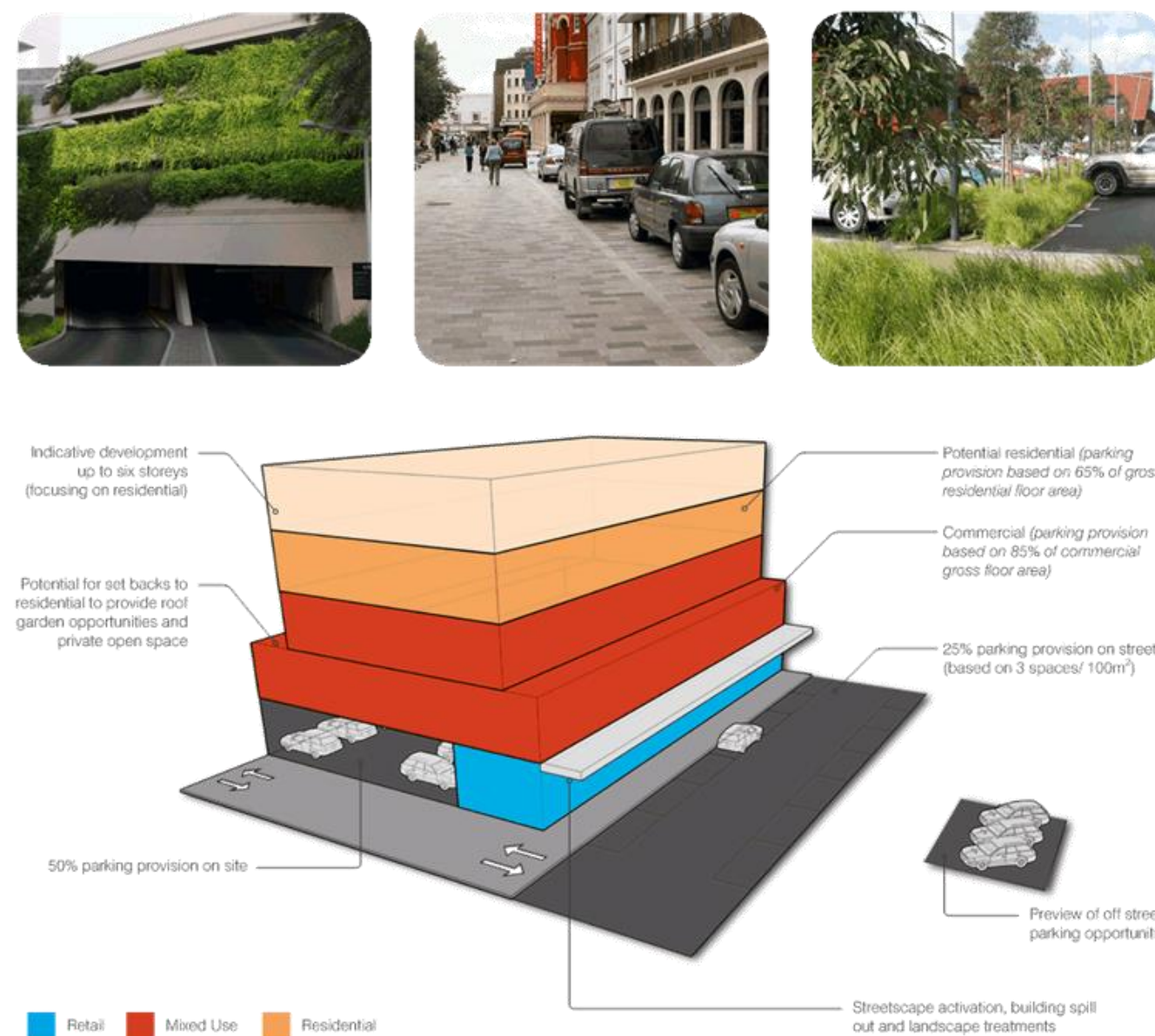


Figure 4.2.1: Example of urban form and on-site car parking.



KEY ACTIONS

1. Provide multi-deck car parking in key locations with well designed facades and active street frontages where appropriate (Sexton car park)
2. Provide on-street parking to support the adjacent land uses and the function of the street
3. Integrate car parking into the built form where appropriate – maintaining active frontages

4.3 | MOVEMENT

Create a road network that allows for easy navigation of traffic through and around the City Centre.

4.3.1 ROAD NETWORK

The movement of vehicles, people and cyclists through and around the city is a key consideration for how well the centre functions. The road network influences not only traffic congestion but also economic viability of surrounding retail and commercial land uses, pedestrian and cyclist safety, and community interaction and the experience of the city centre.

The structure plan proposes to create more north/south and east/west connections throughout the city centre. This is through the extension of Church Street and Ann Street as well as the formalisation of many of the hidden roads within the existing car parking. This will increase the permeability in the city centre allowing for more movement for all transit modes. While the creation of a city ring route allows vehicular traffic to bypass the city centre if desired.

Increasing the road network in the city centre does not automatically lead to the increase of traffic volume; opportunities exist for traffic management through the use of shared use zone, retention of the existing lower speed limits throughout the city centre and the improved public realm along the street network.

Consideration should be given to key intersections throughout the city centre which should act as safe and accessible crossing points within the city centre and connecting it to the surrounding suburbs.





KEY ACTIONS

1. Create additional north/south access roads through the City - Church Street and Anne Street extension
2. Create additional east/west access roads – formalise informal car parking roads, ring road and local roads
3. Create a route that allows traffic to travel around the City Centre.
4. Develop legible entry points and upgrades to Park Terrace and Commercial Road to enhance vehicular access to the City.
5. Create shared space/low speed environments that allow safe pedestrian and vehicular interaction

4.3 | MOVEMENT

Provide legible and integrated public transport options with integrated bicycle routes.

4.3.2 PUBLIC TRANSPORT

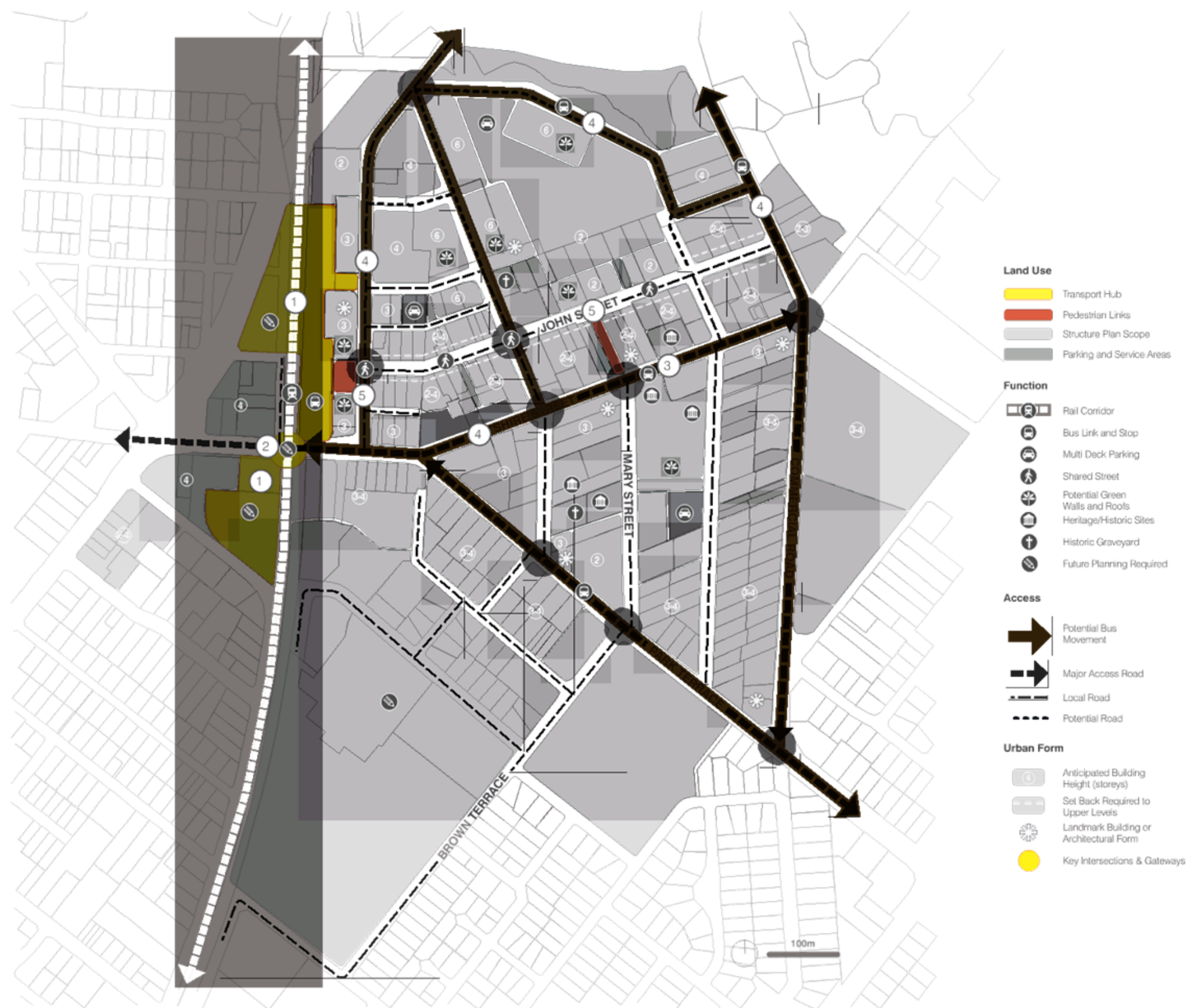
Supporting and enhancing both the railway and bus provision will be critical for the accessibility and sustainability of the Salisbury city centre into the future.

The proposed structure plan supports and builds on existing public transport planning goals to simplify the bus routes through the city centre. The development of the city ring route allows the opportunity for the buses to travel around the city. Legibility in the bus system could be achieved through ensuring routes to outer suburbs all stop at the same places within the network.

To support public transport consideration should be given to public realm and the integration pedestrian and cyclist connections, infrastructure and amenity into the public transport network. Further consideration should be given to how the different public transport modes, rail and bus, integrate with each other through the development of the transport interchange.

Although both rail and bus developments in future will be dependent on State Government planning; opportunities exist to support public transport goals through the surrounding road network, connections and public realm.





KEY ACTIONS

1. Develop integrated transport hub in conjunction with Department of Planning Transport and Infrastructure
2. Upgrade of rail way crossing as part of future planning for transport hub and rail corridor
3. Investigate the development of the Bus Super Stop along Wiltshire Street
4. Develop bus access to edge of city centre (300m walking distance from centre of city)
5. Ensure strong pedestrian links to John Street (Green Terminus and Super Stop)

4.3 | MOVEMENT

Create continuous, safe and easily accessible links for all members of the public throughout the City Centre. Provides strong links to the City Centre from the surrounding areas.

4.3.3 PEDESTRIAN & CYCLIST

Promoting active transport options, walking and cycling, throughout the City Centre is a key priority identified in previous planning. Creating safe, accessible and high amenity pedestrian and cycle links throughout the City Centre is critical to achieving this increasing active transport.

The increased road network within the City Centre will support the pedestrian and cyclist movement throughout the City Centre. However increased permeability is achieved through the enhancement of existing off-road pedestrian and cycle links as well as the identification and establishment of new links. These links exist informally currently and connect major activity centres such as the TAFE and the City Centre as well as providing easier and quicker routes in situations where large block sizes limit access.

The movement of pedestrians and cyclists within the City Centre is supported through high amenity streetscapes particularly John Street, the existing shared use street, and the establishment of Church Street. These streets function as an extension of the public realm supporting adjacent open space and providing places for pedestrians to linger.

Throughout the City Centre cyclist infrastructure such as parks and secure lockers, improved on-road cycle paths, lower speed limits will all support active transport as an attractive option.

Consideration should be given to developing and enhancing off-road cycle and pedestrian pathways to support recreation and links into the surrounding areas.





KEY ACTIONS

1. Continue to enhance John Street as a shared use street
2. Enhance and develop pedestrian links throughout the city centre
3. Establish cycle infrastructure and cycle links
4. Improve pedestrian connection as part of upgrade of rail way crossing
5. Extension of the public realm into key intersections in the City Centre.
6. Develop a pedestrian/cycle link along the railway corridor in conjunction with the Department of Planning, Transport and Infrastructure and Salisbury Oval Precinct Plan.
7. Review key intersections and crossing points into the City Centre.

4.4 | PUBLIC REALM

Reinforce the Civic Square as the heart of the city, a major destination and event space. Provide for active and functional public spaces that encourage community interaction, recreation and congregation. Encourage innovative development and integration of landscape treatments to create amenity, contribute to water sensitive urban design and improve the micro-climate.

4.4.1 PUBLIC REALM AND OPEN SPACE

The open space and public realm recommendations are proposed to increase the amenity of the City Centre. This includes the continued development and expansion of Civic Square, pedestrian walkways and connections, and the development of streetscapes which support community interaction, tree planting, landscape treatments, street furniture, public art and sustainability objectives.

The structure plan builds on the existing open space to continue to provide a diverse range of places across the city that supports different functions. These include activities such as sport and recreation, social congregation, celebration and remembrance, and relaxation. This is an important consideration into the future to support the existing and increased visitor and permanent population of the City Centre.

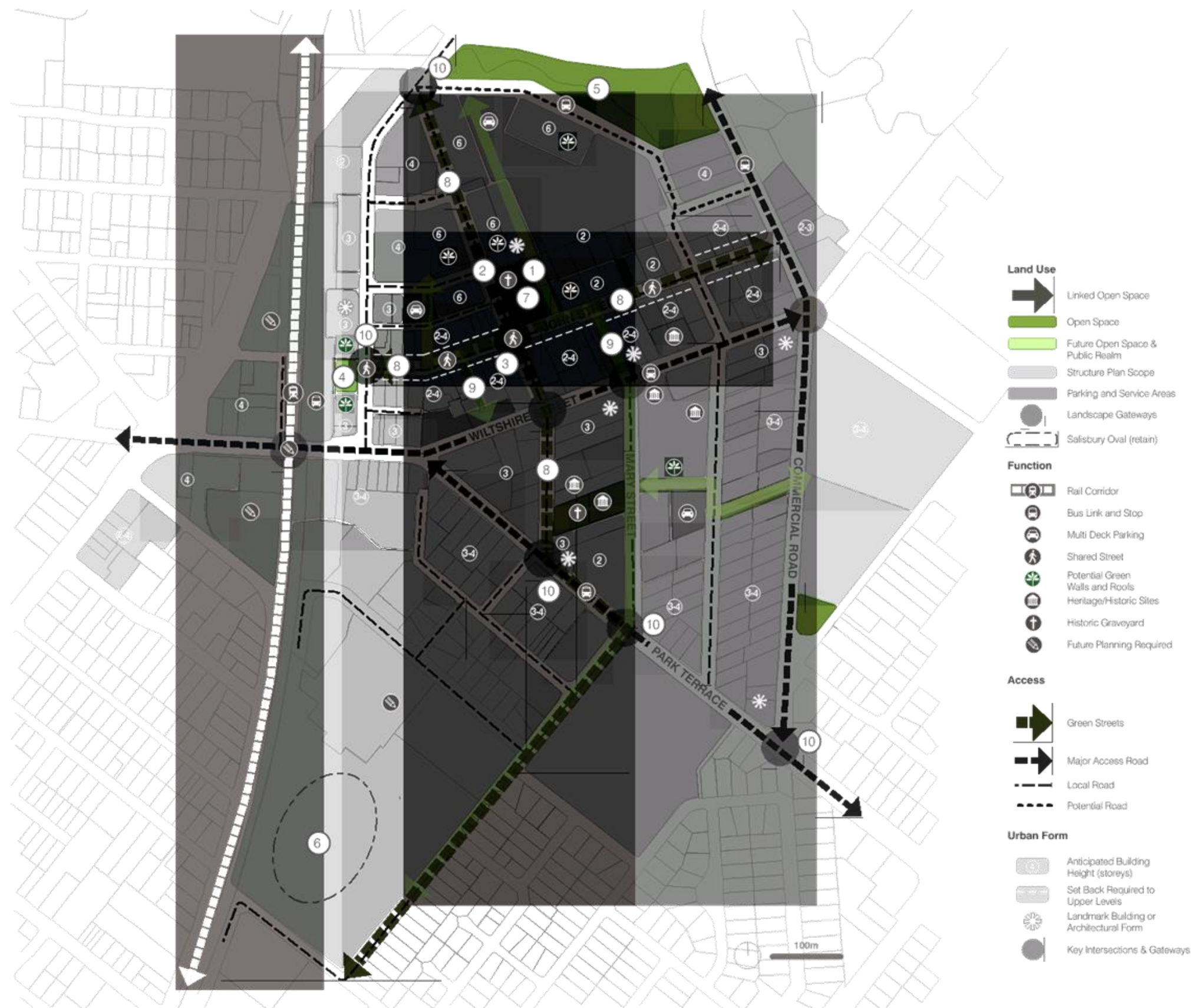
Civic Square at the heart of the city will continue to develop in line with the quality of upgrades already completed in the space. The suggested expansion of Civic Square will support a larger congregation space. Opportunities exist to incorporate the historical cemetery into the site and to extend the public realm into the shared streets surrounding the space to create a flexible space for a variety of community events in future.

There are two key sport and recreation spaces within the city centre; the Salisbury Oval Precinct and the Little Para River. The provision of these activities in these spaces should be retained and enhanced in future. There are opportunities to increase the use of the Little Para River as a recreation destination.

The public realm and open space provide opportunities for a green city centre incorporating water management and micro climate mitigation into the landscape. Innovative green infrastructure, such as green roofs and walls, should be encouraged throughout the city centre but especially to support adjacent open space. Green infrastructure not only provides amenity but also improve sustainability and provide a sense of increased open space.

The structure plan suggests developing strong connections between the open spaces provided across the city centre.





KEY ACTIONS

1. Increase the size and open space provision of Civic Square (utilising the existing car park)
2. Integrate the historical cemetery into Civic Square
3. Potential for the public realm to continue across the shared use zones and provide temporary 'spill out' spaces for larger community events through temporary street closures
4. Develop open space close to the transport interchange to provide a place for congregation and amenity for people using public transport options (Green Terminus)
5. Explore the potential for the Little Para River as an informal recreation and event space – potential for future planning
6. Retain the sports and recreation focus of the Salisbury Oval precinct
7. Reinforce play provision within Civic Square to support future community activation in the City Centre.
8. Develop John Street and Church Street as mainstreet boulevard to achieve a high quality urban environment.
9. Establishment of pedestrian connection and public realm between Wiltshire Road and John Street.
10. Develop landscape treatment and tree planting to create gateways and a sense of arrival.

- Promote the development of green walls and roots in appropriate locations across the City
- Incorporate Water Sensitive Urban Design into the public realm and open spaces within the City Centre.

4.4 | PUBLIC REALM

Ensure the city centre embraces people of all ages and cultures in a safe and friendly environment. Provides for active street frontages with café style dining and high amenity streetscapes at a human scale that encourage a unique shopping experience.

4.4.2 PLACE & STREETSCAPE ACTIVATION

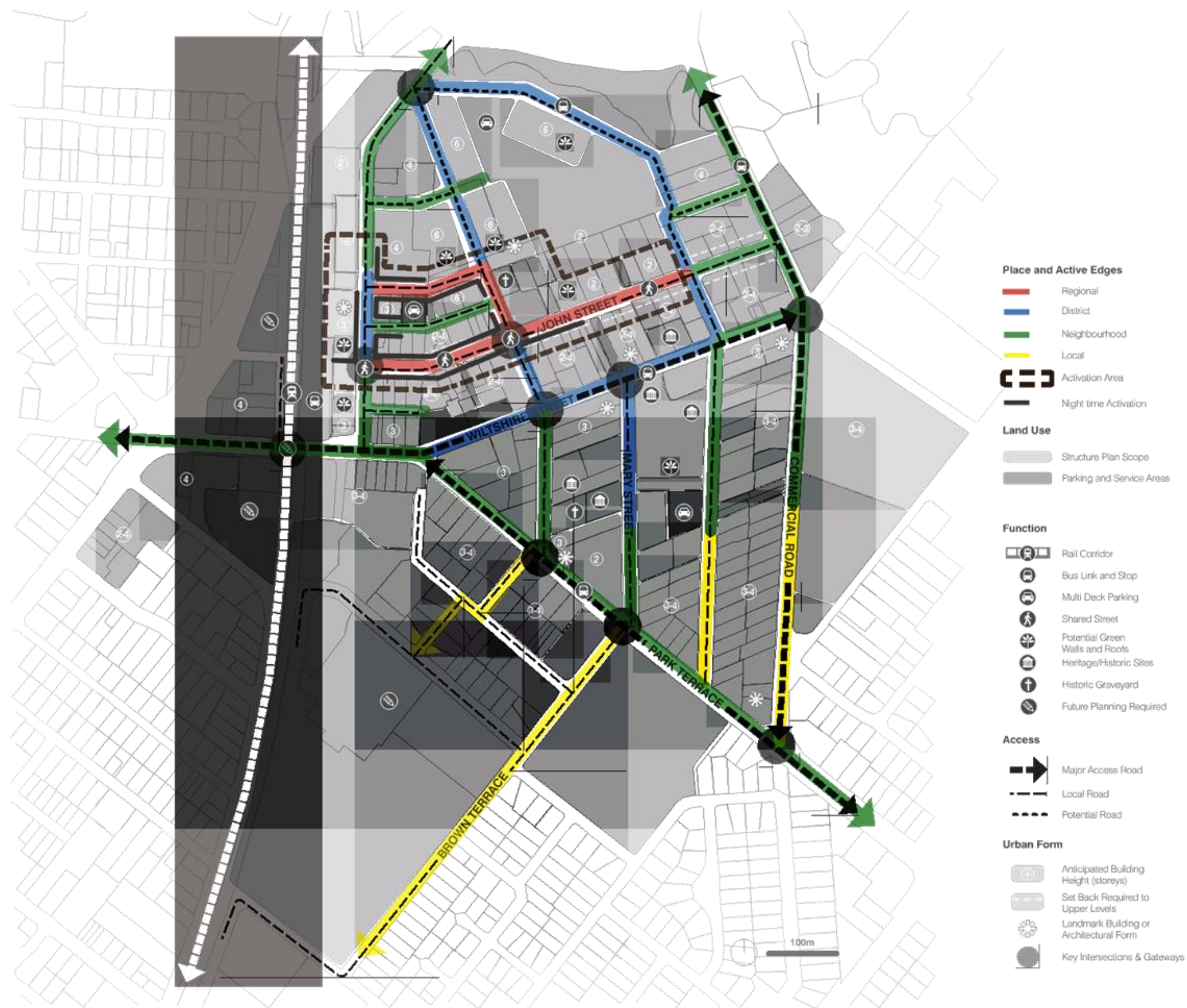
Encouraging active streets aims to improve the vitality and safety within the city centre to blend the internal and external activity and to create places that encourage people to linger and experience the city centre.

Activation of the public realm can be dependant on a number of things including the look and feel of the built form, the range of retail and services provided, the provision and encouragement of outdoor dining and temporary activation events. Activation depends not only on land use planning and public realm but also management and innovation.

Creating active streetscapes should be concentrated in key locations within the city centre and support places which are already established activity centres. Two key locations have been identified which are John Street and Civic Square, and Gawler Street around the interchange to the cinema. These locations provide the opportunity to build on the existing character and vibrancy of Salisbury City Centre.

Concentrating streetscape activation to the core of the city centre initially will ensure that a focused approach can be taken which is tailored to the location. However if unique opportunities arise there should be the flexibility to take advantage of these.





KEY ACTIONS

- Develop key pedestrian walkways which are well designed and accessible for all abilities
- Explore the potential for local art works to be incorporated into the public realm
- Encourage development of two key activation areas in key locations within the City Centre - John Street and Civic Square and Gawler Street
- Ensure that a high quality public realm is developed at key locations in the city to support active frontages
- Provide streets that provide comfort and amenity (including shade, landscape, and seating)
- Develop a 'Place Management Plan' for future activation opportunities - this could involve a number of established groups within the city centre.



5.0 | IMPLEMENTATION

5.1 APPROACH

The proposed Urban Design Framework takes a long-term view on the development of the Salisbury City Centre and as such it is important to consider a staged approach.

Overall the implementation approach for Salisbury City Centre focuses first on the core of the city and works out towards the edges of the city. This takes into consideration building on existing activity centres such as John Street and utilising council owned property such as the existing council buildings or other locations where potential development is aligned to the key outcomes of the Urban Design Framework.

Note that timing is indicative and needs to be market-driven. However where Council can take action to assist in enhancing or accelerating market demand, these actions should be considered.

Delivering the structure plan and developing the Salisbury city centre would have a staged approach over the next 20 years. The following implementation approach identifies the key actions that could be undertaken at each stage and is intended only to give an indication of the time frame in which the Urban Design Framework could be implemented. The realistic implementation would be dependant on many different factors including; future asset management and council planning requirements and time frames, unique opportunities that arise, stakeholder interest and State Government planning and projects.

5.2 QUICK WINS

The implementation approach identifies projects that could be quickly be achieved in the next one or two years and have the potential to deliver high impact results. These are important to show that there is a commitment to change and also to engage the community with the idea of redevelopment.

Built Form

1. Review and establish verandas or awnings along John Street to increase amenity and maintain a high degree of shade.

Movement

2. Review on-street car parking time allowance to increase vehicular turn over.
3. Review speed limits throughout the city centre and reduce to encourage shared space environment
4. Explore the potential of temporarily closing the Cash Converters car park to prototype the pedestrian link.
5. Develop pavement graphics across the John Street and Church Street intersection to increase shared-use potential of the area.

Public Realm

6. Removal or modification of aging gazebos and shade structures along John Street
7. Painting of bollards along John Street with a single colour (RAL 9017 Traffic Black) and removal of chains in between bollards.
8. Paint railing to cemetery (RAL 9017)
9. Activation of Civic Square through community programs

5.3 SHORT TERM (0-5 YEARS)

The short term implementation of the urban design framework provides some unique opportunities to build on existing strengths within the city. While developing some major infrastructure to unlock future development opportunities.

Built Form

1. Development of the Community Hub within central location with frontage onto Civic Square (three potential locations indicated)
2. Investigate multi-deck car park with ground floor activation
 - Encourage infill development along John Street
 - Increase development along Wiltshire Street maintaining existing car parking to road frontage

Movement

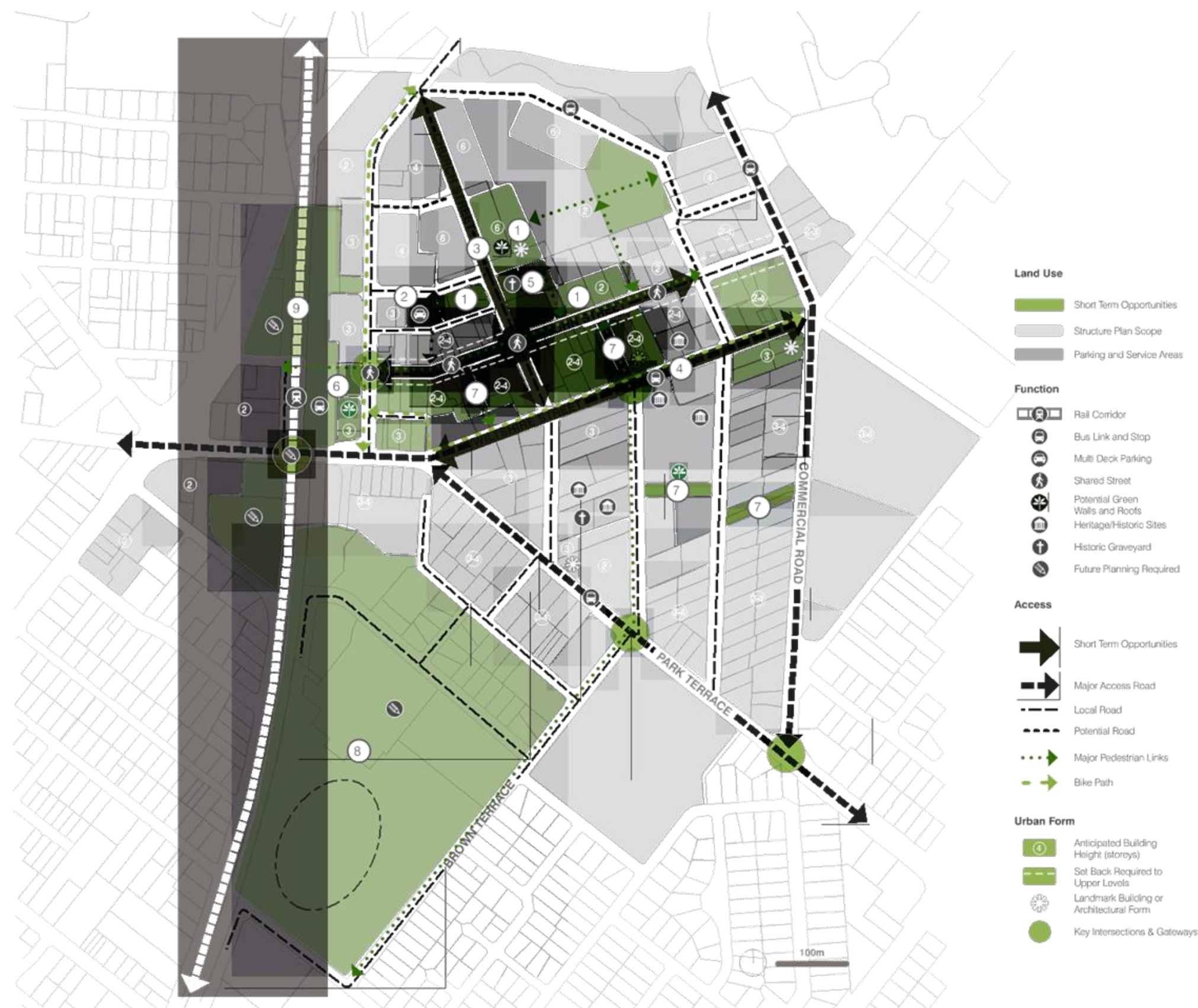
3. Extend Church Street to provide north/south connection
4. Develop Wiltshire Super Stop
 - Develop key pedestrian and cycle links
 - Development of key intersections and gateways

Public Realm

5. Pursue opportunities to increase Civic Square (existing car park/adjacent land)
6. Development of open space adjacent to transport interchange
7. Increase open space links to key civic and community destinations
 - Enhancement of public realm along John Street and Wiltshire Street

Future Planning

8. Finalise master planning and feasibility for Salisbury Oval, and initiate development of the oval precinct
9. Undertake master planning for the re-development of the transport interchange in association with the electrification of the Gawler rail line, including rail way crossing.



5.4 MEDIUM TERM (5-10 YEARS)

The medium term implementation of the urban design framework continues the development of major infrastructure aiming to improve the movement throughout the city and to open up the development potential of the city centre.

Built Form

1. Extend mixed use development along Church Street
2. Expand built form south to create John Street frontage
3. Potential residential development (up to 6 storeys)
4. Develop multi-storey car park to support TAFE and Police
5. Support development of key sites along Park Terrace, Commercial Road and Wiltshire Street.

Movement

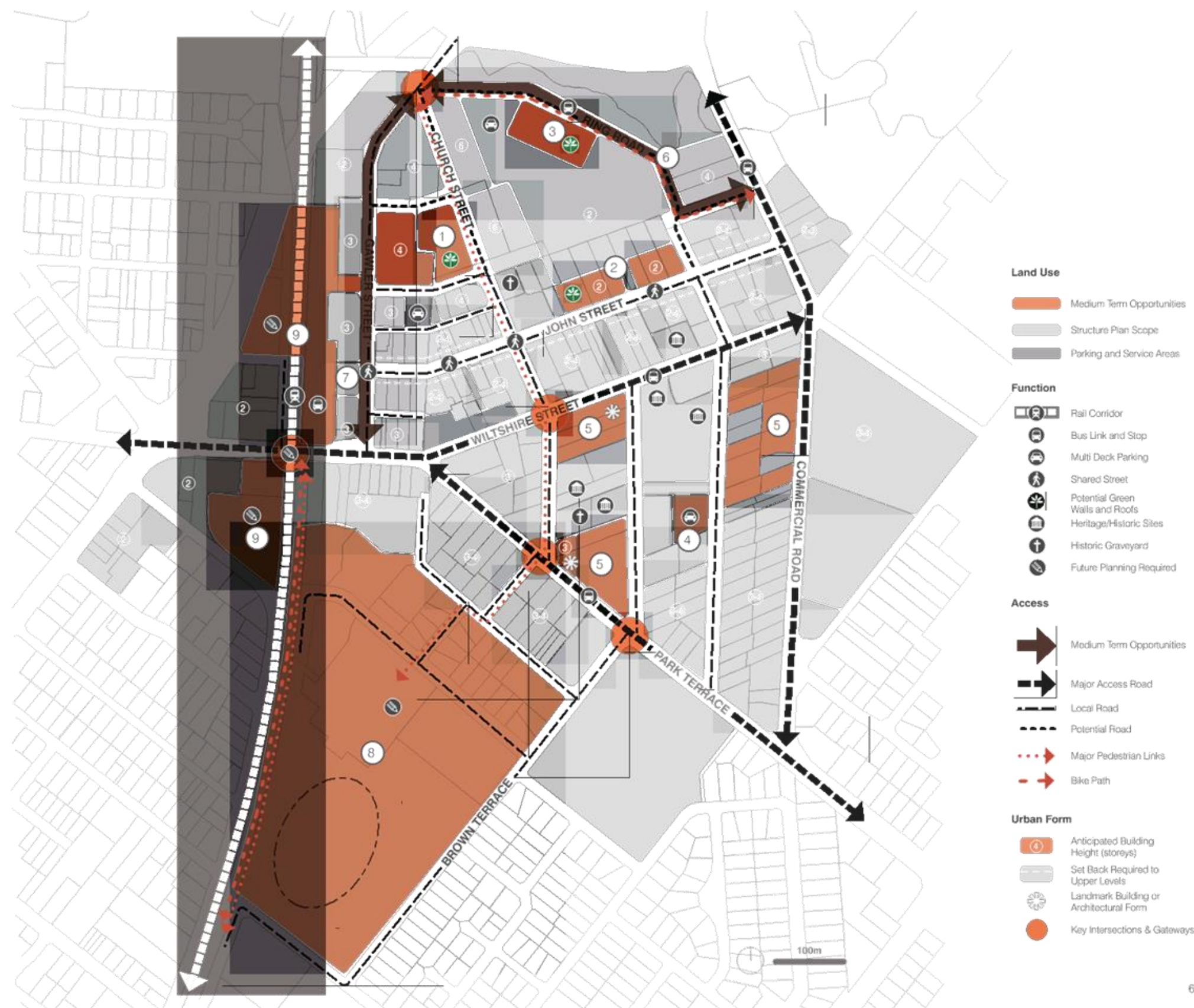
6. Develop ring road
 - Develop key pedestrian and cycle links
 - Development of key intersections

Public Realm

7. Enhancement of public realm along Gawler Street and around the transport hub
 - Continue enhancement of streetscapes within the City Centre

Future Planning

8. Continue redevelopment of Salisbury Oval including staged residential development opportunities of the precinct
9. Initiate redevelopment of the rail station and interchange



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5.5 LONG TERM (10-20 YEARS)

The long term implementation of the urban design framework takes advantage of the development potential opened up through the infrastructure upgrade throughout the city. The projects completed in the short and medium term will ensure that these long term projects are viable and attractive.

Built Form

1. Continued development of urban edge around transport hub (2-3 storeys)
2. Extend development along Church Street
3. Development of eastern car park with active frontage to Ann Street and Commercial Road
4. Increase residential development at key locations throughout the city centre with ground floor mixed use
5. Encourage mixed use development along the southern side of Park Terrace to reinforce the development of a compact city centre
6. Investigate potential Multi-deck car park

Movement

7. Develop Ann Street and other local roads and laneway
 - Development of key intersections

Public Realm

- Upgrade public realm for remaining roads throughout the city centre.

Future Planning

8. Continue the redevelopment of the rail station and interchange



6.0 | CONCLUSION

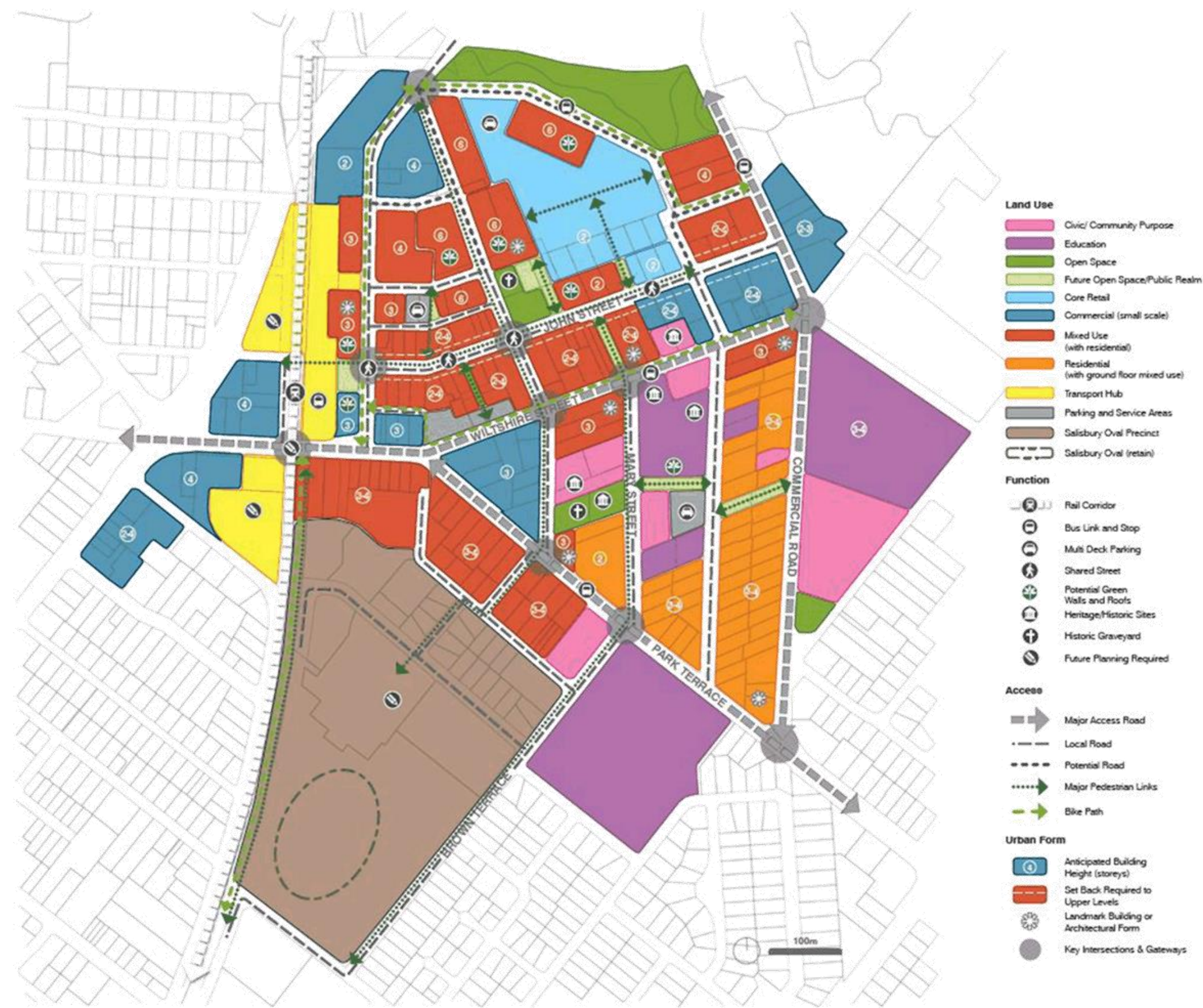
6.1 CONCLUSION

The Salisbury City Centre Urban Design Framework (UDF) builds upon the investigations and significant community engagement associated with the Salisbury City Centre Renewal Strategy. Through analysing both opportunities and challenges about future development as well as social, economic and environmental impacts, the Renewal Strategy sets the vision for Salisbury to develop as a vibrant and active City Centre. Capitalising on and enhancing the existing mainstreet shopping experience of John Street, facilitating new development in the City Centre and providing opportunities to establish permanent residential accommodation within the City Centre close to transport and services.

The UDF provides a vision for the Salisbury City Centre that encourages a collaborative approach to the creation of a vibrant and active urban realm and public space for Salisbury that incorporates future development demands while acknowledging and building on current character and sense of place.

The structure plan and implementation plan provide a roadmap to the long-term strategic direction for the City Centre, ensuring that future actions, developments, investment and capital works contribute to achieving the vision for Salisbury. The implementation plan suggested within the UDF will require an ongoing commitment from the community, Council, stakeholders, investors and State Government.

Salisbury City Centre Urban Design Framework – Structure Plan



ITEM

1.3.2

POLICY AND PLANNING COMMITTEE

DATE

15 February 2016

PREV REFS

Policy and Planning Committee

1.5.2

20 July 2014

Policy and Planning Committee

1.5.1

18 August 2014

HEADING

Salisbury City Centre Development Plan Amendment for Consultation

AUTHOR

Amanda Berry, Policy Planner, City Development

CITY PLAN LINKS

1.2 To enhance and create quality urban areas with high amenity and integrated infrastructure

1.3 To have a prosperous and adaptive business sector that supports community wellbeing, is globally oriented and creates employment opportunities

2.5 To have sustainable and resilient built environments that contribute to quality amenity

SUMMARY

The Salisbury City Centre Development Plan Amendment (DPA) was initiated to update the Development Plan policies that apply to the City Centre to enable it to be developed in accordance with the vision and outcomes sought by the Salisbury City Centre (SCC) Renewal Strategy.

The DPA was put on hold pending progress of several key projects including commencement of the Salisbury Oval Precinct Master Plan and preparation of an Urban Design Framework for the City Centre, to ensure that the proposed policies were consistent with the direction of these projects.

The DPA has been drafted and is presented to Council for endorsement to release it for concurrent agency and public consultation.

RECOMMENDATION

1. The draft Salisbury City Centre Development Plan Amendment forming Attachment 3 to the Policy and Planning Committee report be endorsed for consultation.

2. That the CEO be authorised to sign the Public Consultation certificate in accordance with Section 25(10) of the Development Act 1993.

3. That the General Manager City Development be delegated to make minor editorial amendments to the Development Plan Amendment that do not change the policy intent of the Development Plan Amendment prior to the commencement of consultation.

4. That the Planning and Policy Committee be appointed to hear representations in relation to the Salisbury City Centre Development Plan Amendment at the Public Hearing, in accordance with Section 25(11)(c) of the Development Act 1993.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Attachment 1 - Area Affected Salisbury City Centre DPA
2. Attachment 2 - Proposed Urban Core zone and concept plans
3. Attachment 3 - Draft Salisbury City Centre DPA for Consultation

1. BACKGROUND

- 1.1 The area affected by the DPA is shown on **Attachment 1**.
- 1.2 The area includes the current District Centre Zone and part of the existing Residential zone which incorporates the Salisbury Oval, surrounding recreation facilities and Salisbury Primary School.
- 1.3 The Development Plan policies that currently apply to the area are considered to be outdated and do not reflect the vision or articulate the objectives of the SCC Renewal Strategy that was endorsed by Council in August 2012. Whilst the current policy is not considered to be a significant hindrance to redevelopment of the SCC - there have not been any prospective developments recently refused on the basis of non-conformance with current policy - it is considered necessary to update the policies to more clearly support the type of redevelopment sought throughout the centre. The new zone and policies will articulate a clear message about the aspirations for the centre and provide greater certainty to landowners, prospective developers and the community more broadly about the type of development that is anticipated within it.
- 1.4 Council endorsed the draft SCC DPA for consultation at its meeting in August 2014.
- 1.5 The DPA was subsequently submitted to the Minister for Planning seeking his agreement to release it for concurrent agency and public consultation, pursuant to the relevant provisions of the *Development Act 1993*.
- 1.6 The Minister for Planning agreed to this request on 30 January 2015.
- 1.7 Consultation of the DPA was put on hold due to the number of other DPAs progressing through consultation and approval at the same time. It was also considered important to ensure the DPA and proposed policy content were consistent with outcomes sought by several concurrent projects including preparation of the SCC Urban Design Framework (UDF), the Salisbury Oval Precinct Master Plan, and preliminary investigations for the Community Hub.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 The development of the SCC Renewal Strategy involved significant consultation with Council and with staff.
- 2.1.2 The SCC DPA has been developed in consultation with Council's Development Services, Strategic Property Development and Community Planning and Vitality divisions.
- 2.1.3 A briefing of the DPA in conjunction with presentation of the Urban Design Framework was provided to Elected Members at the February 2016 Informal Strategy.

2.2 External

- 2.2.1 Significant consultation was undertaken throughout preparation of the SCC Renewal Strategy and Structure Plan with the community and government agencies.
- 2.2.2 Pursuant to the *Development Act 1993* the DPA is required to be released for consultation for a period not less than eight weeks, and is proposed to commence in March 2016 until May 2016.
- 2.2.3 A public hearing will be scheduled to be held once consultation has concluded to enable interested persons to make a verbal representation on the DPA.
- 2.2.4 The public hearing may be cancelled if no person submits that they wish to speak at the hearing.

3. REPORT

- 3.1 The DPA initially endorsed by Council for consultation proposed the following key amendments to the existing zoning and policies for the Salisbury City Centre:
 - 3.1.1 Rezone the District Centre zone and part of the Residential zone south of Park Terrace (incorporating the Salisbury Oval area) to Urban Core Zone. The Urban Core zone seeks to facilitate a broad range of land uses consistent with those that would be expected within an activity centre including higher density residential development, commercial uses and supporting community and recreational uses.
 - 3.1.2 Identification of a 'Core' and 'Transition' area to define the areas where higher intensity redevelopment and major retail uses are anticipated within the core of the zone, and those areas where a reducing density is sought to ensure an adequate transition to surrounding lower density residential areas.

3.1.3 Introduction of a concept plan to:

- Identify areas where active frontages to the street and civic square are envisaged;
- Demonstrate the possibility for and indicatively identify the extension of Church Street consistent with Council's endorsed SCC Structure Plan;
- Demonstrate the possibility for a thoroughfare adjoining the Little Para River behind Parabanks; and
- Demonstrate the desire for improved connectivity and pedestrian walkways throughout the Centre.

3.1.4 Inclusion of a desired character statement and associated policies for the Urban Core zone to guide design and land use outcomes, including identification of envisaged uses as Category 1 forms of development (therefore requiring no public notification during development assessment).

A copy of the proposed Salisbury City Centre Urban Core Zone policies and concept plans are provided as **Attachment 2**.

- 3.2 Since receiving consultation approval from the Minister the draft DPA has been updated to incorporate several additional amendments, as discussed below.
- 3.3 The proposed building heights have been reduced from what were initially presented to Council in August 2014 in response to the outcomes of the Urban Design Framework (UDF). Within the Core area a recommended maximum height of six storeys is proposed (the previous draft proposed a maximum of eight storeys in the core area). The reduction in building heights reflects anticipated market realities and will ensure built form is more reflective of the vision for the City Centre as informed by community consultation during preparation of the City Centre Renewal Strategy.
- 3.4 A maximum building height of 4 storeys is proposed within the Transition Area, with additional policy inserted to enable development up to 6 storeys in height where it is designed to minimise overshadowing and overlooking of adjoining sites and it is part of a precinct planned development site. Additional policy has also been inserted to manage the interface between higher intensity development within the Urban Core zone where it adjoins the Residential zone boundary.
- 3.5 These policies have been refined to encourage the key development outcomes as identified in the UDF, whilst retaining a level of flexibility to enable alternative options to be considered depending on market demand and economic viability.

The UDF will be included as an appendix to the DPA during consultation, and feedback on the UDF will also be sought during the consultation period.

- 3.6 Car parking rates and complying development criteria are proposed to be amended to adopt the approach proposed through the Ministerial Existing Activity Centres Policy Review DPA (as reported to Council in September 2015). The key changes in adopting this policy approach are:
- 3.6.1 A reduced car parking rate for non-residential development within 400 metres of the Salisbury interchange, and 200 metres of a passenger bus stop of 3 spaces per 100 square metres.
- This rate is consistent with that recently endorsed by Council for application to the proposed Urban Core Zone at Mawson Lakes. The Ministerial Existing Activity Centres Policy Review DPA also incorporates this parking standard. It is likely that the Ministerial DPA will be approved before the SCC DPA and the proposed car parking rates will be incorporated into Council's Development Plan prior to finalisation of the SCC DPA.
- 3.6.2 Change of use between shops, offices and consulting rooms to be a complying use within the Core area, subject to conditions, to enable easier adaptation of existing buildings for alternative uses.
- 3.7 The draft DPA has also been amended to include a new minimum car parking rate for residential development and tourist accommodation within the proposed Urban Core zone (based on rates suggested by the South Australian Planning Policy Library), recognising the proximity to public transport, as follows:
- 1 space per residential dwelling.
For tourist accommodation, 1 space per 3 beds, or 1 per room plus 1 per employee (whichever is greater).
- 3.8 These policy changes will enable greater flexibility for new uses to establish within the centre, and recognise that existing car parking rates are unnecessarily high for some land uses and in some instances may be limiting opportunities for new development within the centre. This issue was previously considered by Council in January 2015 when it endorsed an approach to enable flexibility in car parking provision for tenancies of 200 square metres or less. The DPA recognises that the absence of a car parking management strategy for the City Centre, and the need to review the purpose of the existing Car Parking Fund, are additional issues that should be addressed separately to the DPA. This work is proposed to commence in the first half of 2016.
- 3.9 Additional discussion has been included within the DPA investigations and the Desired Character Statement for the Urban Core Zone in relation to the Salisbury Oval and recreation precinct. Reference to the area continuing to support a range of sport and recreation facilities and open space, with opportunities for medium density residential development, including around the perimeter of open space areas, has been included.
- 3.9.1 The first stage of consultation to inform development of the Salisbury Oval Precinct Plan (as reported to Council in August 2015) was recently completed, the outcomes of which are currently being considered by staff for reporting to Council.

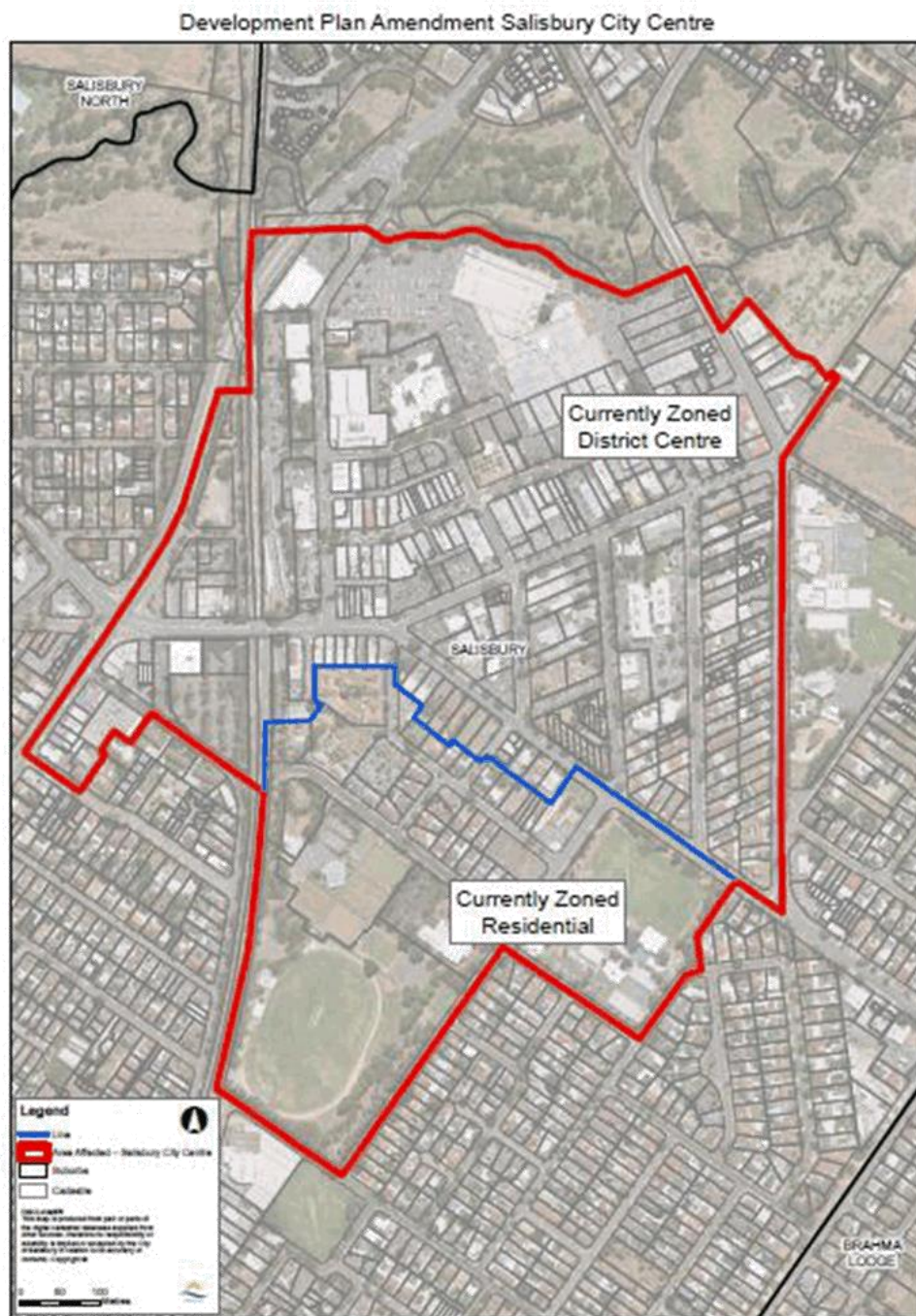
- 3.9.2 As the Precinct Plan is yet to be finalised the DPA does not identify specific development outcomes for this area, but provides flexible policy to enable a range of land uses including recreation, open space, medium density residential development and commercial and community land uses. The desired character statement acknowledges that the area will continue to support sport and recreation facilities, and identifies that there are opportunities for medium density residential development adjoining the Salisbury Oval, but does not seek to guide a specific land use or design outcome ahead of the Precinct Plan being finalised (noting that the area being considered by the Precinct Plan is currently zoned Residential).
- 3.10 Given the promotion of higher density development in appropriate areas of the city new policies to guide the design of multi-storey mixed use and residential development (over three storeys) throughout the city are considered necessary. The relevant module from the State Planning Policy Library is therefore proposed to be incorporated, with inclusion of additional policies to address issues such as design and internal layout, access to natural light, ventilation and privacy.
- 3.11 A copy of the updated draft DPA for consultation is provided as **Attachment 3**.

4. CONCLUSION / PROPOSAL

- 4.1 The DPA forms one component of a suite of projects and initiatives required to facilitate the revitalisation and renewal of the SCC. It is considered timely to update Council's Development Plan to ensure it is reflective of the vision sought by the SCC Renewal Strategy and Structure Plan, and ensure it is consistent with and supports the range of outcomes being considered through other important projects including the Community Hub and Salisbury Oval Precinct Master Plan.
- 4.2 Subject to the feedback received during consultation, the DPA is expected to be finalised and presented to Council in June 2016, prior to being forwarded to the Minister for Planning for final approval.

CO-ORDINATION

Officer: EXECUTIVE
GROUP
Date: 08.02.16



Salisbury City Centre Urban Core Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Affordable housing and smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The Salisbury City Centre is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition, to a vibrant business hub and transit oriented activity centre within Northern Adelaide, building on its existing strengths and capitalising on proximity to the rail and bus interchange. Key components of the revitalisation will include:

- Diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses
- Development of increased residential opportunities to accommodate a diverse population
- Upgrade of the existing public transport interchange and intensification of development within the zone
- Continued provision of sports and recreation facilities and enhancement of open space and streetscapes.

The zone will focus around a Core Area intended to contain the highest intensity and scale of development with a supporting Transition Area adjoining neighbouring zones as identified on [Concept Plan Map Sal/32](#).

The Core Area will provide the greatest intensity of land use and activity with a mix of residential, commercial, civic, community, cultural, education, religious, entertainment, recreation and employment generating activities integrated with the public transport interchange and networks. Located within the Core Area is the 'main street' of John Street and the Parabanks Shopping Centre that will continue to provide the primary focus for retail, including large format retail and supermarkets. Facilities within the zone should be sited and designed with a view to promote after-hours uses to reinforce the centre as the focus for social activity in the district.

Medium and high density housing in a diverse range of residential dwelling types, including mixed use, student, aged accommodation, serviced apartments and affordable housing will be developed across

the zone with a focus around capitalising on existing amenity of key open space and proximity to existing facilities. Overall, the zone is intended to achieve a minimum net residential density ranging from 70 dwellings per hectare in the core reducing to a minimum of 35 in the areas more removed from the interchange, centre facilities and areas of open space.

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas/zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones. Development will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development in the zone will achieve high quality urban design and integration with a focus on pedestrian comfort and safety across both private land and public streets and open spaces. Buildings will contribute to quality streetscapes and public realm by articulating buildings with canopies over footpaths promoting open views, active uses and street based activity.

Pedestrian-scale signage, landscaping, street art, lighting, street furniture, canopies and sheltered walkways will be integrated into buildings, open space and streets to create safe, interesting, attractive and sociable spaces for pedestrians to access outdoor dining and footpath trading. A sheltered pedestrian environment should be created along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings. Legible, safe and accessible cycling routes and pedestrian pathways connecting key public open space and facilities including the Little Para trail, Civic Square, public transport interchange and bus stops will be enhanced,

Upper level facades will provide architectural interest with the use of balconies and roof top outdoor spaces encouraged. Solid material will be balanced with windows and other forms of visual permeability along key streets and public spaces. Plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones and existing residential development will be addressed through the use of building envelopes to maximise solar access, interface consideration of building height transitions, considered design and location of windows and balconies to maintain privacy and balconies and use of landscaping. Setbacks of new development should consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

Buildings of heritage value, including State heritage listed items, should be conserved and their continued use or adaptive re-use is encouraged. Elements which contribute to their heritage value, such as setting and setbacks, building materials, mature trees and landscaping elements and elevations should be retained and enhanced. The design of new development which adjoins these buildings should be sympathetic and not encroach or otherwise negatively impact on the setting of the heritage place.

Off-street parking will be well designed, integrated and managed to maximise efficient use of spaces, minimise the total area of land in the centre required for parking and promote increased use of sustainable modes of transport. On-site parking areas will be consolidated and shared, and driveway entrances minimised to maximise opportunities for on-street parking. Provision of consolidated multi-deck car parking is encouraged, with longer term/all day car parking preferably located on the perimeter of the centre. Provision of safe and well-designed walkways to link car parking areas to destinations is vital.

The centre will explore a range of opportunities to conserve resources, minimise energy use and promote Water Sensitive Urban Design. These opportunities may include the harvest, treatment, storage and reuse of stormwater, green roofs and walls, renewable energy features and innovative waste practices at a neighbourhood, street, site and individual building level where appropriate,

In accordance with the relevant development constraints mapping, buildings which exceed a height of 15 metres may require referral to the Department of Infrastructure and Regional Development.

John Street and Civic Square

The village atmosphere and mix of main street fine grain land uses that make John Street unique will be retained and regenerated supporting retail, cafes and restaurants on the ground level, with offices and opportunities for mixed use residential development promoted on upper levels.

Building heights up to 4 levels are envisaged with upper storeys set back from the ground and first storeys to retain the low scale existing pedestrian scale and character of John Street. Development will connect directly to the civic square area, providing strong active frontages. The existing fine grain street based development should be maintained along the western end of John Street, and new development along the eastern portion designed to reflect this pattern.

Pedestrian permeability through to adjoining areas will be improved, with existing pedestrian connections both within streets and through private buildings, carparks and covered malls retained and enhanced. The exterior storage or display of goods or service areas should not compromise pedestrian movement or amenity.

Possible Church Street Extension

Through redevelopment an extension to Church Street through to the north and creation of a new high street characterised by wide footpaths, street trees and landscape plantings to improve vehicle, pedestrian and cycle movements and centre legibility is envisaged.

Upon completion, this extension to Church Street would provide opportunities for ground level activation incorporating new retail and commercial land uses, mixed use and medium to high density residential development. Building heights up to 6 storeys are anticipated along the Church Street extension within the Core Area.

Parabanks Shopping Centre

This shopping centre will continue to be the focus for large scale retail development, with redevelopment to incorporate active frontages and prominent entrances where directly abutting onto John Street, the Civic Square and the proposed Church Street extension. Over time opportunities for increased ground level activation adjoining Pitman Park and the Little Para River including the incorporation of residential development is encouraged.

Pedestrian connectivity and amenity throughout this area including at grade carparks should be improved, with designated safe, accessible and sheltered walking areas and enhanced landscaping provided.

Interchange

An upgrade of the interchange should incorporate features to increase connectivity across the rail line, with a well-designed overpass provided to ensure safe and convenient pedestrian access. Development adjacent to the public transport interchange will be mixed both vertically and horizontally, with non-residential uses encouraged to create visual interest and active street frontages.

There should be a focus on a mix of land uses with potential for small scale convenience retail, commercial, entertainment and ancillary development. Redevelopment of existing car parking areas immediately adjacent the interchange is encouraged, where existing car parking spaces can be provided in conjunction with the redevelopment, or relocated elsewhere.

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core

area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

Ann and Mary Street

The historic character and mix of community, education and community land uses within this area will remain the primary land use. Future opportunities for medium density mixed use and residential development will be supported where the architectural and urban design has addressed integration and complements the existing built form reflecting the lower scale intended within the transition areas.

Salisbury Oval and Surrounds

The area south of Park Terrace will continue to support a range of structured sport and recreation facilities, residential, education, community and open space uses. An increase in density of existing residential development within the area, combined with development of medium density dwellings integrated around the perimeter of the oval in strategic locations to take advantage of views over the open space is envisaged.

Dwelling design should seek to maximise vistas into the open space from surrounding streets and promote built form with open fencing and balconies that improve surveillance and maximise pedestrian legibility, safety, pleasure and comfort. Links between this area and the core area to the north of Park Terrace will be enhanced, and will include provision of a pedestrian and cycling path adjoining the railway corridor and improved connection across Park Terrace.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- cinema
- civic building
- community centre
- consulting room
- dwelling
- educational establishment
- entertainment venue
- hotel
- gymnasium
- library
- licensed premises
- multi-deck car parking
- nursing home
- office
- place of worship
- pre-school
- public transport interchange
- recreation centre
- residential flat building
- retirement village
- school
- shop or group of shops
- supported accommodation
- theatre
- tourist accommodation

- 2 Development listed as non-complying is generally inappropriate.
- 3 Core and Transition Areas should be developed in accordance with the relevant [Concept Plan Map\(s\) Sal/32 and Sal/33](#)
- 4 The Core Area should be developed to include a range of land uses that are high pedestrian generators, promote public transport use, provide opportunities for multi-purpose trips **and include after-hours uses.**
- 5 Commercial development should be compatible with adjoining uses.
- 6 Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 7 Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:
 - (a) encourage walking to local shopping, community services and other activities
 - (b) do not detrimentally impact on the amenity of nearby residents.

Form and Character

- 8 Development should be consistent with the desired character for the zone.
- 9 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Minimum net residential site density
Core Area	70 dwellings per hectare net
Transition Area	35 dwellings per hectare net

- 10 Residential development in a mixed use building should achieve a minimum net residential site density of 35 dwellings per hectare.
- 11 In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

Design and Appearance

- 12 In the Core Area:
 - (a) **Development should be adaptable in form to enable convenient conversion of internal spaces to alternative uses** without the need for significant change to the building
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.
- 13 Except in the Core Area, development of three or more storeys in height should ensure that:
 - (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

- (i) half of the existing ground level open space
- (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

- 14 Buildings should address public open space and defined pedestrian routes.
- 15 Development of sites adjoining the Civic Square, as identified on [Concept Plan Map Sal/33](#), should provide active frontage to the Civic Square and facilitate uses that will enable increased activation at street level.
- 16 Building setbacks should be consistent with or complement setback distances of adjoining development where possible

Building Height

- 17 Except where airport building height restrictions prevail, or interface height provisions require a lesser height, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following provisions:

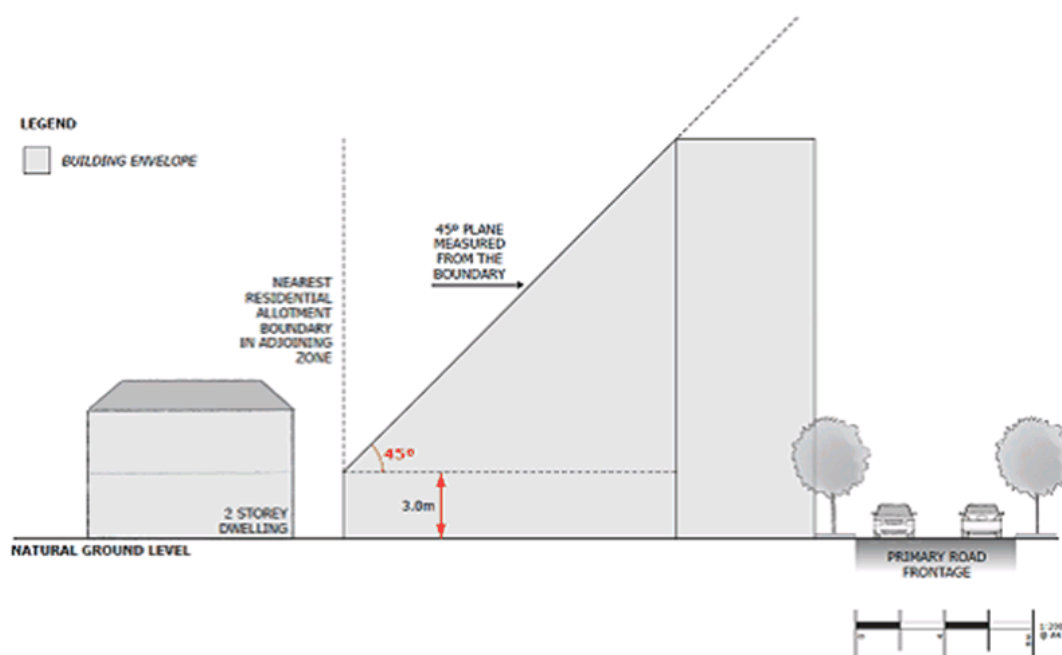
Designated area	Maximum building height
Core Area	6 storeys and 32.50
Transition Area	4 storeys and up to 16.5 metres

- 18 Buildings with frontage to John Street should have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres to reinforce the low scale built form along John Street,.
- 19 Building heights in the Transition Area may exceed 4 storeys (to a maximum of 6 storeys) where it can be demonstrated that development will retain satisfactory access to sunlight and minimise overlooking to any adjacent private open space and windows and it is part of a precinct planned development.

Interface Height Provisions

- 20 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is primary road frontage), as illustrated in Figure 1:

Figure 1



Off Street Vehicle Parking

- 21 Car parking should be provided in accordance with [Table Sal/2 – Off Street Vehicle Parking Requirements](#) or [Table Sal/2A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies)
- 22 Where [Table Sal/2 – Off Street Vehicle Parking Requirements](#) applies a lesser rate may be applied where justified and based on local circumstances, including if:
- (a) the proposed development is adjacent to a designated pedestrian and/or cycle path
 - (b) convenient on-street car parking is readily available
 - (c) there is opportunity to utilise shared car parking areas between uses based upon compatible hours of peak operation
 - (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
 - (e) for studio apartments, student accommodation, affordable housing, retirement villages or aged persons accommodation

- 23 Multi-deck car parking should take the appearance of a commercial building, with active frontages and mixed land uses on the ground level.

Land Division

- 24 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 25 Wherever practicable, land division and site amalgamation should:
- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
 - (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments facilitate development as envisaged in [Concept Plan Map Sal/33](#)

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) within the Core Area as identified in [Concept Plan Map Sal/32](#) are complying:

A change of use within an existing building used primarily for a shop, office or consulting room to accommodate one or any combination of those uses where all of the following are achieved:

- (a) the building is not a State heritage place
- (b) any alterations to the external appearance of a local heritage place do not materially affect the heritage values of that place
- (c) where the change in use is for a shop primarily involving the handling and sale of foodstuffs (and may include a restaurant, café, take-away and/or fast food outlet), the location of the development and associated areas for the storage and collection of refuse are at least 10 metres from a residential zone boundary or the boundary of a site used for residential purposes other than where:
 - (i) the development is the same or substantially the same as a previously approved development, or
 - (ii) the dwelling is located in the same building as the shop or is directly associated with the shop
- (d) if the change in use is to a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, at least one of the following applies:
 - (i) the primary vehicle access is from a road that is not an arterial road
 - (ii) the shop is located in a building (or buildings) comprising multiple tenancies that operate as an integrated complex used primarily for shops, offices and/or consulting rooms and incorporates shared off-street vehicle parking areas, vehicle loading and unloading bays, and areas for the storage and collection of refuse
- (e) off-street vehicular parking is provided at a rate in accordance with Table Sal/2 – Off Street Vehicle Parking Requirements or the desired minimum in Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies), other than in respect to the following:
 - (i) the building is a local heritage place

- (ii) the development is the same or substantially the same as a previously approved development
- (iii) the change of use is located in a building (or buildings) comprising multiple tenancies that operate as an integrated complex used primarily for shops, offices and/or consulting rooms and incorporates shared off-street vehicle parking areas, vehicle loading and unloading bays, and areas for the storage and collection of refuse.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Shop	Except where: <ul style="list-style-type: none"> (a) it is within the Core Area, or (b) it is within the Transition Area and does not exceed 500 square metres in total floor area, or (c) It is a bulky goods outlet
Special industry	
Store	
Transport depot	
Warehouse	
Waste reception, storage, treatment or disposal	

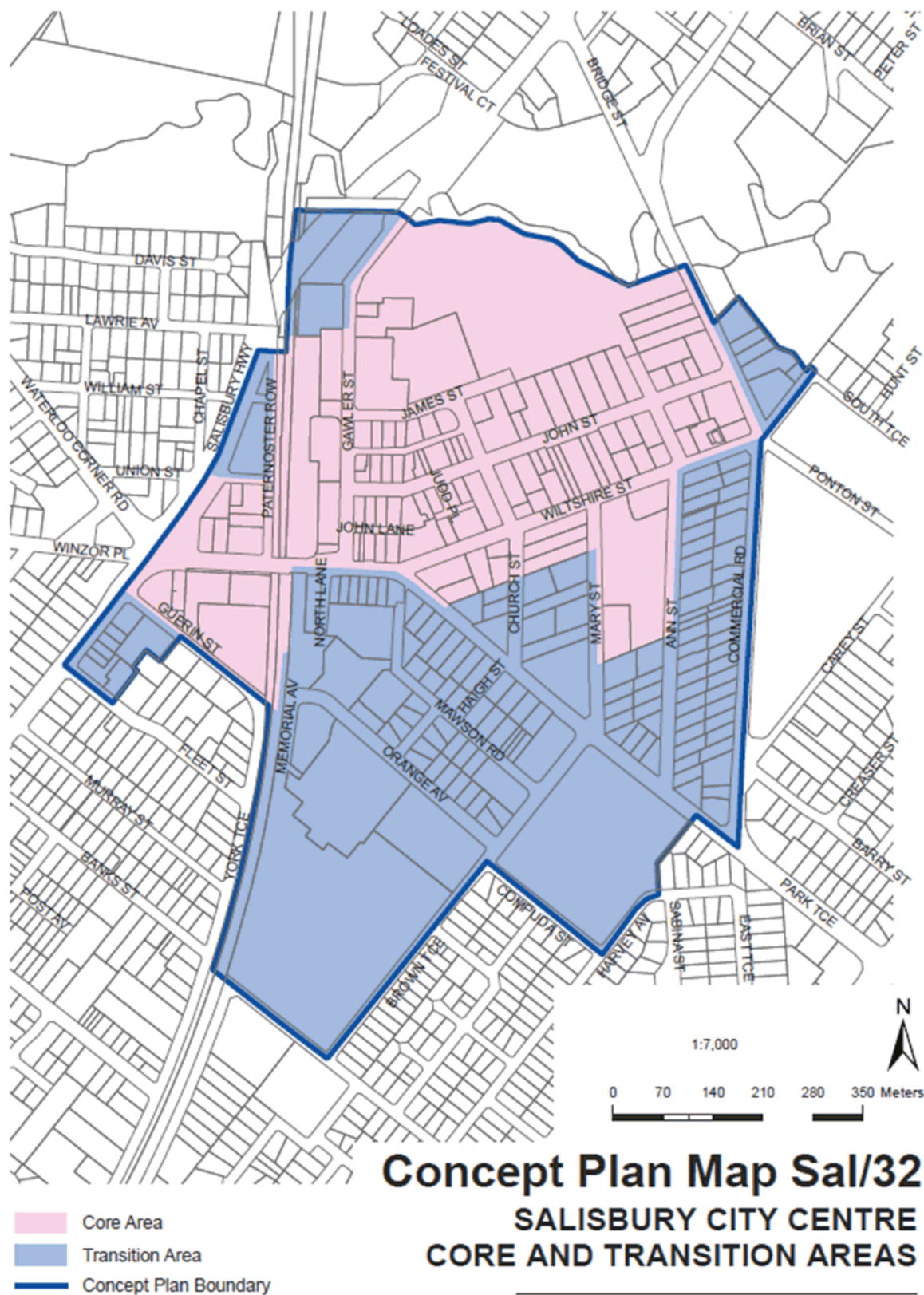
Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

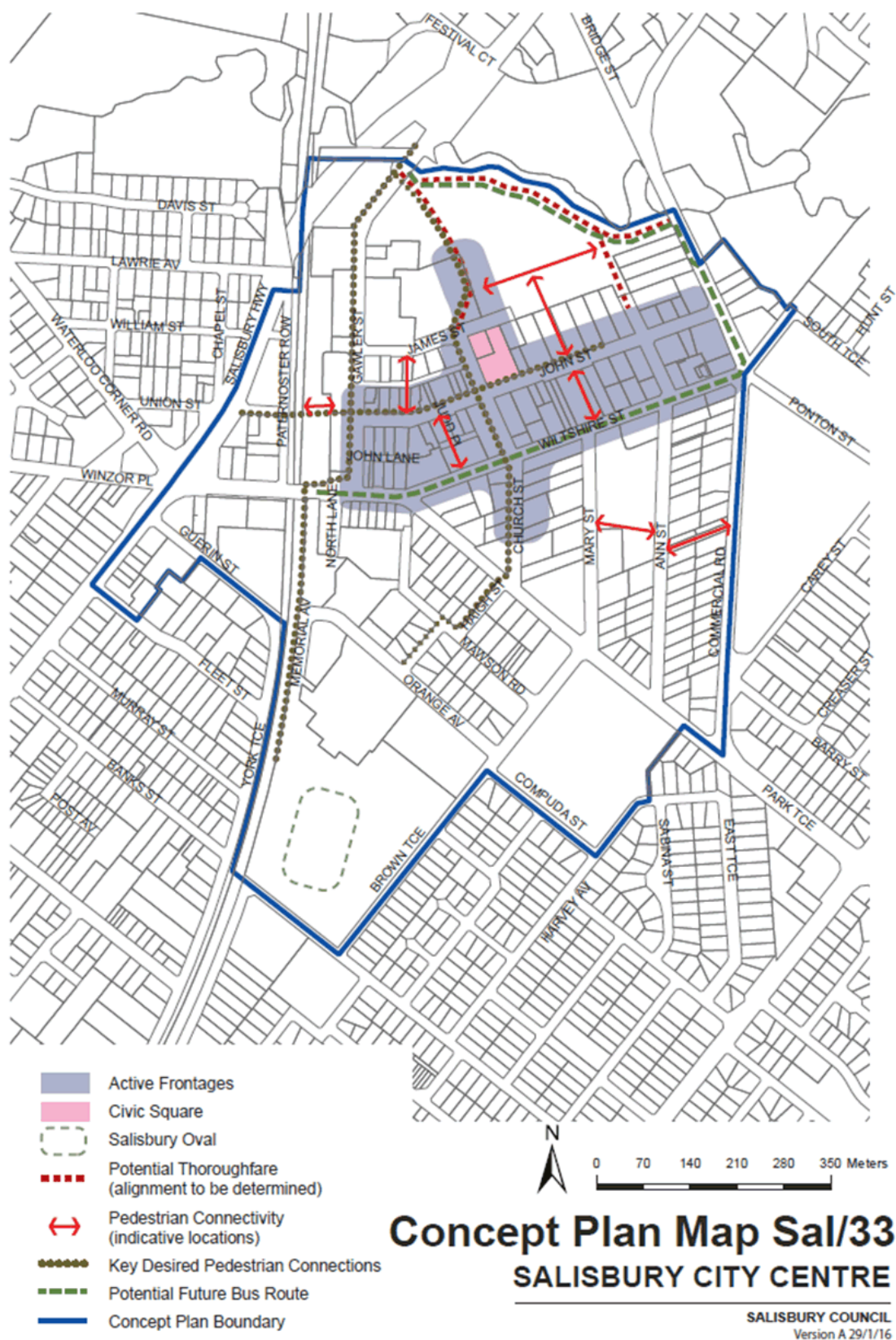
In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
------------	------------

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Civic Buidling	
Community Centre	
Consulting room	
Dwelling	
Educational establishment	
Indoor recreation facility	
Nursing home	
Office	
Pre-school	
Primary school	
Recreation Centre	
Residential flat buildings	
Retirement village	
Shop or group of shops, except where it exceeds 500 square metres within the Transition Area	
Supported accommodation	
Tourist accommodation	



SALISBURY COUNCIL
Version A 24/11/15



Development Plan Amendment

By the Council

City of Salisbury

Salisbury City Centre DPA

Explanatory Statement and Analysis

For Consultation

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Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at "Click and Type" from "Insert Consultation Start Date" until "Insert Consultation Close Date" .

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to "Click and Type".

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on "Click and Type" at "Click and Type".

Salisbury City Centre DPA

City of Salisbury

Have Your Say

Explanatory Statement

Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment

Need for the amendment

Salisbury City Centre (SCC) has been identified as a Transit Oriented Development (TOD) site, Major District Centre, and recognised as a potential regeneration area in the *30 Year Plan for Greater Adelaide*.

The subject area focuses on the District Centre Zone at Salisbury and the surrounding area as identified in the SCC Renewal Strategy. Although the policies for the area are generally accommodating of the type of development anticipated for a TOD, amendments are considered necessary to better support and reflect the significant and transformative range of land use changes sought in the Centre.

Salisbury City Centre DPA

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Explanatory Statement

The purpose of this DPA is to investigate the replacement of the current zoning and policies of the Salisbury City Centre with an Urban Core Zone to facilitate development and revitalisation of the centre, consistent with the vision for the area as outlined in the SCC Renewal Structure Plan that Council prepared in 2012, and the Urban Design Framework prepared by Council in 2015.

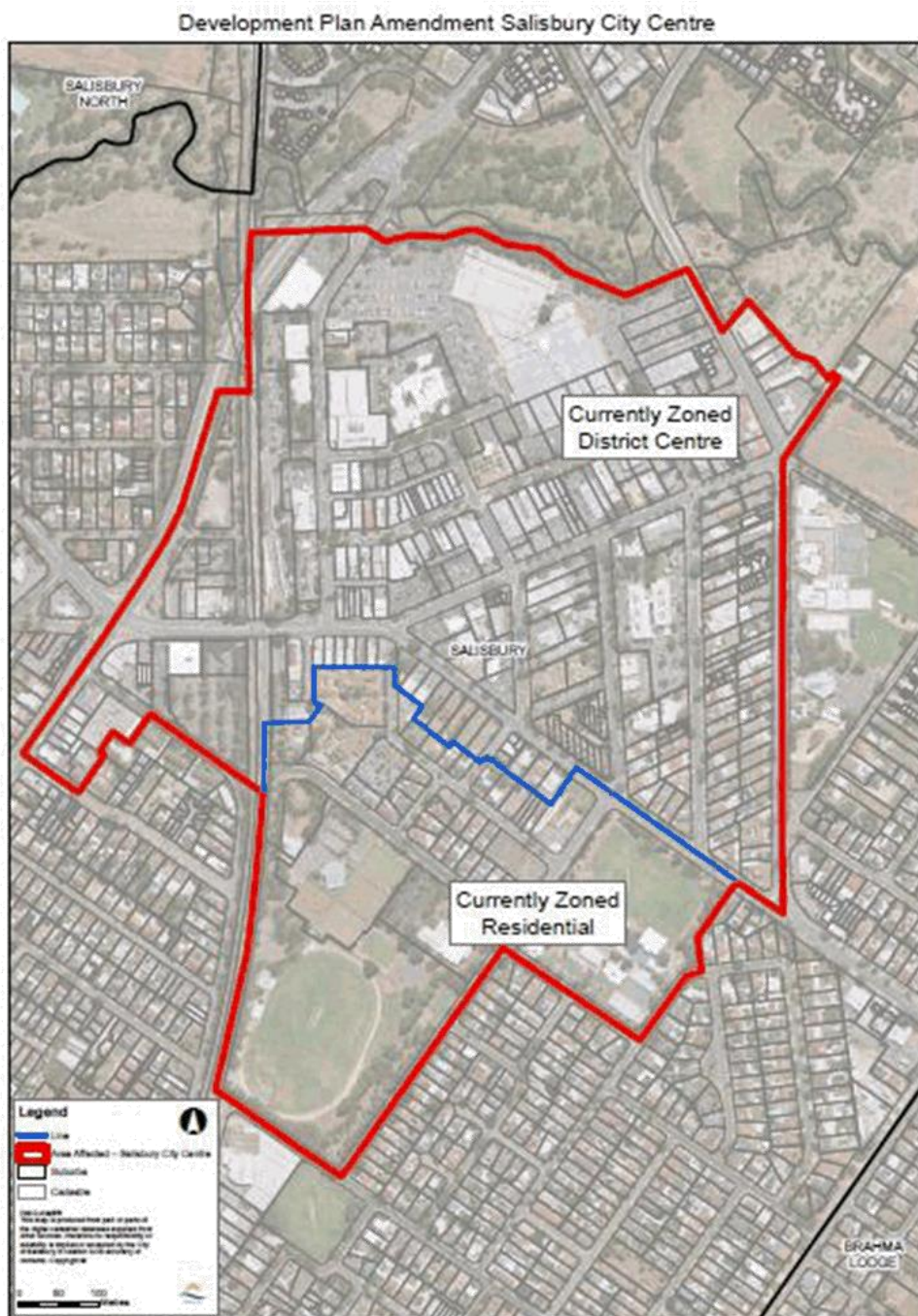
Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on 1 August 2013.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The area affected by the proposed DPA includes the area currently covered by the District Centre zone, and part of the Residential zone that contains the Salisbury Oval, St Jays Recreation Centre and Salisbury Primary School, and as shown on the map below:



Salisbury City Centre DPA

City of Salisbury

Explanatory Statement

Summary of proposed policy changes

The DPA proposes the following changes:

- Introduction of an Urban Core Zone over the areas currently contained within the District Centre Zone at Salisbury, and portion of the Residential Zone that contains a range of open space and recreation facilities and the Salisbury Primary School to the south of the existing Salisbury Centre. The proposed Urban Core zone contains policy seeking for higher density residential development and envisages a broad range of uses consistent with those anticipated within a key activity centre, including significant retail, commercial, residential and mixed use development, in conjunction with a range of community services, recreation facilities and open space.
- Introduction of a desired character statement which describes the future character for the area as a true mixed-use transit oriented development, containing well designed and high quality development, featuring an increased residential population, a variety of retail and commercial uses, an upgraded public transport interchange, activated open space and recreation facilities and improved pedestrian and cycling connectivity.
- Identification of a 'Core' and 'Transition' area to provide guidance with regard to desired density and building heights for future development. The proposed policy seeks for a maximum building height of 6 storeys within the Core Area. A maximum of 4 storeys is sought within the Transition Areas, with flexibility provided to enable buildings up to a maximum of 6 storeys where it can be demonstrated that overshadowing and overlooking of adjoining sites can be appropriately addressed and it is part of a precinct planned development site.
- Introduction of updated car parking rates for new development to reflect the designation of the Salisbury City Centre as a transit oriented development area and recognising its proximity to frequent public transport. This includes the introduction of a 'mixed use' rate of 3 spaces per 100 square metres of floor area for development within close proximity to public transport to provide greater flexibility and support land use changes that are consistent with those envisaged within the Centre.
- Inclusion of the new policy to guide the development of buildings of 3 or more storeys through the inclusion of the General module from the South Australian Planning Policy Library (SAPPL) – *Medium and High Rise Development (3 or More Storeys)*
- Identification of a range of envisaged land uses that that would be Category 1 or 2 developments for the purposes of public notification, to increase certainty for developers and assist in reduced assessment timeframes for a range of uses that would be expected in a key activity centre such as the SCC.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- Department of Planning, Transport and Infrastructure
- Federal Department of Infrastructure, Transport, Regional Development and Local Government
- Defence SA
- Renewal SA
- Department of State Development
- Department for Education and Child Development
- Department of Environment, Water and Natural Resources
- SA Police
- SA Metropolitan Fire Services
- Environment Protection Authority
- SA Water
- Electranet
- SA Power Networks

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Explanatory Statement

- SEAGas
- Epic Energy
- APA Group
- Envestra
- Parafield Airport Limited

Adjoining Councils

- City of Playford
- City of Tea Tree Gully
- City of Port Adelaide Enfield

State Members of Parliament:

- Member for Ramsay
- Member for Little Para
- Member for Taylor
- Member for Wright
- Member for Port Adelaide
- Member for Playford
- Member for Florey

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

Important Note for Agencies: This DPA includes modules from the State Planning Policy Library.

As the policy library was subject to agency consultation during its development, agencies are requested to comment only on the range and application of the modules selected and not on the actual policy content, except where that policy has been included as a local addition. Agencies are invited to comment on any additional issues (if relevant).

The final stage

When the council has considered the comments received during consultation and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

Analysis

1. Background

The Salisbury City Centre (SCC) is considered to be the cultural, employment and historic heart of the Salisbury area. However, during a period of statewide rapid shopping centre development, and changing lifestyle trends, the SCC has not been able to capitalise on such trends.

The SCC exhibits characteristics typical to that of a traditional 'Town Centre', and organic history of development, with a functioning main street, the potential for out of centre hours activity and a fine grain retail experience. This creates not only an opportunity, but a point of difference from competing centres.

The Major District Centre status of the SCC is complemented by its proximity to a major rail and bus interchange, which is a key reason for the area being recognised as a Transit Oriented Development (TOD) site within the State's 30 Year Plan for Greater Adelaide and Council's City Plan.

Salisbury City Centre Renewal Strategy

In 2012 the City of Salisbury endorsed the Salisbury City Centre Renewal Strategy. The Renewal Strategy involved development of a structure plan to guide and initiate revitalisation of the SCC and provided the first step in realising the future potential of the Salisbury City Centre (SCC) as a key activity centre and transit oriented development within northern Adelaide. The Renewal Strategy was developed through significant consultation with local businesses, key government agencies and the wider community, resulting in a plan that reflects the needs and aspirations of its customers and current and future residents.

The SCC Renewal Strategy seeks to facilitate the following five key outcomes:

Population	Provide a substantive population increase which underpins activation within the Salisbury City Centre and provides the basis for all other desired outcomes to flourish.
Business and Employment	Establish Salisbury City Centre as the pre-eminent business hub of the mid Northern metropolitan area by stimulating new business and employment opportunities.
Retail	Increase retail offerings to establish the SCC as an active and thriving retail hub.
Community	Enhance access to community facilities and services to inform, support and celebrate community diversity and promote community wellbeing.
Place	Provide a sense of place which reflects Salisbury's heart and identify and connects all elements of the wider urban realm – linking pedestrian, residential, economic, civic, community and recreation networks.

Salisbury City Centre DPA**City of Salisbury*****Analysis***

Key features of the SCC Structure Plan include:

- Improved pedestrian movement within and around the SCC
- Potential changes to the road network to facilitate better traffic movement into and around the Centre
- Development of an improved car parking strategy
- Simplification of bus movements and strong linkages between the Centre and an upgraded transport interchange
- Creation of improved green spaces within the Centre
- Creation of active street frontages along Church and John Streets
- Providing active frontages to the Civic Square and softened landscaping to promote use
- Increasing residential, commercial and retail densities
- Providing opportunities to establish residential and mixed-use developments to increase the permanent resident population within the Centre



Salisbury City Centre DPA**City of Salisbury****Analysis**

Conceptually, the Structure Plan vision for the SCC developed through the 2012 Structure Plan is for:

- Development overlooking the linear park along the Little Para River, including new upper level apartments, promoting active surveillance of the area and greater use of the reserve areas.
- Upgrade of Commercial Road to improve traffic movement for private vehicles, public transport, cyclists and pedestrians.
- Potential for a new public road to be constructed to link Commercial Road and Gawler Street to improve private and public transport movement and increase activity along the Little Para River.
- Activation of the existing Civic Square as the centre of social activity.
- Development of a consolidated core area to be the focus for intense activities with mixed-use buildings and increased density and building. Buildings to include ground floor retail/cafes to activate street frontages, second and/or third levels to contain commercial/office space, with upper levels to comprise car parking and quality residential apartments.
- Upgrade of the Park Terrace/Church Street intersection with traffic signals and gateway signage into the Centre.
- High quality entrance statements at key entrances to the Centre.
- Upgraded public transport interchange to improve convenience for commuters and promote pedestrians into John Street.
- John Street retained and regenerated as an attractive one-way main street with village atmosphere that includes retailing/cafes at the ground level, with offices, car parking and quality residential development above.
- Possible extension of Church Street into a two-way tree lined boulevard with wide footpaths that promote vehicle and pedestrian movement, with new retail and commercial development that links to the Little Para River.

Salisbury City Centre DPA

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Analysis

Salisbury City Centre DPA

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Analysis

2. The strategic context and policy directions

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia's Strategic Plan:

South Australia's Strategic Plan	
Strategic Plan Objective/Targets	Comment/Response
Target 1: Urban Spaces Increase the use of public spaces by the community	The DPA seeks to increase the residential and visiting population of the SCC, which will in-turn increase activity within and use of public spaces. The DPA includes policy seeking for increased development to overlook and activate open spaces.
Target 2: Cycling Double the number of people cycling in South Australia by 2020	The DPA seeks to improve connectivity and legibility throughout the SCC, and associated projects being initiated through Council seek to improve cycling infrastructure and promote increased cycling and walking.
Target 7: Affordable housing South Australia leads the nation of the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households	The DPA seeks to facilitate development of a range of housing types within the SCC. The proposed Urban Core Zone includes a provision requiring a minimum of 15 percent affordable housing. This provision is already contained within the Residential Zone which applies to the areas surrounding the SCC.
Target 11: Housing for people with disabilities Increase the number of people with a disability in stable, supported community accommodation to 7000 by 2020	As above, the DPA seeks to facilitate development of a range of residential accommodation throughout the SCC, including aged care and supported accommodation.
Target 45: Total population Increase South Australia's population to 2 million by 2027	The DPA supports this target through the provision of increased residential, commercial and employment densities and community services throughout the SCC.

South Australia's Strategic Plan	
<p>Target 56: Strategic infrastructure</p> <p>Ensure the provision of key economic and social infrastructure accommodates population growth</p>	<p>The revitalisation of the SCC is underpinned by the proposed upgrade of the public transport interchange. Infrastructure improvements such as electrification of the Adelaide-Gawler train line are also proposed. Preparation of Council's Social Infrastructure Plan will identify the gaps in social infrastructure provision within the SCC, and make recommendations for its provision.</p>
<p>Target 63: Use of public transport</p> <p>Increase the use of public transport to 10 percent of metropolitan weekday passenger vehicle kilometres travelled by 2018</p>	<p>Increased use of public transport is critical to the revitalisation of the SCC. The DPA proposes to increase population density around the Salisbury interchange to better utilise existing public transport, and justify increased expenditure towards upgrading of the Salisbury Interchange and enhanced service provision.</p>
<p>Target 68: Urban Development</p> <p>By 2036, 70 percent of all new housing in metropolitan Adelaide will be being built in established areas</p>	<p>The DPA seeks to increase residential, commercial and employment densities within the SCC to better utilise existing infrastructure and investment.</p>

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volumes of the Planning Strategy are relevant to this DPA:

- The 30 Year Plan for Greater Adelaide

The DPA supports the policies of the Planning Strategy by:

- Promoting the Salisbury City Centre as a higher-order activity centre and the focus for the delivery of services and employment within Salisbury
- Encouraging development of higher density housing, offering a range of dwelling choices to meet the needs of a diverse population, including affordable housing
- Encouraging growth and mixed use development and a compact urban form in close proximity to a range of services and public transport interchange

Salisbury City Centre DPA**City of Salisbury****Analysis**

The DPA introduces Policy Library modules, which have been developed with reference to and have strong links to the intentions of the Planning Strategy.

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendices**.

2.3 Consistency with other key strategic policy documents

Council's City Plan 2020 – Sustainable Futures articulates Council's vision and seeks a sustainable, prosperous and progressive future based on the interconnections between social and economic development and the environment. The Plan's directions, which support the South Australian Strategic Plan, build on the area's strengths and aims to work in harmony to shape a strong, vibrant and cohesive community.

The City Plan identifies that Council will continue to prioritise the renewal of the Salisbury City Centre via implementation of the City Centre Renewal Structure Plan. The City Plan identifies that the SCC will become one of Greater Adelaide's transit oriented developments, where housing, jobs, shopping, services and transport all come together in one compact location.

A review of Council's City Plan is currently underway (draft City Plan 2030) and identifies renewal and revitalisation of the Salisbury City Centre as a critical action, with actions including delivery of a new community hub and developing the Salisbury Oval precinct as an integrated recreation and residential precinct.

2.3.1 Council's Strategic Directions Report

Council's 2013 Strategic Directions Report identified regeneration and activation of the Salisbury City Centre as a high priority project, and identified the need for a future DPA to implement the necessary changes to zoning to support the SCC Renewal Strategy.

2.3.2 Infrastructure planning

The proposed amendment will be consistent with current infrastructure planning (both social and physical) identified in council's strategic directions report, by the Minister or by a relevant government agency. The State's 2005-2014 Infrastructure Plan and the Integrated Transport and Land Use Plan have been considered for this DPA.

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

The following infrastructure planning is of relevance to this DPA:

Council Infrastructure Planning	Response/Comment
Integrated Transport Plan	Plan is currently being prepared, and will identify future strategic directions to ensure appropriate transport infrastructure is provided to meet the

Council Infrastructure Planning	Response/Comment
	needs of current and future populations and business.
	The Aurecom report prepared for Council to inform the SCC Renewal Strategy included estimated cost of transport infrastructure and augmentations proposed by the Structure Plan.
Social Infrastructure Plan	Council is currently preparing this plan, which will identify existing and future social infrastructure needs throughout the City.
Government Agency Infrastructure Planning	Response/Comment
Upgrade works for North-South Corridor (including construction of the Northern Connector)	Upgrades will ensure improved efficiency and connectivity of the north-south freight route, improving access to northern Adelaide, including the SCC
Improve protection for pedestrians at at-grade railway crossings	One way of facilitating this at the Park Terrace crossing/SCC interchange may be through provision of a pedestrian overpass
Partner with local councils to complete the Gawler Greenway from Salisbury to Grand Junction Road	The renewal of the SCC seeks to incorporate improved cycle and pedestrian networks throughout Salisbury. The associated concept plan identifies the proposed greenway along the rail corridor.
Partner with Salisbury Council to complete the Little Para River Creek Trail and expand cycling and walking catchment of Salisbury Centre	As above.
Work with local councils to complete local transport strategies to complement land use directions of local development plans, with a focus on accessible neighbourhoods, integration with public transport networks and state freight/major traffic routes	Council is currently preparing an Integrated Transport Plan to guide future transport initiatives throughout the City.
Electrification of the Gawler train line	Improved frequency and efficiency of the train service will assist in improving public transport usage, and will assist in connecting the SCC

Salisbury City Centre DPA

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Government Agency Infrastructure Planning	Response/Comment
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	with the wider Adelaide area.
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2.3.3 Current Ministerial and Council DPAs

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
Rural Aircraft Noise Direk Industry and Residential Interface DPA	Not expected to impact upon this DPA

Mawson Lakes DPA	Not expected to impact upon this DPA. Similar outcomes are sought with regard to identifying and zoning Mawson Lakes to reflect its status as a TOD and key activity centre
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Ministerial DPAs	Response/Comment
Greater Edinburgh Parks Employment Lands DPA Part 2	Not expected to impact upon this DPA.

Existing Centre Policy Review DPA	<p>The Minister for Planning has initiated investigations for the drafting of two DPAs relating to retail policy.</p> <p>The intent of the Existing Centre Policy Review DPA is to support more on-merit assessments and consistent processes by ensuring procedural requirements and desired uses are appropriately aligned. The DPA will seek to ensure that activity centres/mixed use zones are places that welcome business and retail activity by removing unnecessary controls.</p> <p>The policies proposed through the SCC DPA are largely consistent with those proposed through the Ministerial DPA.</p>
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Activity Centres and Shopping Growth DPA	<p>The DPA will consider the permissibility of commercial uses, particularly shops, in a wider range of circumstances outside of designated activity centres and mixed use areas that are covered by the Existing Centre Policy Review DPA.</p> <p>The DPA is yet to be released for consultation however it is not expected that this DPA will directly impact on the policies proposed through the SCC DPA as the SCC is contained within an existing centre zone. This will be reviewed upon</p>
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Ministerial DPAs	Response/Comment
	the Ministerial DPA being released for consultation.

2.3.4 Existing Ministerial Policy

This DPA does not propose to change existing Ministerial policy. The DPA proposes to insert the relevant car parking provisions proposed through the Ministerial Existing Activity Centres Policy Review DPA that was released for consultation in September-October 2015 (note this DPA has not been approved by the Minister to date).

3. Investigations

3.1 Investigations undertaken prior to the SOI

- Salisbury City Centre Renewal Strategy July 2012
- Salisbury Town Centre Revitalisation Transport Assessment Report June 2012
- Salisbury City Centre Renewal Implementation Strategy August 2012
- Salisbury City Plan 2020 – Sustainable Futures
- Salisbury Council Growth Action Plan 2008
- Salisbury Heritage Survey 1991
- Salisbury Council Strategic Directions Report 2013
- Salisbury Better Development Plan and General DPA 2012
- Neighbourhood Centre Market Research Report – Harrison Research March 2011
- Economic Impact Assessment – Pitney Bowes December 2011
- Salisbury Centres and Bulky Goods Site Review – Tutte March 2007
- Salisbury East/Salisbury Heights Retail Assessment – SGS Economics and Planning August 2008
- Review of SGS and Tutte Reports. Impact on Parabanks Shopping Centre – Jones Lang LaSalle June 2009
- Salisbury East Salisbury Heights Retail Assessment Addendum – SGS Economics and Planning May 2009
- Impact of Proposed Bulky Goods Development on Centres – URPS and Tutte November 2008
- Mawson Central Car Parking Strategy – Annand & Assoc Urban Design& TTM Consulting July 2011
- National Airports Safeguarding Framework – National Airports Safeguarding Advisory Group

3.2 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA:

- Built form and urban design (Salisbury City Centre Urban Design Framework)
- Infrastructure analysis
- Zone and interface issues
- Transport/movement analysis
- Car Parking
- Housing and land analysis
- Airport interface/restrictions
- Potential site contamination

Salisbury City Centre DPA**City of Salisbury****Analysis****3.2.1 Built Form and Urban Design****Salisbury City Centre Urban Design Framework**

An Urban Design Framework (UDF) has been prepared to further refine the urban design elements sought through the SCC Renewal Strategy. The objective of this document is to:

- Understand the current physical and operational function of the SCC
- Identify key areas and critical elements that will further enhance the success and visitor experience of the SCC, such as pedestrian and open space corridors, development sites and other linkages, entries and congregation areas
- Achieve the creation of high quality unified streetscapes, building frontages and facades with a consistent design theme identifying the hierarchy of streets within the City Centre
- Establish a design and materials palette which can be replicated throughout the City Centre
- Ensure the development of the urban design and streetscape guidelines take into consideration the existing character and history of the SCC

A copy of the Urban Design Framework forms an appendix to the DPA.

The UDF identifies a range of key actions required to achieve the vision of the SCC Renewal Strategy, and many of these can be reinforced and encouraged through incorporation of provisions within Council's Development Plan. Key actions of relevance include:

- Encouraging infill development along John Street which complements existing development form and scale, maintaining the diversity of uses along John Street
- Expanding Parabanks Shopping Centre south to create a continuous frontage along the street, and along the Church Street extension
- Extend mixed use and commercial development along Church Street (4 to 6 storeys)
- Continued development of the urban edge to capitalise on the transport hub and Gawler Street
- Increase development along Wiltshire Street, maintaining existing car parking at the road frontage
- Development of mixed use development within the City Centre which encourages vertical fine grain development
- Support and encourage mixed use development along Park Terrace
- Potential to develop landmark buildings to create entry statements at key locations
- Encourage greater day and night time activity to edges of the Civic Square
- Residential and open space and recreation focus to the south of the SCC to take advantage of surrounding education and community facilities and proximity to public transport.
- Integration of car parking into the built form where appropriate and provision of multi-deck car parking in key locations with well-designed facades and active street frontages
- Improve pedestrian access and connectivity throughout the SCC
- Establish cycle infrastructure and cycle links

Salisbury City Centre DPA

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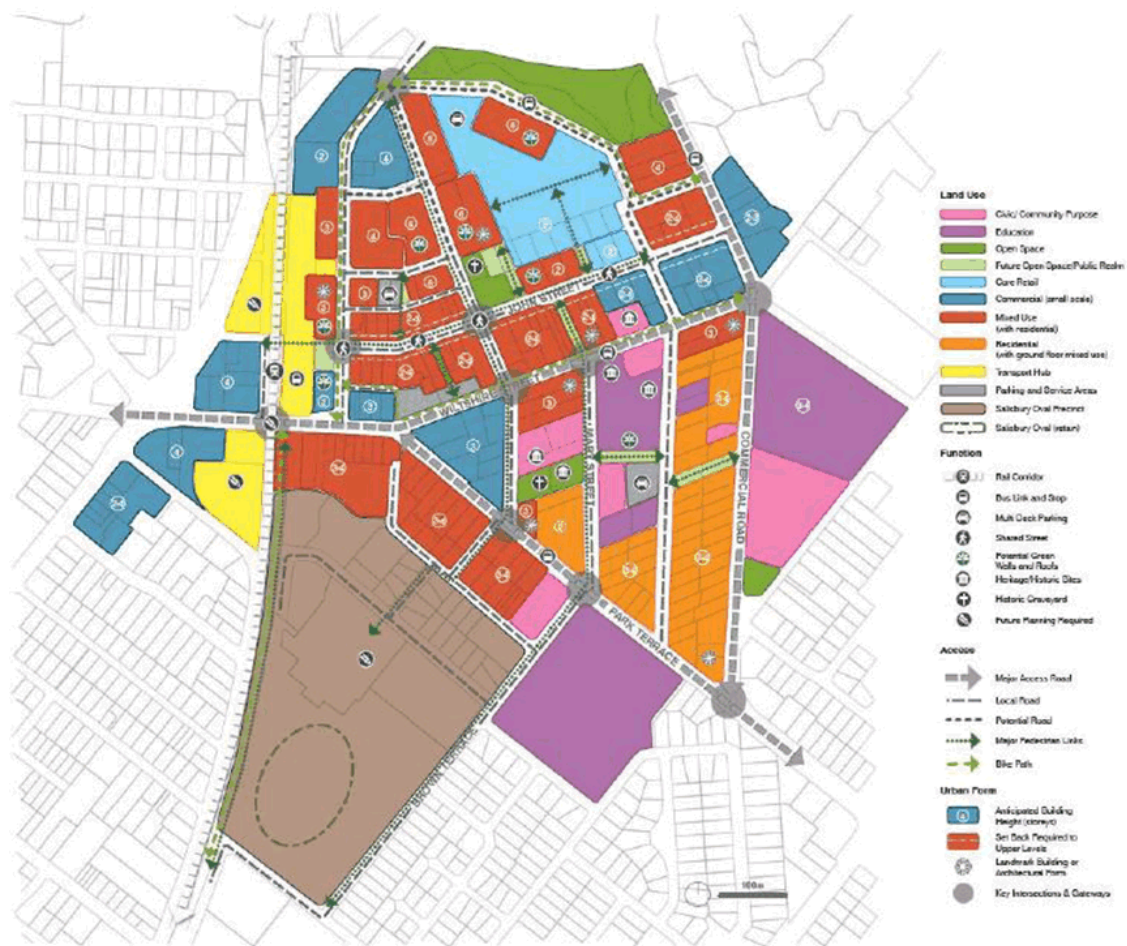
Structure Plan from Salisbury City Centre Urban Design Framework

Salisbury City Centre DPA

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Salisbury City Centre Urban Design Framework – Structure Plan



Policy Response: Where possible the DPA has sought to reflect the key outcomes of the UDF, as identified in the structure plan provided over page, to reinforce the desired built form and design aspects through necessary policy inclusions. The designation of the Core and Transition Areas and maximum building heights have been identified having consideration to the desired uses and intensity of development sought through both the Renewal Strategy and UDF.

John Street

Currently: This precinct has evolved over time as its core area, John Street, is part of the main street of Salisbury. John Street is currently characterised by a number of small cafes and commercial/retail shopfronts which have narrow frontages to the street. There are several larger commercial tenancies located further east along John Street. This area also includes the Council owned Sexton car park which has been identified as a potential redevelopment site.

Future vision: Primarily the area should be characterised by smaller boutique retailers and cafes/restaurants which are mixed use with residential development above John Street and Church Street and compatible uses such as larger restaurants and potentially entertainment uses surrounding the cinema complex on James Street and Gawler Street adjoining the interchange.

The area should incorporate active frontages at a human scale at street level (street and first storey), with upper storeys set back from the street frontage to retain the low scale character of John Street to maintain the traditional main street look and feel, whilst still allowing for some flexibility in the development of mixed use upper storeys. New development should be designed with high architectural and urban design standards, incorporating sustainability features. Entrances and frontages should be active, accessible and be well designed to be safe and provide passive surveillance to the street, particularly along John and Church Street. Development should relate well to the civic square, with active street frontages at street level facing on to the square and land uses that encourage increased activation of this area.

Connectivity through to adjoining areas including the public transport interchange will be enhanced, with legible, safe and accessible pedestrian and cycle access provided.

Civic Square

Currently: The Civic Square precinct is the heart of the city centre, with the civic square located on the corner of John Street and Church Street, and was recently upgraded. It is surrounded by civic buildings with the library located on the south west corner of John and Church Streets.

The main purpose of this precinct is as a meeting place for the community to carry out civic functions/events, and for informal gathering.

Future vision: The civic square policy area has a key role as both a destination and place for the community, as well as providing legible connectivity between other major precincts within the city centre. It should be inviting and provide a safe, accessible environment for people to walk through or sit and spend time with high amenity and comfort at all times of the year. Development of sites adjoining the civic square will incorporate active frontages to the square and facilitate uses that will result in increased activation at street level.

Salisbury City Centre DPA**City of Salisbury*****Analysis***

The major land uses within or surrounding this precinct now and into the future should be primarily civic/community and commercial including uses such as council offices, civic square, library and potentially a cultural or community building. Smaller complementary uses such as cafes, restaurants and retail outlets are also encouraged where they open out onto public spaces.

Salisbury Interchange

Currently: The Salisbury transit interchange is recognised as one of the busiest in Metropolitan Adelaide, and is identified in the State's 30 Year Plan for Greater Adelaide as a location of a transit oriented development. The interchange is scheduled for upgrading in the near future, subject to State and/or Federal Government funding, and there is therefore an opportunity to redevelop the surrounding area in conjunction with this.

Currently the interchange is run down and is surrounded by two hotels and car parking. Surveillance is poor and there is little legibility or connectivity into other parts of the centre. The rail line acts as a physical barrier between the eastern and western sides of the policy area, making it difficult for a cohesive development into the future.

Future vision: There should be a focus on mixed use developments with potential for commercial activities, entertainment facilities such as hotels and bars and ancillary development to support these uses such as cafes, restaurants, retail and associated car parking. There are significant opportunities to capitalise on existing car parking areas.

Increased legibility for pedestrians and cyclists will be provided to connect to the John Street area, allowing for easy and convenient access to the city centre from the interchange. Active street frontages are imperative to provide for increased passive surveillance from the interchange and its surrounds through to the wider city centre.

An upgrade of the interchange should incorporate features to increase connectivity across the rail line, with a well-designed overpass provided to ensure safe and convenient access to increase pedestrian movement.

Shopping Centre

Currently: This area is dominated by the Parabanks Shopping Centre and surrounding car park. The shopping centre backs onto Pitman Park and the Little Para River to the north, and provides minimal surveillance due to extensive blank walls. The shopping centre has frontage to John Street (east) and adjoins the civic square area to the west.

Pitman Park and the linear park along the Little Para River are attractive open spaces however they are not currently utilised by the community to their full advantage due to poor surveillance, accessibility and topography.

Pedestrian activity is poor, and requires negotiation through large expanses of car parking, with priority given to vehicular traffic. There are limited safe or legible walking paths through the car parks, which are dominated by sealed surfaces and minimal landscaping.

Future vision: The area will continue to encourage large scale retail development with associated car parking. There will be a greater emphasis on shops with active frontages onto John Street, and increased ground level activation onto Pitman Park and the linear park along the Little Para River, providing a mix of uses including shops, cafes and restaurants. Upper level residential development is encouraged, allowing increased passive surveillance and patronage of the adjoining parklands.

There are considerable opportunities to upgrade the area to create useable open spaces for meetings and unstructured recreation for the community, particularly adjoining the Little Para River and Pitman Park. Combined with a more active frontage to the park from the shopping centre, and future mixed-use development, a safer and more accessible destination for the community will result.

Pedestrian connectivity throughout this precinct needs to be improved, with designated safe and accessible walking areas, and necessary shelter, provided throughout.

The potential extension of Church Street towards the Little Para River and Salisbury Highway will provide opportunities for increased buildings with active frontages onto what would be known as a 'high street'. This connection should provide good quality pedestrian and cycle linkages to the interchange, city centre and more broadly connect into the City's linear trails network.

Ann and Mary Street

Currently: The area contains a range of community service providers including SA Police and the TAFE campus.

Future vision: The character of this area will primarily be driven by the community and educational focus of existing land uses, combined with other commercial activities and opportunities for residential development. The built form in this policy area will be of a lower scale than in the core area of the city centre. Two storey development will be most typical, however there is flexibility for higher buildings subject to the building's ability to complement existing built form and its proximity to the core of the city centre.

There will be a strong focus on pedestrian connectivity across Wiltshire Street and into the centre.

Wiltshire Street

Currently: Characterised by a mix of large commercial tenancies, smaller offices and some shops.

Future vision: The character of the area will continue to focus on commercial development, with supporting uses. There is potential to incorporate mixed use developments in the form of residential development on the upper floors, provided it is well designed and setback from the street.

The area may contain one of the major public transport (bus) routes to the city centre and should have well landscaped streets to provide shelter for transport users, increased connectivity through to John Street and other parts of the city centre, and a pleasant environment for pedestrians. Building frontages should be active to the street where possible to increase passive surveillance.

Salisbury City Centre DPA**City of Salisbury****Analysis****Salisbury Oval and Surrounds**

The Salisbury Oval and surrounds contains a range of community recreation and sporting facilities, as well as containing existing residential land uses, a primary school, the Jack Young Centre for Seniors, and various commercial uses adjoining Park Terrace. The sites fronting Park Terrace are currently zoned District Centre, with the remainder of the area (including the oval and adjoining recreation facilities) currently within the Residential zone. The DPA proposes to incorporate the entire area into the Urban Core zone.

Future vision: The area south of Park Terrace is proposed to be incorporated into the Transition Area of the Urban Core Zone. The proposed policy for this area supports the range of existing uses, and recognises that a lower scale of development is anticipated in this area compared with the Core area. The area will continue to support a range of sport and recreation facilities and open space, residential and commercial uses. There are opportunities for medium density residential development, including around the perimeter of open space areas, to improve passive surveillance and support the broader residential development objectives for the centre. Links between this area and the centre to the north of Park Terrace will be enhanced, and will include provision of a pedestrian and cycling path adjoining the railway corridor.

A precinct plan is proposed to be developed to guide future development of the Salisbury Oval area.

Policy Response: The proposed Urban Core Zone contains core policies and references within the desired character statement which support the future vision for each of the areas discussed above. The identification of individual policy areas or precincts (beyond the identification of the core and transition area) is not considered necessary at this stage, enabling a flexible approach to redevelopment. The identification of a 'core' and 'transition' area, as identified in the proposed concept plan is considered to adequately distinguish between areas where higher density outcomes are sought, and those areas where a lower level of built form and density are anticipated. Where specific design and/or built form outcomes are sought it is proposed that this be inserted within the desired character statement and reflected where necessary within the policy provisions of the Zone and/or the associated Concept Plan..

To further guide future development of 3 storeys or more, the Medium and High Rise Development (3 or More Storeys) general module from the SAPPL is proposed to be incorporated into Council's Development Plan. The module includes policies relating to design and appearance, visual privacy, building separation, dwelling configuration, adaptability, environment and site facilities and storage.

3.3.3 Transport/Movement

Council engaged Aurecon Consultants to undertake significant traffic modelling and develop a Local Network Strategy study to inform the preparation of the SCC Renewal Strategy.

Existing Conditions

The Aurecon assessment of movement throughout the SCC has identified the following:

- The existing traffic operation and conditions in the SCC are primarily influenced by the rail crossing on Park Terrace. This is particularly so during the peak periods where queues can extend beyond Wiltshire Street and block access to key streets. There are times when peak movements from schools in the area can result in increased traffic congestion. The use of Ponton Street as a bypass route for traffic to Edinburgh Parks results in significant congestion at its intersection with Commercial Road.
- Parking demand within the SCC is concentrated around the southern end of the centre whereas spare supply is concentrated towards the northern end of Gawler Street within the Parabanks Shopping Centre. A large proportion of long term parking is still concentrated around John Street, particularly within the Parabanks car parks, even though some timed parking has been implemented at the Sexton and Judd Street car parks.
- Public transport accessibility is good, although there is confusion regarding the location of bus stops outside of the Interchange.
- Pedestrian linkages across the centre are inconsistent, particularly across the rail line to the west of the SCC. There is a need to improve pathways to key destination within the SCC and linkages to outside destinations. The cycle network within the SCC is considered poor with only a short section of Gawler Street providing bike lanes for on road cyclists.

Infrastructure Upgrades

Integrated transport planning and infrastructure investment will be required to support the Structure Plan, which has the following key traffic objectives:

- Improving and simplifying public transport access within the SCC
- Improving access to all areas within the SCC for vehicle traffic
- Improving pedestrian and cycle links within and external to the SCC
- Identifying a parking strategy to support the proposed development

The report prepared by Aurecon identified a range of road infrastructure/network improvements based on:

- Removing through traffic from the SCC
- Providing a High and Main Street through the core of the SCC (Church and John Streets)
- Ring Roads to provide alternative routes to areas within the SCC

Road Network Upgrades

Key recommendations of the Aurecon report which were incorporated into the Structure Plan include:

DPTI Roads

- Commercial Road: modify to provide single lane in each direction, with bridge widening over the Little Para River

Salisbury City Centre DPA**City of Salisbury*****Analysis***

- Park Terrace: Provide new traffic signals at junction with Church Street and modify junction with Gawler Street to restrict right turn to bus only movements. Consideration of modification to the junction with Commercial Road to prioritise movement to Commercial Road

City of Salisbury Roads

- Provide a ring road between Gawler Street and Commercial Road, which could act as a bus route from the west
- Extend Church Street to Gawler Street and provide a new intersection with the Ring Road and Gawler Street
- Extend Ann Street to the Ring Road, which could cater for buses from the Ring Road

Public Transport

The Structure Plan provides for flexibility in the provision of public transport within the SCC, with a number of bus routes available, and a preference for future bus routes to utilise Wiltshire Street was identified during development of the Renewal Strategy.

An upgrade to the existing public transport interchange is considered to be highly important to improve movement of buses throughout the interchange, increase commuter/pedestrian safety (perceived and actual) and improve the general amenity of the area. Increasing public transport usage within the SCC is a significant factor in working towards the vision for the SCC as a vibrant and thriving transport oriented development.

Policy Response: The concept plan proposed to be inserted into the Development Plan identifies the potential location of new thoroughfares within the SCC, and highlights the importance of improved connectivity within the Centre, particularly through to the public transport interchange and public transport routes. This is further reinforced throughout the Desired Character Statement for the Urban Core Zone. A potential future bus route is identified on the associated concept plan as part of this DPA, and will seek to ensure future development adjoining the bus route is designed appropriately to enable active frontages and maintain and improve pedestrian connectivity from bus stops through to adjoining areas in the SCC.

Many of the actions and upgrades identified through the traffic investigations prepared for the SCC Structure Plan are beyond the scope of the Development Plan and will require commitments and partnership between State Government, Council and private landowners. The timing, provision and final details of these upgrades will need to be negotiated as redevelopment of the centre proceeds. A coordinated approach will be required to address and implement many of the aspects mentioned above.

3.3.4 Parking

Car Parking

The SCC Renewal Strategy identified that Council should consider strategies and actions to promote the following outcomes with regard to car parking:

- Concentrating longer term car parking at the periphery of the centre, to free up spaces within the core area for short term parking
- Parking within the core of the centre should be predominantly short-term on-street visitor parking associated with retail and other uses
- Improved pedestrian linkages should be provided to ensure ease and convenience of pedestrian travel between car park areas and destinations
- Review of car parking requirements in line with updated parking standards for activity centres.

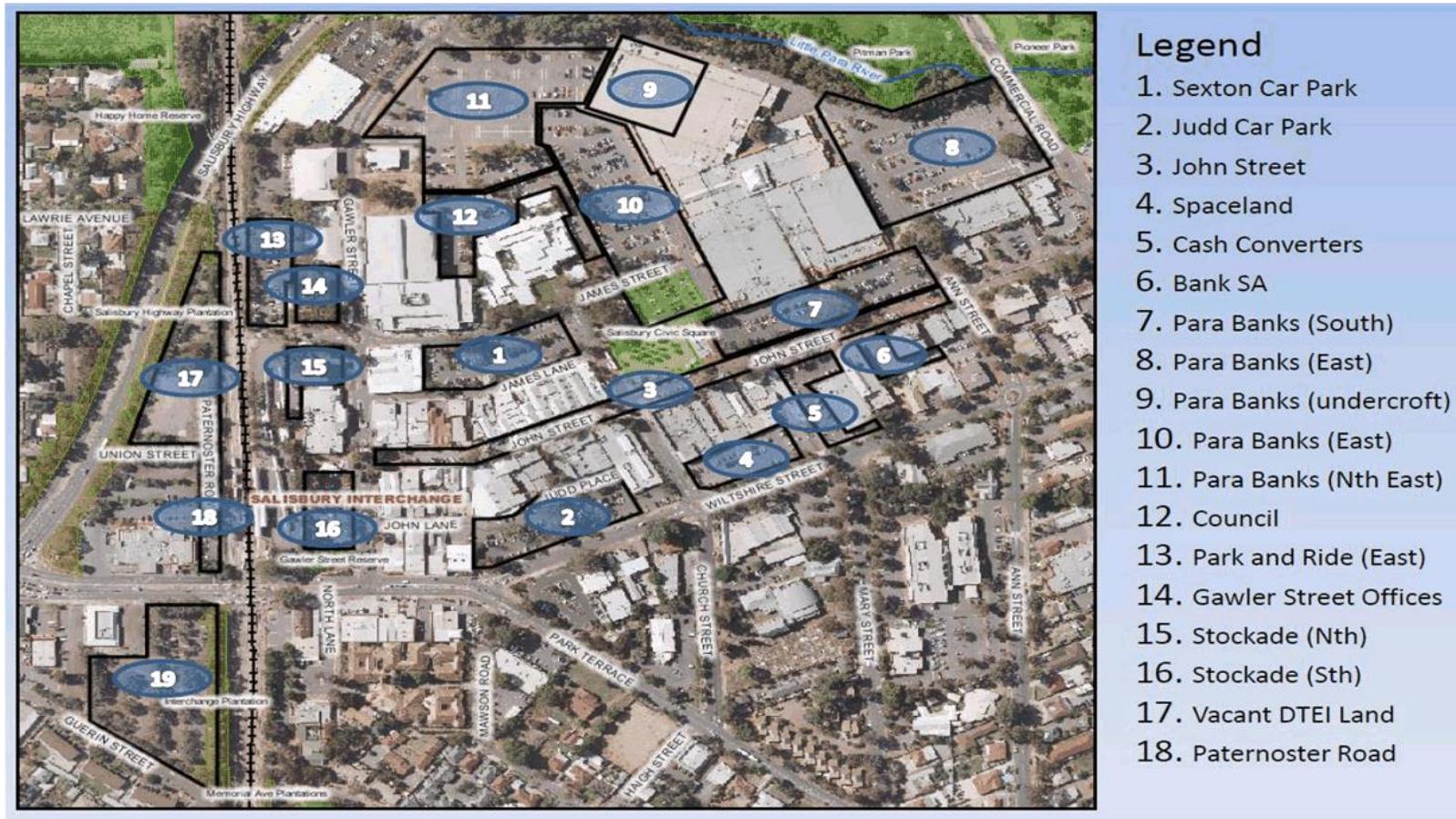
Salisbury City Centre DPA

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Existing Parking in SCC

The map below identifies the main car park areas within the core area of the SCC.



Park and Ride Facilities

There are several car park facilities adjoining the Salisbury interchange, providing a total of approximately 518 parking spaces (spaces marked 13 and 19 in map above).

Site 19 (owned by State Government) contains approximately 420 parks however is not formally advertised or sign-posted as a park and ride facility. This is potentially due to the lack of adequate lighting and surveillance over this area. The car parks to the east of the interchange are privately owned by the adjoining hotels.

A significant park and ride facility is proposed to be established adjoining the Parafield train station which, once fully completed, will incorporate parking for 1100 vehicles. Given the proposed upgrade of the Parafield Park and Ride, the State Government owned site 19 may not be retained for car parking. The triangular piece of land (site 17 above) may be considered to provide park and ride facilities should site 19 be redeveloped.

Policy Response: The proposed Urban Core zone will contain flexible policy to enable redevelopment of underutilised sites for mixed use development, consistent with the activity centre status of the SCC. The Desired Character Statement will contain policy seeking for improved pedestrian and cycle connections and legibility from car parking areas to the interchange and other areas of the SCC, and promotes development of an overpass as part of any future interchange upgrade.

Car Parking Requirements for New Development

Car parking arrangements are a key to achieving a successful transit oriented development, and car parking rates need to be reviewed, particularly within the proposed Core area, to ensure Council's Development Plan can facilitate the development and revitalisation envisaged by the SCC Renewal Strategy

Council's Development Plan identifies the car parking requirements for different land uses, unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces, where one of the following applies:

- A financial contribution is paid into the associated Council Car Parking Fund, or
- It can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.

The current Development Plan rates are based on figures from the State Planning Bulletin: Parking Provisions for Selected Land Uses (Suburban Metropolitan Adelaide) which was released in 2001. Given the changes in urban form, transport and land use policy (such as opening hours) and transport characteristics over the intervening years, some of these rates are considered to be out of date, and in some instances unnecessarily high.

It is recognised that excessive car parking wastes resources (both money and land), discourages the placemaking and walkability objectives associated with transit oriented development, and discourages the increased patronage of public transport, all of which are sought by the SCC Renewal Strategy.

Salisbury City Centre DPA**City of Salisbury****Analysis**

The Local Government Association (LGA) Research and Development Scheme awarded funding to the City of Port Adelaide Enfield to undertake a study of car parking rates, with particular consideration given to the following trends characterising urban development:

- The strategic policy objectives of the 30 Year Plan for Greater Adelaide, including the encouragement of increased housing densities along key transit corridors and reduced reliance on the private car.
- Impacts of high-density residential developments
- The evolution of retail shopping trends (e.g. extended hours of trade, e-commerce, growing retail role of petrol stations etc.) changing the nature of peak shopping times and associated car parking demand.
- The continued consolidation and growth of schools, creating increased car parking and traffic congestion, particularly during pick-up and drop-off times.

The 2013 *Parking Spaces for Urban Places* report prepared by Aurecon on behalf of the City of Port Adelaide Enfield identifies that a factor in the success of a development or activity centre is the level of transport access and parking provided. Developers and business operators often consider it a necessity that adequate car parking spaces are provided to meet demand and assist with the commercial viability of their businesses. Inadequate parking provision can result in overspill parking on residential streets, generating on-street congestion and creating potential adverse economic impacts on relevant businesses.

The report identifies that the following aspects are also relevant when determining the appropriate anticipated parking demand:

- The parking requirement may burden businesses where land value is high
- Car parking is considered free by users, but the construction and maintenance costs are passed on through other means such as property prices or the cost of goods/services
- Land used for parking could instead be developed and generate additional employment or income opportunities.
- Free and available parking encourages the choice of car as the preferred transport mode.

It is therefore necessary to reach a suitable balance between satisfying the anticipated demand for parking, and the benefits of utilising the least land possible for parking.

The report incorporated trend analysis from census data regarding vehicle ownership. Journey to work methods and internet connection suggest the following:

- Australians and especially South Australians are still heavily reliant on the private vehicle as a preferred method of travel
- There is a tendency for detached dwelling households to own more vehicles than smaller dwelling types such as flats or apartments
- There is an increasing reliance on the internet for work (e.g. for shopping, medical and entertainment purposes).

The report acknowledges that the State Government objectives for increasing housing densities around transit corridors and key activity centres is likely to reduce car dependency to some degree. However, outside of these development scenarios the status quo is likely to be maintained. Keeping this in mind, the

report has developed car parking rates that contain an optional discount that may be applied where developments are proximate to transport links.

Comparison of existing car parking rates with Parking Spaces for Urban Places report (Aurecon 2013)

Land Use	Current Salisbury Development Plan requirement	Aurecon Guideline for Transit Oriented Development
Shop	5 spaces per 100 (within centre zone) 7 spaces per 100 (outside centre zone)	3 per 100 square metres of gross leasable area for non-residential uses
Office	1 space per 25 square metres	
Consulting Room	10 spaces per 100 square metres, with a minimum of 3 spaces per tenancy	
Child Care/Educational Establishment	1 space per 4 children	
Restaurant	1 space for per 3 seats, or 1 space for every 15 square metres (whichever is greater)	
Community Centre	10 spaces per 100 square metres	
Detached Dwelling	2 spaces per dwelling	0.75 per one bedroom dwelling
Semi-detached Dwelling		PLUS
Row Dwelling		1 per two bedroom dwelling
		PLUS
Residential Flat Building	1 space per dwelling, plus 0.5 visitor park per dwelling	1.25 per three or more bedroom dwelling
		PLUS
		0.25 per dwelling for visitors
Tourist Accommodation	Serviced Apartment 1 space per	0.25 per bedroom

Salisbury City Centre DPA**City of Salisbury****Analysis**

Land Use	Current Salisbury Development Plan requirement	Aurecon Guideline for Transit Oriented Development
	unit, plus 1 space per employee	
	Motel 1 space per unit	

The SAPPL Urban Core zone module incorporates the following standardised mixed use rates, which are similar to those identified in the Parking Spaces for Urban Places report:

- for residential development, including residential flat buildings, 1 space per dwelling
- for serviced apartments and tourist accommodation, 1 space per 3 beds, or 1 per room plus 1 per employee (whichever is greater)
- for non-residential uses, 3 parking spaces per 100 square metres of gross leasable floor area

The SAPPL Urban Core zone car parking rates have since been endorsed for application in the Urban Core zone proposed to apply to Mawson Lakes through the Mawson Lakes DPA.

The application of a mixed use rate enables a building to change use (e.g. office to shop) without the need for provision of additional car parking which may otherwise be required. This simplifies administration during development assessment, encourages business development and potentially allows for 'incubator' uses of floor space that may otherwise be under-utilised.

A case study of the SCC and the redevelopment options for the interchange precinct, prepared for Council by the University of South Australia, identified that car parking is an important feature of a transit oriented development. The study identifies that car parking provision is critical for new development and needs to be designed according to local culture and habits, and recognises that car parking is an important tool for attracting customers for local business, as well as residents who are used to travelling by car. It suggests that flexible car parking provision is required, and that parking should be adequately or at least temporarily supplied until the public transport network achieves a satisfactory level of service in terms of frequency and connection. The key findings from this report with regard to car parking are:

- Opportunities for provision of shared use car parking should be explored
- There are opportunities for car parking to be converted to other uses in the future when/if they are no longer considered necessary
- Parking location should ideally be 100 to 300 metres from the intended destination, provided that safe, well designed and sheltered walkways are provided
- Flexibility is required with regard to car parking provision, dependent upon unique circumstances for particular land uses, and to enable a range of management approaches (e.g. shared/rented spaces)

Policy Response:

The current Development Plan rates are in some instances significantly higher than accepted rates for development within mixed use and transit oriented development sites (particularly for uses such as shops, consulting rooms and office). Recent reviews of car parking rates, such as those prepared by DPTI for the Urban Core zone, the Parking Spaces for Urban Places report funded by the LGA, and as proposed through the Ministerial Existing Activity Centres Policy Review DPA have all identified that a reduced mixed use rate is appropriate within activity centres. The Ministerial Activity Centres DPA proposes to amend car parking rates within District Centre zones to adopt a standardised mixed use rate for non-residential development of a minimum of 3 spaces per 100 square metres (and maximum of 6 spaces per 100 square metres) where a site is located within 200 metres of a passenger bus stop or 400 metres of a passenger rail station that is part of a high frequency public transit service (which includes the Salisbury Interchange).

Consistent with the above, the Salisbury City Centre DPA therefore proposes to adopt the following car parking rates (and associated provisions as proposed in the Ministerial Existing Activity Centres Policy Review DPA) to apply within the Urban Core Zone where development is sited within 400 metres of a passenger rail station or 200 metres of a passenger bus stop:

Type of Development	Minimum car parking provision	Maximum car parking provision
Non-residential land uses (excluding tourist accommodation)	3 spaces per 100 square metres	6 spaces per 100 square metres
Residential development	1 space per dwelling	2 spaces per dwelling
Tourist Accommodation and Serviced Apartments	1 space per 3 beds, or 1 per room plus 1 per employee (whichever is greater)	No maximum

The flexibility enabled by provision of a mixed use rate will allow for increased adaptation of existing buildings and land uses. The Core Area, as identified within the associated concept plan for the SCC DPA, is typically within 400 metres of the public transport interchange and is the focus area for redevelopment in the short to medium term.

It is recognised that the distances of 400 metres from a train station and 200 metres of a bus stop are somewhat arbitrary, and to ensure there is sufficient flexibility within areas that fall outside of these distances within the Urban Core Zone (which would default to the existing Development Plan rates) the following policy is also proposed for inclusion and identifies where a lesser rate may be justified:

A lesser rate may be applied where justified, based on local circumstances, including:

- the proposed development is adjacent to a designated pedestrian and/or cycle path

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- *convenient on-street car parking is readily available*
- *there is opportunity to utilise shared car parking areas between uses based upon compatible hours of peak operation*
- *suitable arrangements are made for any parking shortfall to be met elsewhere or by other means, including payment into Council's Car Parking Fund*
- *for studio apartments, student accommodation, affordable housing, retirement villages or aged persons accommodation*

The need for development of a car parking strategy and management plan to address on-going management of car parking (such as time limits, location of all day parking for commuters and employees, identification of sites for potential multi-deck car park etc) and review of the existing car parking fund have been identified. These issues are largely beyond the scope of Development Plan policy and will be prepared separately, whilst ensuring they are consistent with the outcomes sought by the SCC Renewal Strategy and this DPA.

Bicycle Parking/Facilities

An important aspect in encouraging a reduction in private car use is to ensure that other forms of transport are accessible and promoted for people accessing the SCC. Cycling is one such form which should be further promoted. Existing policies are contained within Council's Development Plan which seek to ensure that new development encourages and facilitates cycling as a mode of transport by incorporating end-of-journey facilities including showers, changing facilities and secure lockers, as well as signage indicating the location of bicycle facilities. The Development Plan also includes a table outlining the following off street bicycle parking requirements:

- Office – 1 bicycle parking space for every 200 square metres of gross leasable floor area for employees, and 2 spaces plus 1 per 1000 square metres for visitors
- Shop – 1 space for every 300 square metres for employees, plus 1 space per 600 square metres for visitors
- Tourist Accommodation – 1 space for every 20 employees, plus 2 for the first 40 rooms plus 1 for every additional 40 rooms
- Residential component of multi-storey development – 1 for every 4 dwellings

Policy Response: The current Development Plan contains a range of policies under the general 'Transportation and Access' and 'Centres and Retail Development' heading which seek for provision of cycling and walking infrastructure. Policies within the Desired Character Statement for the Urban Core Zone seek to ensure streetscapes are designed to facilitate and encourage cycling throughout the SCC.

Sufficient provisions to encourage cycling and provision of cycling infrastructure are already contained within Council's Development Plan, and no further policy is considered necessary at this stage.

In addition to current and proposed Development Plan policies Council is preparing a Walking and Cycling Strategy which will identify a range of ongoing projects and initiatives to improve walkability and cycling throughout the City.

3.3.5 Demographic, Housing and Land Analysis

Current Population

In 2011 the suburb of Salisbury had a population of 7556, which increased from 6848 in 2006.

The major differences between the age structure of the suburb of Salisbury when compared with the wider City are:

- A larger percentage of 'seniors' (ages 70-84, 11.9% compared to 6.9%)
- A larger percentage of 'frail aged' (85 years and over, 3.2% compared to 1.4%)
- A smaller percentage of 'parents and homebuilders' (ages 35-49, 18.6% compared to 20.9%)
- A smaller percentage of 'secondary schoolers' (ages 12-17, 6.3% compared to 8.1%)

Additional demographic analysis for the City of Salisbury is provided within the SCC Urban Design Framework which is provided as an Appendix to the DPA.

Existing housing/Surrounding Residential Zone

Within the SCC there is limited existing residential development, with the majority being located in the residential zone surrounding the centre. The residential development that does exist within the District Centre Zone is predominantly comprised of detached dwellings and single storey units, with net housing density ranging between 17 to 27 dwellings per hectare, which is regarded as low density. There is currently no residential development immediately adjoining the interchange or other areas of high activity. Limited redevelopment has occurred to date, however the majority of dwellings within the SCC have been converted for office use, in line with current Development Plan policy.

The housing surrounding the SCC District Centre is predominantly single storey detached dwellings in private ownership, limited retirement/aged housing and several units and semi-detached dwellings, most of which are single storey. Housing building stock is typically comprised of dwellings built in the 1950s-1970s.

There is some diversity of housing stock within the area to the south-west of the interchange, including semi-detached dwellings, walk-up two storey flats and some housing on allotments down to 250 square metres. Higher density dwellings tend to be located at the periphery of the District Centre Zone and comprise units built in the 1960s, Housing SA properties and courtyard homes that have been developed more recently.

The area contained within the Residential Zone, Salisbury Policy Area (previously zoned Residential 1) to the north-west of the interchange contains housing stock that is largely consistent in style and character, and the Policy Area provisions seek to limit significant redevelopment of this area, but development can

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occur as 'complying development' in the area if complaint with the provisions of the Residential Code (as contained in Schedule 4 of the *Development Regulations 2008*).

Policy Response: Within the SCC area, the proposed Urban Core zone will contain objectives seeking for a mix of employment generating land uses and medium to high density residential development. Smaller dwelling types are encouraged where they will be located close to local services and public transport stops. Areas adjacent to residential zones are encouraged to take the form of high quality medium density housing where the combination of two and three storey townhouses/terraces/mews to provide housing diversity and to transition and complement adjoining residential areas.

There is existing policy within the Residential Zone which encourages medium density forms of housing including semi-detached and row dwellings, residential flat buildings and group dwellings in areas with good access to services and facilities. Existing policy identifies that medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space. In this regard it is considered that no further amendment is required to policy within the Residential zone to encourage medium density development surrounding the SCC (this excludes areas within the Salisbury Policy Area where the existing character is sought to be retained).

The existing Residential zone and the proposed Urban Core zone both contain policies seeking for provision of affordable housing, as per the State Planning Policy Library.

Future Housing Needs

The SCC Renewal Strategy is underpinned by several key outcomes, one being the provision of a substantive population increase. It is considered that the current residential population is not at a threshold to contribute to the vitality and activity within the public realm.

Analysis of current data provides the following statistics relating to current and future population for the City:

- There are key age brackets (0-19 year olds) that represent a high proportion of the population of the City of Salisbury and whose housing and lifestyle demands will change over the next 20 years.
- The majority of dwellings which are occupied by non-families have a single occupant (37% of total households in the suburb of Salisbury).
- There is a diverse range of people who live in the City of Salisbury, with 27.8% of people born overseas and 18.1% of these born in a non-English speaking country.
- By 2036 lone person households are projected to account for 33 percent of all household types in Greater Adelaide. This is likely to have significant impacts upon the demand for accommodation within and surrounding the SCC.
- There will be a significant increase in the elderly population requiring aged care (non-private) accommodation. The population aged 85 plus living in non-private accommodation is projected to increase by over 220 percent from 10,000 in 2006 to in excess of 31,000 in 2036.

Combining this information with trends for Adelaide as a whole provides a snapshot into the potential future residential population for Salisbury. Whilst the suburb of Salisbury does have a relatively diverse provision of housing types when compared to the whole City, there are still a high proportion of detached 3 and 4 bedroom houses (61%). Current building stock does not reflect growing trends for single occupancy dwellings close to services and facilities, and this may have implications for families and non-families who cannot afford the higher cost of renting or buying a detached house, especially younger people who wish to live alone, and older couples who want to downsize their dwelling. What is clear is that that demands for housing will continue to be varied and a diversity of housing types is necessary to ensure all sectors of the population have access to appropriate housing.

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Within the SCC there are several properties owned by Housing SA (see map below). The site on Mary Street/Park Terrace contains 16 single storey dwellings (one of these dwellings is privately owned). The site is at a key entrance point into the SCC and provides a significant opportunity for high quality residential redevelopment, including provision of affordable housing. The site is identified as a potential medium term redevelopment opportunity within the SCC Urban Design Framework.

The Housing SA owned site south of Park Terrace at Orange Avenue is comprised of newer single storey dwellings to the east, with older single storey units on the western portion of the site and may present as a future development site to complement redevelopment of adjoining areas.



Policy Response: *The proposed Urban Core Zone provides policy which seeks to ensure delivery of a range of medium to high density housing types within the zone. The policies of the existing Residential Zone which applies to much of the area surrounding the SCC are also clear in their support for provision of housing diversity, including medium density housing such as residential flat buildings and townhouses, aged accommodation and retirement villages, as well as traditional detached and semi-detached dwellings. The large range of envisaged land uses within the Urban Core Zone, and the associated policies, are flexible enough to enable the development of a range of supporting social services and infrastructure that may be necessary to service current and future population needs.*

3.3.6 Multi-storey Development

The SCC Renewal Strategy envisages a range of development outcomes within the SCC including development of residential and mixed use developments exceeding 3 storeys in height. Council's Development Plan currently contains limited policies to guide the design of multi-storey buildings, with the development of multi-storey buildings at Mawson Lakes previously guided by encumbrance provisions that sat outside of the Development Plan.

Policy Response: *The SAPPL Medium and High Rise Development (3 or More Storeys) module is proposed to be introduced into Council's Development Plan to guide the development of apartments and mixed used developments throughout the City. In addition to these core policies a number of local additions are proposed to address a range of issues that have recently been identified as concerns by the Victorian Government in relation to recent apartment construction within Melbourne. It is considered timely to incorporate a range of local additions to the SAPPL module to ensure the following issues are addressed more thoroughly, including issues such as:*

- *Apartments that are too small or poorly configured*
- *Lack of diversity in apartment size/type (e.g. predominance of 2 bedroom apartments)*
- *Lack of access to direct and natural sunlight*
- *Poor outlook*
- *Inadequate natural ventilation*
- *Noise and acoustic privacy*
- *Access to outdoor space*
- *Poor adaptability*

Local additions have been proposed to address these issues utilising examples of policies from a range of sources including previous Mawson Lakes Building Requirement Guidelines, the Adelaide City Council Development Plan and Bowden Village Apartment Guidelines.

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Preliminary discussions with SA Water have identified that a number of upgrades to fresh water and sewerage/wastewater infrastructure would be required if the SCC is developed to its ultimate capacity. The necessary upgrades would be dependent upon the staging of redevelopment, with some sites adequately covered by existing infrastructure.

Policy Response: Council's Development Plan contains existing policy identifying that development should not occur without the provision of adequate utilities and services. Consideration of potential future upgrades may be required, and can be undertaken once further development is proposed.

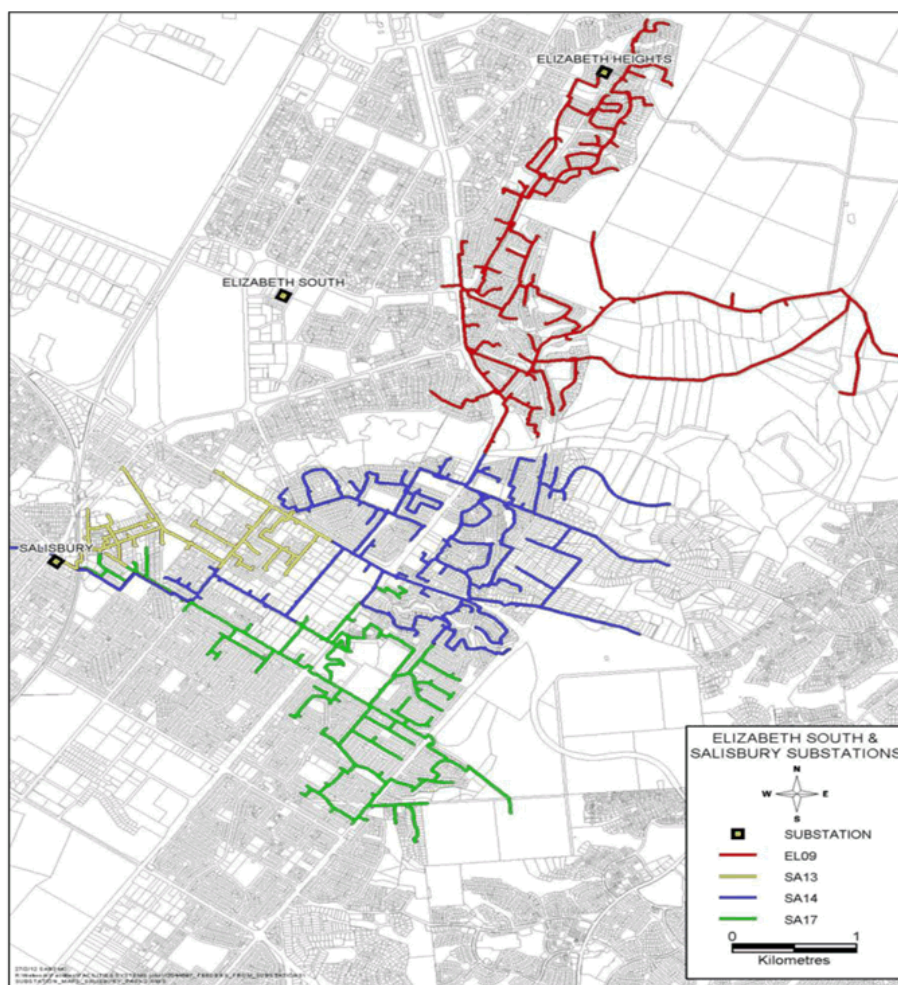
Electricity

The increased electricity demand anticipated by redevelopment and intensification is expected to be able to be covered by the supply that is freed up by through the closure of Bridgestone Tyre manufacturing. Bridgestone was fed through Salisbury Substation 11kV Feeders which categorically feed the local residential and industrial load, including Salisbury Plains (SA14), River (SA13) and Salisbury East (SA17) feeders. In addition to the load freed up with the closure of Bridgestone, the imminent closure of Holden is also expected to free up a significant load which can therefore supply future development within the SCC.

Major electricity transmission infrastructure is contained within the Linear Park corridor along the Little Para River. There is an existing easement in place to protect the transmission infrastructure and ensure inappropriate development is avoided within this area.

The figure over page indicates the current Salisbury area electricity supply system (SA Power Network, 2012).

Policy Response: Electricity supply is considered to be adequate at this stage, and ongoing reviews can be undertaken by infrastructure providers as development occurs. Existing policy is contained within Council's Development Plan identifying that development should not occur without the provision of adequate utilities and services.



Stormwater

The potential for stormwater to pose a hazard to the planned regeneration of the SCC is considered to be minimal. There is isolated potential for pooling of rainwater at some sites, however the normalising effect of development (e.g. filling of land to achieve a flat site) is expected to counter this. There is not considered to be a threat of flooding from overflow of the Little Para River.

The existing stormwater piping is of a standard capable of handling a greater than 1 in 10 year rainfall event, with significant capacity, and no upgrades are considered necessary at this stage.

The Salisbury oval is a natural stormwater basin and a review of the stormwater management requirements for this precinct will be required in the future, and water detention and stormwater management should be incorporated into any significant development within this area.

Policy Response: Council's Development Plan contains existing policies seeking to ensure water sensitive urban design is adopted throughout the Council area. The Urban Core zone module contains additional references within the desired character statement seeking for integrated stormwater management systems at the neighbourhood, street, site and building level, and for harvested stormwater to improve the aesthetic and functional value of open spaces, including public access ways and greenways.

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Gas

Operators of the trunk sea gas main and substation, owned by SeaGAS and APA group have stated that their trunk system, and supply from Cavan distribution station is adequate to supply Adelaide's gas requirements for the next 100 years.

Policy Response: *Council's Development Plan contains existing provisions seeking to ensure adequate utilities and services are provided prior to development occurring. No additional policy is considered necessary.*

3.3.8 Complying Development

The Ministerial Existing Activity Centre Policy Review DPA (released for consultation in September-October 2015) proposes changes and additions to the range of complying development within existing activity centres. Specific to the Salisbury City Centre, the Ministerial DPA proposes to introduce the change of use between office, consulting rooms and shops as a complying form of development (subject to criteria) within the existing Precinct 13 Retail Core within the Salisbury City Centre. As this precinct is proposed to be superseded by the Urban Core Zone it is considered appropriate for this proposed complying development criteria to be carried across to apply to the Core Area within the Salisbury City Centre Urban Core Zone.

Policy Response: *Insert text into the Salisbury City Centre Urban Core Zone Complying Development section to reflect complying criteria as proposed in the Ministerial Existing Activity Centre Policy Review DPA to apply to the 'Core Area' of the Urban Core Zone.*

3.3.9 Land Use Public Notification

The Urban Core Zone is a zone module from the State Planning Policy Library and contains a list of land uses that are identified as being Category 1 forms of development. This means that applications for these land uses do not require public notification of the proposed development. The following land uses are identified as Category 1:

- Advertisement
- Aged persons accommodation
- All forms of development that are ancillary and in association with residential development
- Consulting room
- Dwelling
- Educational establishment
- Hotel
- Indoor recreation facility
- Nursing home
- Office
- Pre-school
- Primary school
- Residential flat buildings
- Retirement village

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- Shop or group of shops, except for shops greater than 500 square metres within the Transition Area
- Supported accommodation
- Tourist accommodation

The proposed Urban Core Zone identifies that all other forms of development default to Category 2, which requires notification of adjoining owners only.

The rationale for this approach is based on the premise that the zone envisages a wide range of land uses, and the application of this zone over the area assumes that the range of uses are appropriate, subject to satisfying the provisions of the Development Plan, and therefore do not require public notification. Essentially, the uses listed above are of a type that would be expected to occur within a higher order activity centre such as the SCC.

The designation of a broad range of land uses as Category 1 developments provides a level of certainty to land owners and potential developers, and will assist in the timely assessment of development applications.

Policy Response: The list of land uses identified within the public notification categories are considered appropriate. One additional inclusion to the standard Policy Library list is the insertion of Community Facilities, as a range of community uses are anticipated within the SCC and is considered to be appropriate as Category 1.

3.3.10 Airport Interface issues**Building Heights**

The entire area affected by the DPA is located within Parafield Airport's 'Building Height Zone C' within the existing Development Plan. This means that all development applications for buildings exceeding 15 metres above ground level require referral to the Commonwealth Secretary for the Department of Transport and Regional Services. 15 metres roughly equates to a building of 4 storeys.

The building height referrals for Parafield Airport are cautionary, and do not mean that buildings above this height are not appropriate, but rather that an assessment of whether it may penetrate the Obstacle Limitation Surface is required. In some instances buildings may require design treatments such as inclusion of lighting/beacons on the roof to alert passing airplane/helicopter pilots.

With regard to building height controls for the RAAF Edinburgh Base, part of the SCC area is within the area which requires approval from Department of Defence for structures exceeding 45 metres, with the majority within the area which requires approval where structures are proposed to exceed 90 metres in height.

The SCC Renewal Strategy promotes high density development within the core of the SCC. Building heights up to 6 storeys in height are anticipated.

Policy Response: Existing building height maps are contained within the Development Plan. Policy to be inserted within the Desired Character Statement to highlight the need for consideration of building height referrals.

It is understood that the relevant State and Federal Government departments are currently reviewing the mechanisms/relevant departments for development applications requiring aviation referral.

Aircraft Noise

Australian airports are required to model the forecast of aircraft noise levels that are expected to exist in the future. The traditional tool for noise forecasting in Australia is the Australian Noise Exposure Forecast (ANEF), and is the Government endorsed measure used for land use planning, indicating the type of new development activity allowed in an area close to an airport using Australian Standards AS 2021-2000. The Australian Standard places restrictions on the type of new development which can be built in areas considered to be affected by aircraft noise as identified in the ANEF contours.

The SCC is not located within an area identified by the ANEF contours for either the Parafield Airport or the RAAF Base Edinburgh.

Policy Response: The affected area is not subject to application of AS 2021-2000 therefore no specific policy is required to address aircraft noise, notwithstanding that there are general provisions to address this issue within the general Building Near Airfields module of Council's Development Plan.

Other Airport Considerations

Council's Development Plan was updated to adopt the modules of the State Planning Policy Library in August 2013. As part of this conversion process the general Building Near Airfields module was introduced, and incorporates the current 'best practice' planning policies with regard to development near airports, and includes consideration of issues such as bird strike, smoke/gas/dust emissions and lighting implications.

Policy Response: No additional policy beyond that contained within the State Planning Policy Library 'Building Near Airfields' module is considered necessary for this DPA.

3.3.11 Heritage

The current District Centre, Salisbury Town Centre Policy Area contains a provision seeking for development to retain the following historic buildings and sites:

- (a) Former Salisbury Primary School (Corner of Wiltshire and Mary Streets)
- (b) Anglican Church and Cemetery (Church Street)
- (c) Anglican Chapel (Mary Street)
- (d) Catholic Church (Corner of Commercial Road and Carey Street)
- (e) Police Station and outbuildings (Ann Street)
- (f) Salisbury Hotel (Corner of John Street and Commercial Road)
- (g) Former stables (44 Commercial Road)
- (h) Former Doctor's Residence (46 Commercial Road)
- (i) Salisbury Institute

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The following items from the above list are identified as State Heritage Places within Council's Development Plan (note that Council does not have any Local or Contributory heritage places):

- 3 Ann Street, Salisbury – Former Salisbury Police Station, Courthouse and Stables
- 2-22 Mary Street, Salisbury – Former Salisbury Primary School
- Mary and Church Streets, Salisbury – First and Second St John's Anglican Churches and Graveyard
- Wiltshire Street, Salisbury – Salisbury Institute

Therefore there are several sites that are listed in the current Zone provisions that are not covered by existing heritage protection, despite being identified for retention in the Development Plan, including:

- Catholic Church on the corner of Commercial Road and Carey Street
- Salisbury Hotel on Corner of John Street and Commercial Road
- Former Doctor's Residence at 46 Commercial Road (which is believed to actually be at 44 Commercial Road and currently used as a commercial building)
- Former Stables at 44 Commercial Road

It is noted that the Catholic Church is not located within the existing boundary of the District Centre Zone at Salisbury, but within the adjoining Residential zone, and outside of the area affected by this DPA.

The identification of additional items to be included as heritage items would be required to be addressed through a separate heritage DPA, and would require a heritage survey to be prepared. Council may consider this through a future Strategic Directions Report if considered necessary (note that it was not identified as a future action in its most recent Strategic Directions Report which was approved by the Minister for Planning in October 2013).

Policy Response: The existing listing of individual properties from the District Centre Zone provisions is not proposed to be carried across to the Urban Core Zone as there is sufficient Council Wide policy to ensure protection of State Heritage Places. The following policy is proposed to be included within the Desired Character Statement to encourage retention of buildings with heritage value, including those that are not included on the State Heritage register:

Buildings of heritage value, including State heritage listed items, should be conserved and their continued use or adaptive re-use is encouraged. Elements which contribute to their heritage value, such as setting and setbacks, building materials, trees and landscaping elements and elevations should be retained and enhanced. The design of new development which adjoins these buildings should be sympathetic and not encroach or otherwise negatively impact on the setting of the heritage place.

3.3.12 Potential Site Contamination

There are several sites within the existing District Centre that have been used in the past for land uses that are recognised for their potential to result in contaminating activities (e.g. uses such as car repairers). Whilst these uses are generally well managed these days, and have tight regulation regarding their operation, previous uses may have resulted in contamination.

Policy Response: *Council's Development Plan contains the standard provisions from the State's Planning Policy Library that apply to contamination, namely:*

Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

It is not considered necessary for any additional policy to be inserted into this DPA to address the issue of potential contamination.

3.3.13 Advertisements

The current Development Plan identifies that freestanding advertisements within the Retail Core precinct of the District Centre Zone should not exceed a total height of 8 metres. Within the Civic, Community and Tertiary and Interchange precincts freestanding signs should not exceed a total height of 4 metres.

Policy Response: *The proposed removal of the District Centre Zone from the Salisbury City Centre will require this provision to be amended to apply to the Core area of the Urban Core Zone (therefore introduce policy seeking for signs within the Core Area to not exceed a total height of 8 metres). The policy will also need to be amended to reflect the removal of the Civic, Community and Tertiary and Interchange precincts, with the insertion of the Transition area of the Urban Core Zone in its place (signs not to exceed 4 metres in the Transition area).*

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Following is a list of the recommended policy changes based on the investigations of this DPA:

- Introduction of the Salisbury Urban Core Zone over the area currently contained within the District Centre Zone and part of the Residential Zone at Salisbury, including a desired character statement and local additions where necessary.
- Introduction of a concept plan to spatially identify key development outcomes sought within the SCC.
- Introduction of a concept plan identifying the 'Core' and 'Transition' areas within the City Centre to guide desired density and built form outcomes
- Introduction of a new car parking rates consistent with the rate and conditions proposed through the Ministerial Existing Activity Centres Policy Review DPA, and the SAPPL Urban Core Zone
- Introduction of the Council Wide SAPPL Medium and High Rise Development (3 Storeys or More) module, with several local additions, to guide development of apartments and mixed use development throughout the City
- Subsequent deletion of references to the District Centre Salisbury Policy Area and associated precincts from the Development Plan.

5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation. The Residential Code does not currently apply to the area contained within the existing District Centre zone, but does apply to the area currently zoned Residential.

The type of development enabled by the Residential Code is of a scale and density that is not considered appropriate within the SCC and therefore it is not considered appropriate for the Code to apply in this area.

6. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 1 August 2013. In particular, the proposed investigations outlined in the Statement of Intent have been have been addressed in section 3 of this document.

6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Salisbury (City) Development Plan.

6.4 Complements the policies in the Development Plans for adjoining areas

The DPA complements the policies in the Development Plans of adjoining Councils as it is introducing a standardised module of the State Planning Policy Library, as contained in other Development Plans.

Accordingly, the policies proposed in this DPA will not affect and will complement the policies of Development Plans for adjoining areas.

6.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in this document.

6.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

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Analysis

References/Bibliography

- Parking Spaces for Urban Places: Car Parking Study – Guideline for Greater Adelaide. Prepared by Aurecon for City of Port Adelaide Enfield, October 2013
- Salisbury Town Centre Revitalisation Transport Assessment Report, Aurecon, June 2012
- Salisbury City Centre Renewal Strategy, City of Salisbury, June 2012
- Transport and Land Use Modelling Study, University of SA for City of Salisbury, Draft Report June 2014
- Salisbury City Centre Urban Design Framework and Streetscape Guidelines, August 2015

Salisbury City Centre DPA

References/Bibliography

Schedule 4a Certificate**CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER****DEVELOPMENT REGULATIONS 2008****SCHEDULE 4A***Development Act 1993 – Section 25 (10) – Certificate - Public Consultation***CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A****DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION**

I John Harry, as Chief Executive Officer of the City of Salisbury, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Salisbury and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act: Amanda Berry, Policy Planner

DATED this "Insert Date" day of "Insert Month" 20"Insert Year"

.....

Chief Executive Officer

Appendices

Appendix A - Assessment of the Planning Strategy

Appendix A - Assessment of the Planning Strategy

30 Year Plan for Greater Adelaide	DPA Response
New Transit Corridors, Growth Areas, TODs and Activity Centres	
Policies	
Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations	The DPA seeks to facilitate intensification of a range of land uses, including significant residential development, to make use of existing and proposed infrastructure, including the adjoining public transport interchange, within an existing activity centre.
Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remain largely unchanged	The SCC is identified as a TOD and activity centre, and adjoins the Adelaide-Gawler train line which is identified as a transit corridor.
Activate and rejuvenate higher-order activity centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level.	The proposed Urban Core Zone seeks to facilitate a range of development outcomes consistent with the vision for the SCC that has been developed through the SCC Renewal Strategy.
Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise development, and confine high-rise development to the 14 identified transit-oriented developments.	The SCC is identified as a TOD site, and as such the DPA proposes to introduce policies to facilitate development of higher density residential development within the centre.
Targets	
By the end of the Plan's 30 years, 70 percent of all new housing in metropolitan Adelaide will be being built in established areas	The DPA proposes to introduce policy to facilitate a range of new housing types within the SCC to cater for a diverse population. Population projections for the number of future

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Appendices

Appendix B – Salisbury City Centre Urban Design Framework

30 Year Plan for Greater Adelaide	DPA Response
	residents within the SCC are for approximately 2000 additional residents.
About 60 percent of metropolitan Adelaide's new housing growth will be located within 800 metres of current or extended transit corridors.	The SCC is identified as a TOD site and is within close proximity to the public transport interchange.
Transit Corridors	
Prepare structure plans for transit corridors to determine upfront the types of land uses permitted to avoid the need for individual rezoning of major sites.	The SCC Renewal Strategy and Structure Plan were developed to provide a clear vision and set of objectives for the SCC. This DPA seeks to facilitate development of this vision through provision of flexible yet clearly articulated development plan policy.
Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.	The proposed Urban Core Zone will facilitate provision of mixed use development at higher densities than currently provided.
Ensure that there is an effective transition between higher densities and medium-rise development and existing low-rise detached housing. Structure Plans for transit corridors will prescribe that densities and building heights decrease as development moves away from transport thoroughfares and shops and railway stations. This will mean that traditional detached dwellings will generally be bordered by low-rise dwellings such as townhouses.	The SCC Structure Plan and subsequent Urban Core Zone identify the 'core' and 'transition' areas within the SCC, with the intent of promoting the highest density and building heights within the core surrounding the interchange and John and Church Streets. The transition area contains policy seeking for lower density development with lower building heights to ensure the interface with adjoining residential areas is considered.
Transit-oriented developments	
Locate transit-oriented developments next to mass transit stations and interchanges and connect to existing activity centres where possible.	The SCC is a key activity centre within Northern Adelaide and is identified as a TOD site as it adjoins the Salisbury interchange.
Plan for about 60,000 dwellings in 14 transit-oriented developments and more than 20 sites that incorporate transit-oriented	The DPA seeks to introduce policy to facilitate development of a significant amount of higher density residential development, which may house up to 2000 additional

30 Year Plan for Greater Adelaide	DPA Response
development principles and design characteristics.	residents within the SCC.
Mixed-use activity centres	
Ensure activity centres promote mixed-use development rather than separate residential, commercial and retail developments.	The DPA proposes to introduce the Urban Core Zone which was drafted in response to the 30 Year Plan objectives and seeks to facilitate mixed-use development.
Focus collocated government services and facilities in higher order activity centres, which are the Adelaide City, regional and major district centres.	The SCC is a major district centre and already contains a range of government services. The DPA seeks to facilitate development of additional and complementary services.
Urban Design	
Require new mixed-use medium and high rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.	The DPA introduces a range of policies and a concept plan which seek to ensure ground floor uses provide active frontages to the street and adjoining open spaces.
Promote a highly permeable and connected grid street structure in new growth areas and TODs to encourage walking and cycling.	The SCC Structure Plan and DPA seek to improve connectivity and legibility through the SCC through provision of potential for new public roads, and access points which provide improved opportunities for access.
Communities and Social Inclusion	
Plan for the growing number of young families.	The DPA seeks to facilitate development of a range of housing types, including housing to suit young families. As a key activity centre, the SCC is also suited to being the location of a range of community services and facilities to cater for a diverse population.
Plan for the projected increase in the number and proportion of elderly people and respond to their preference to remain living in their existing community	As above, the DPA also seeks to provide housing opportunities for elderly people, as well as a range of services and facilities for the aging population.
Housing mix, affordability and competitiveness	
Integrate a mixture of competitive housing styles, types, sizes and densities into the	The proposed Urban Core zone policy seeks to provide a diverse range of housing within the SCC, including affordable

Salisbury City Centre DPA**City of Salisbury****Appendices****Appendix B – Salisbury City Centre Urban Design Framework**

30 Year Plan for Greater Adelaide	DPA Response
wider housing market, including medium density low-rise and attached dwellings.	housing and medium and high density residential development.
Increase the total share of smaller housing, particularly around transport interchanges and collocated with services such as health and retail.	The DPA seeks to facilities increased housing density surrounding the Salisbury interchange. There are a range of existing services, and an increase in these services will be facilitated by the proposed policy changes.
Affordable Housing	
Reinforce the state government policy that at least 15 percent of new dwellings should meet the criteria for affordable housing in significant new developments and growth areas including areas subject to structure planning, in particular new TODs and transit corridors.	The proposed Urban Core zone policy seeks for provision of 15 percent affordable housing.
Provide higher price points for affordable housing in transit corridors and TODs, in recognition of potentially lower living costs, such as reduced energy and transport costs.	The negotiation of the provision of affordable housing may result in higher price points, subject to design and location of dwellings with respect to access to public transport and energy sustainability initiatives.
Health and wellbeing	
Design pedestrian and cycle friendly areas in growth areas and existing neighbourhoods to promote active communities.	Council's Development Plan already contains a range of policies which seek for provision of pedestrian and cycle friendly developments and infrastructure. The proposed Urban Core zone will seek to further reinforce these policies. The roll-out of the key actions from Council's Walking and Cycling Strategy will further deliver on this objective.
Increase housing density and encourage a variety of high-quality shops to locate near railway stations and major bus stops so people can buy groceries and fresh food on their way home, rather than making a separate car journey.	As discussed previously, this is one of the key objectives of the DPA.
Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and	As above, this is a key objective of the DPA

30 Year Plan for Greater Adelaide	DPA Response
recreation.	
The economy and jobs	
Promote mixed-use developments in the transit corridors, activity centres and TODs to ensure jobs are situated close to where people live.	The DPA will facilitate a broad range of land uses, including many employment generating activities, in conjunction with opportunities for varied dwelling types, ensuring employment and living opportunities for a diverse population.
Services	
Integrate service sector jobs into new growth areas, activity centres, transit corridors and TODs	As above, the DPA seeks to facilitate development of a range of land uses, including service sector uses.
Locate government services in the higher-order activity centres and TODs to create viable clusters of activities to minimise unnecessary car trips.	As above, the DPA seeks to facilitate development of a range of land uses, including government services, to service Northern Adelaide.
Transport	
Give priority to increasing densities and designating types of services, such as retail, around existing interchanges and planned upgrades of railway and tram stations and bus interchanges.	As discussed previously, the proposed Urban Core Zone seeks to achieve this policy
Reinforce the role of bus interchanges in key strategic locations (including Salisbury)	The DPA recognises the importance of the Salisbury Interchange, and seeks for an upgrade of the interchange to improve amenity and increase public transport patronage.
Reduce car dependency and increase public transport to 10 percent of all transport use by 2018	See comments above.
Prioritise residential and employment growth in areas where transport infrastructure is planned.	The SCC adjoins the Adelaide-Gawler railway, for which electrification of the network is planned. Increasing density of residential and employment uses is proposed.

Salisbury City Centre DPA

City of Salisbury

Appendices

Appendix B – Salisbury City Centre Urban Design Framework

Development Plan Amendment

By the Council

City of Salisbury

Salisbury City Centre DPA

The Amendment

For Consultation

Declared by the Minister responsible for the administration of the *Development Act 1993* to come into operation on an interim basis pursuant to Section 28, of the *Development Act 1993*.

.....

Minister's Signature

Date.....

Amendment Instructions Table					
Name of Local Government Area: City of Salisbury Council					
Name of Development Plan: Salisbury Council Development Plan					
Name of DPA: Salisbury City Centre DPA					
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 7 January 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>					
Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Advertisements Section					
1.	Replace	PDC 18 – Remove Precinct 13 Retail Core (within the Salisbury Town Centre Policy Area 3)	Replace with Core area within the Salisbury City Centre Urban Core Zone	N	N
2.	Replace	PDC 18 - Precinct 9 Civic (within the Salisbury Town Centre Policy Area 3)	Replace with Transition area within the Salisbury City Centre Urban Core Zone	N	N

Salisbury City Centre DPA

City of Salisbury

Amendment Instructions Table

		Precinct 11 Community and Tertiary (within the Salisbury Town Centre Policy Area 3)			
		Precinct 12 Interchange (within the Salisbury Town Centre Policy Area 3)			
Medium and High Rise Development (3 or More Storeys)					
3.	Insert	New Medium and High Rise Development (3 or More Storeys) general module	Insert contents of Attachment A after Marinas and Maritime Structures module	N	Y – Include in table of contents
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Salisbury City Centre Urban Core Zone					
4.	Insert	New Salisbury City Centre Urban Core Zone	Insert contents of Attachment B after Rural Living Zone, Salisbury Heights Policy Area 21	N	Y – Include in table of contents
Salisbury Town Centre Policy Area 3 and Precincts 9, 10, 11, 12 and 13					
5.	Delete	Delete all text applying to the Salisbury Town Centre Policy Area 3 and Precincts 9 Civic, 10 Commercial, 11 Community and Tertiary, 12 Interchange, 13 Retail Core		N	Y – Remove from table of contents
TABLES					
Amendments required (Yes/No): Yes					
Table Sal/2A – Off Street Vehicle Parking Requirements for Designated Areas					
6.	Insert New Table	After Table Sal/2	Insert contents of Attachment F	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)					
Amendments required (Yes/No): Yes					

Map Reference Table					
7.	Delete	Delete reference to Salisbury Town Centre Policy Area 3 and Precincts 9, 10, 11, 12 and 13		N	N
8.	Insert	Reference to Salisbury City Centre Urban Core Zone on maps 25, 26 and 34		N	N
Map(s)					
9.	Replace	Zone and Policy Area Maps Sal/25, Sal/26, Sal/34 and Sal/57	Replace with contents of Attachment C	N	N
10.	Delete	Precinct Maps Sal/25, Sal/26 and Sal/34		N	N
11.	Insert	New Salisbury City Centre Core and Transition Areas	Insert contents of Attachment D	N	N
12.	Insert	New Salisbury City Centre Concept Plan	Insert contents of Attachment E	N	N

Attachment A

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 4 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Site Configuration

- 5 Sites for multi-storey buildings should be of an appropriate location, size and shape to accommodate a functional and desirable mixed use or residential development.
- 6 Development should:
 - (a) clearly define spaces for pedestrians, utilities, services, parking and storage
 - (b) provide outdoor seating, landscaping and covered walkways where possible
 - (c) establish links with the public realm
- 7 Mixed use development should incorporate active uses such as shops and cafes at ground level and contribute towards activation of the public realm

Design and Appearance

- 8 Buildings should:
 - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
 - (b) provide shelter over the footpath where minimal setbacks are desirable
 - (c) ensure walls on the boundary that are visible from public land are articulated and include visually interesting treatments to break up large blank facades.
- 9 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 10 Entrances to multi-storey buildings should:
 - (a) be oriented towards the street
 - (b) be clearly identifiable
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses.

- 11 Corner sites should incorporate features to highlight and reinforce the corner as a landmark or focal point

Visual Privacy

- 12 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.
- 13 Balconies should be designed and sited to:
- (a) minimise overlooking into the living areas and bedrooms of adjacent development; and
 - (b) promote the informal surveillance of ground level public areas

Building Separation and Outlook

- 14 Residential buildings (or the residential floors of mixed use buildings) should:
- (a) have adequate separation between habitable room windows and balconies from other buildings, and other dwellings within the same building, to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
 - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.
- 15 Balcony design should comply with the following requirements:
- (a) Balconies and upper level private open space should be setback a minimum of 3.5 metres from the common boundary of adjoining sites
 - (b) Where the site adjoins a laneway or walkway, balconies should not extend beyond the property boundary unless it can be demonstrated that reasonable visual and acoustic privacy is achieved
- 16 Balconies should achieve a minimum clearance of:
- (a) 2.5 metres above ground level where located above a footpath
 - (b) 4 metres where located above a roadway

Dwelling Configuration

- 17 Buildings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 18 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Private and Communal Open Space

- 19 Private open space for each dwelling part of a multi-storey development may be provided in the form of a courtyard, terrace, balcony, deck or roof terrace

- 20 Private open space should be provided for each dwelling in accordance with the following:

Number of bedrooms	Minimum area of private open space
Studio (no separate bedroom)	No minimum
1 bedroom	8 square metres
2 bedrooms	11 square metres
3 bedrooms	15 square metres

- 21 Ground level or roof top private open space should have a minimum dimension of 3 metres and a minimum area of 24 square metres
- 22 Areas of open space should be directly accessible from internal living areas and be of a size and dimension suitable for use by the occupants
- 23 Communal open space should be located to:
- (a) maximise solar access
 - (b) be accessible to all users
 - (c) contribute to visual privacy between apartments; and
 - (d) create a pleasant outlook

Adaptability

- 24 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Natural Ventilation and Sunlight

- 25 Development should maximise the use of natural sunlight and ventilation in living areas and private open spaces to reduce the need for artificial lighting and mechanical heating and cooling.
- 26 Development should ensure that the maximum distance from a living room, dining room, bedroom or kitchen to a window providing natural light and ventilation is no more than 8 metres.

Noise Attenuation

- 27 Residential development close to noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.

- 28 Residential development should be configured and designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusion.

Environmental

- 29 Multi-storey buildings should:
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 30 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 31 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 32 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
- (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding
 - (c) within an on-site communal facility.
- 33 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 34 A separate waste storage area should be provided for commercial/retail and residential uses.
- 35 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.
- 36 Loading facilities should be located at the rear of the development

Attachment B

Salisbury City Centre Urban Core Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Affordable housing and smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The Salisbury City Centre is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition, to a vibrant business hub and transit oriented activity centre within Northern Adelaide, building on its existing strengths and capitalising on proximity to the rail and bus interchange. Key components of the revitalisation will include:

- Diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses
- Development of increased residential opportunities to accommodate a diverse population
- Upgrade of the existing public transport interchange and intensification of development within the zone
- Continued provision of sports and recreation facilities and enhancement of open space and streetscapes.

The zone will focus around a Core Area intended to contain the highest intensity and scale of development with a supporting Transition Area adjoining neighbouring zones as identified on [Concept Plan Map Sal/32](#).

The Core Area will provide the greatest intensity of land use and activity with a mix of residential, commercial, civic, community, cultural, education, religious, entertainment, recreation and employment generating activities integrated with the public transport interchange and networks. Located within the Core Area is the 'main street' of John Street and the Parabanks Shopping Centre that will continue to provide the primary focus for retail, including large format retail and supermarkets. Facilities within the zone should be sited and designed with a view to promote after-hours uses to reinforce the centre as the focus for social activity in the district.

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Zone Section

Salisbury City Centre Urban Core Zone

Medium and high density housing in a diverse range of residential dwelling types, including mixed use, student, aged accommodation, serviced apartments and affordable housing will be developed across the zone with a focus around capitalising on existing amenity of key open space and proximity to existing facilities. Overall, the zone is intended to achieve a minimum net residential density ranging from 70 dwellings per hectare in the core reducing to a minimum of 35 in the areas more removed from the interchange, centre facilities and areas of open space.

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas/zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones. Development will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development in the zone will achieve high quality urban design and integration with a focus on pedestrian comfort and safety across both private land and public streets and open spaces. Buildings will contribute to quality streetscapes and public realm by articulating buildings with canopies over footpaths promoting open views, active uses and street based activity.

Pedestrian-scale signage, landscaping, street art, lighting, street furniture, canopies and sheltered walkways will be integrated into buildings, open space and streets to create safe, interesting, attractive and sociable spaces for pedestrians to access outdoor dining and footpath trading. A sheltered pedestrian environment should be created along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings. Legible, safe and accessible cycling routes and pedestrian pathways connecting key public open space and facilities including the Little Para trail, Civic Square, public transport interchange and bus stops will be enhanced,

Upper level facades will provide architectural interest with the use of balconies and roof top outdoor spaces encouraged. Solid material will be balanced with windows and other forms of visual permeability along key streets and public spaces. Plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones and existing residential development will be addressed through the use of building envelopes to maximise solar access, interface consideration of building height transitions, considered design and location of windows and balconies to maintain privacy and balconies and use of landscaping. Setbacks of new development should consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

Buildings of heritage value, including State heritage listed items, should be conserved and their continued use or adaptive re-use is encouraged. Elements which contribute to their heritage value, such as setting and setbacks, building materials, mature trees and landscaping elements and elevations should be retained and enhanced. The design of new development which adjoins these buildings should be sympathetic and not encroach or otherwise negatively impact on the setting of the heritage place.

Off-street parking will be well designed, integrated and managed to maximise efficient use of spaces, minimise the total area of land in the centre required for parking and promote increased use of sustainable modes of transport. On-site parking areas will be consolidated and shared, and driveway entrances minimised to maximise opportunities for on-street parking. Provision of consolidated multi-deck car parking is encouraged, with longer term/all day car parking preferably located on the perimeter of the centre. Provision of safe and well-designed walkways to link car parking areas to destinations is vital.

The centre will explore a range of opportunities to conserve resources, minimise energy use and promote Water Sensitive Urban Design. These opportunities may include the harvest, treatment, storage and reuse of stormwater, green roofs and walls, renewable energy features and innovative waste practices at a neighbourhood, street, site and individual building level where appropriate,

In accordance with the relevant development constraints mapping, buildings which exceed a height of 15 metres may require referral to the Department of Infrastructure and Regional Development.

John Street and Civic Square

The village atmosphere and mix of main street fine grain land uses that make John Street unique will be retained and regenerated supporting retail, cafes and restaurants on the ground level, with offices and opportunities for mixed use residential development promoted on upper levels.

Building heights up to 6 levels are envisaged with upper storeys set back from the ground and first storeys to retain the low scale existing pedestrian scale and character of John Street. Development will connect directly to the civic square area, providing strong active frontages. The existing fine grain street based development should be maintained along the western end of John Street, and new development along the eastern portion designed to reflect this pattern.

Pedestrian permeability through to adjoining areas will be improved, with existing pedestrian connections both within streets and through private buildings, car parks and covered malls retained and enhanced. The exterior storage or display of goods or service areas should not compromise pedestrian movement or amenity.

Possible Church Street Extension

Through redevelopment an extension to Church Street through to the north and creation of a new high street characterised by wide footpaths, street trees and landscape plantings to improve vehicle, pedestrian and cycle movements and centre legibility is envisaged.

Upon completion, this extension to Church Street would provide opportunities for ground level activation incorporating new retail and commercial land uses, mixed use and medium to high density residential development. Building heights up to 6 storeys are anticipated along the Church Street extension within the Core Area.

Parabanks Shopping Centre

This shopping centre will continue to be the focus for large scale retail development, with redevelopment to incorporate active frontages and prominent entrances where directly abutting onto John Street, the Civic Square and the proposed Church Street extension. Over time opportunities for increased ground level activation adjoining Pitman Park and the Little Para River including the incorporation of residential development is encouraged.

Pedestrian connectivity and amenity throughout this area including at grade car parks should be improved, with designated safe, accessible and sheltered walking areas and enhanced landscaping provided.

Interchange

An upgrade of the interchange should incorporate features to increase connectivity across the rail line, with a well-designed overpass provided to ensure safe and convenient pedestrian access. Development adjacent to the public transport interchange will be mixed both vertically and horizontally, with non-residential uses encouraged to create visual interest and active street frontages.

There should be a focus on a mix of land uses with potential for small scale convenience retail, commercial, entertainment and ancillary development. Redevelopment of existing car parking areas immediately adjacent the interchange is encouraged, where existing car parking spaces can be provided in conjunction with the redevelopment, or relocated elsewhere.

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

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Zone Section

Salisbury City Centre Urban Core Zone

Ann and Mary Street

The historic character and mix of community, education and community land uses within this area will remain the primary land use. Future opportunities for medium density mixed use and residential development will be supported where the architectural and urban design has addressed integration and complements the existing built form reflecting the lower scale intended within the transition areas.

Salisbury Oval and Surrounds

The area south of Park Terrace will continue to support a range of structured sport and recreation facilities, residential, education, community and open space uses. An increase in density of existing residential development within the area, combined with development of medium density dwellings integrated around the perimeter of the oval in strategic locations to take advantage of views over the open space is envisaged.

Dwelling design should seek to maximise vistas into the open space from surrounding streets and promote built form with open fencing and balconies that improve surveillance and maximise pedestrian legibility, safety, pleasure and comfort. Links between this area and the core area to the north of Park Terrace will be enhanced, and will include provision of a pedestrian and cycling path adjoining the railway corridor and improved connection across Park Terrace.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- cinema
- civic building
- community centre
- consulting room
- dwelling
- educational establishment
- entertainment venue
- hotel
- gymnasium
- library
- licensed premises
- multi-deck car parking
- nursing home
- office
- place of worship
- pre-school
- public transport interchange
- recreation centre
- residential flat building
- retirement village
- school
- shop or group of shops
- supported accommodation
- theatre
- tourist accommodation

2 Development listed as non-complying is generally inappropriate.

- 3 Core and Transition Areas should be developed in accordance with the relevant [Concept Plan Map\(s\) Sal/32 and Sal/33](#)
- 4 The Core Area should be developed to include a range of land uses that are high pedestrian generators, promote public transport use, provide opportunities for multi-purpose trips **and include after-hours uses**.
- 5 Commercial development should be compatible with adjoining uses.
- 6 Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 7 Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:
 - (a) encourage walking to local shopping, community services and other activities
 - (b) do not detrimentally impact on the amenity of nearby residents.

Form and Character

- 8 Development should be consistent with the desired character for the zone.
- 9 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Minimum net residential site density
Core Area	70 dwellings per hectare net
Transition Area	35 dwellings per hectare net

- 10 Residential development in a mixed use building should achieve a minimum net residential site density of 35 dwellings per hectare.
- 11 In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

Design and Appearance

- 12 In the Core Area:
 - (a) **Development should be adaptable in form to enable convenient conversion of internal spaces to alternative uses** without the need for significant change to the building
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.
- 13 Except in the Core Area, development of three or more storeys in height should ensure that:

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Zone Section

Salisbury City Centre Urban Core Zone

- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 14 Buildings should address public open space and defined pedestrian routes.
- 15 Development of sites adjoining the Civic Square, as identified on [Concept Plan Map Sal/33](#), should provide active frontage to the Civic Square and facilitate uses that will enable increased activation at street level.
- 16 Building setbacks should be consistent with or complement setback distances of adjoining development where possible

Building Height

- 17 Except where airport building height restrictions prevail, or interface height provisions require a lesser height, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following provisions:

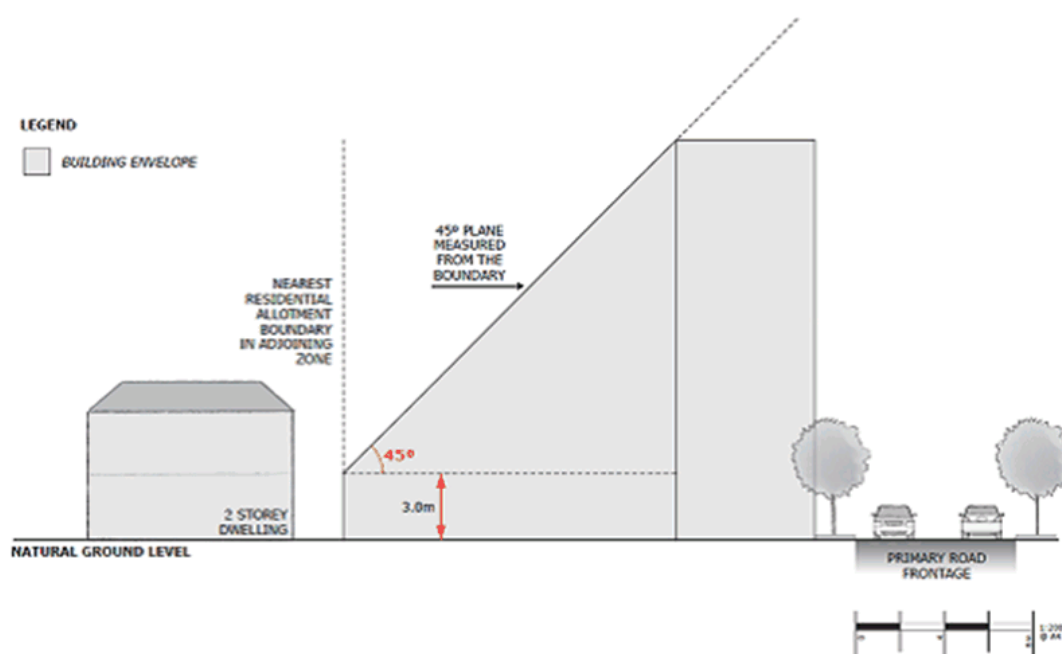
Designated area	Maximum building height
Core Area	6 storeys and 32.50 metres
Transition Area	4 storeys and up to 16.5 metres

- 18 Buildings with frontage to John Street should have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres to reinforce the low scale built form along John Street,.
- 19 Building heights in the Transition Area may exceed 4 storeys (to a maximum of 6 storeys) where it can be demonstrated that development will retain satisfactory access to sunlight and minimise overlooking to any adjacent private open space and windows and it is part of a precinct planned development.

Interface Height Provisions

- 20 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is primary road frontage), as illustrated in Figure 1:

Figure 1



Off Street Vehicle Parking

- 21 Car parking should be provided in accordance with [Table Sal/2 – Off Street Vehicle Parking Requirements](#) or [Table Sal/2A – Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies)
- 22 Where [Table Sal/2 – Off Street Vehicle Parking Requirements](#) applies a lesser rate may be applied where justified and based on local circumstances, including if:
- (a) the proposed development is adjacent to a designated pedestrian and/or cycle path
 - (b) convenient on-street car parking is readily available
 - (c) there is opportunity to utilise shared car parking areas between uses based upon compatible hours of peak operation
 - (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means

Error! Unknown document property name.

Zone Section

Salisbury City Centre Urban Core Zone

(e) for studio apartments, student accommodation, affordable housing, retirement villages or aged persons accommodation

- 23 Multi-deck car parking should take the appearance of a commercial building, with active frontages and mixed land uses on the ground level.

Land Division

- 24 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 25 Wherever practicable, land division and site amalgamation should:
- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
 - (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments facilitate development as envisaged in [Concept Plan Map Sal/33](#)

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) within the Core Area as identified in [Concept Plan Map Sal/32](#) are complying:

A change of use within an existing building used primarily for a shop, office or consulting room to accommodate one or any combination of those uses where all of the following are achieved:

- (a) the building is not a State heritage place
- (b) any alterations to the external appearance of a local heritage place do not materially affect the heritage values of that place
- (c) where the change in use is for a shop primarily involving the handling and sale of foodstuffs (and may include a restaurant, café, take-away and/or fast food outlet), the location of the development and associated areas for the storage and collection of refuse are at least 10 metres from a residential zone boundary or the boundary of a site used for residential purposes other than where:
 - (i) the development is the same or substantially the same as a previously approved development, or
 - (ii) the dwelling is located in the same building as the shop or is directly associated with the shop
- (d) if the change in use is to a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, at least one of the following applies:
 - (i) the primary vehicle access is from a road that is not an arterial road
 - (ii) the shop is located in a building (or buildings) comprising multiple tenancies that operate as an integrated complex used primarily for shops, offices and/or consulting rooms and incorporates shared off-street vehicle parking areas, vehicle loading and unloading bays, and areas for the storage and collection of refuse

- (e) off-street vehicular parking is provided at a rate in accordance with Table Sal/2 – Off Street Vehicle Parking Requirements or the desired minimum in Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies), other than in respect to the following:
 - (i) the building is a local heritage place
 - (ii) the development is the same or substantially the same as a previously approved development
 - (iii) the change of use is located in a building (or buildings) comprising multiple tenancies that operate as an integrated complex used primarily for shops, offices and/or consulting rooms and incorporates shared off-street vehicle parking areas, vehicle loading and unloading bays, and areas for the storage and collection of refuse.

Error! Unknown document property name.

Zone Section

Salisbury City Centre Urban Core Zone

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Shop	Except where: <ul style="list-style-type: none"> (a) it is within the Core Area, or (b) it is within the Transition Area and does not exceed 500 square metres in total floor area, or (c) It is a bulky goods outlet
Special industry	
Store	
Transport depot	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Civic Building	
Community Centre	
Consulting room	
Dwelling	
Educational establishment	
Indoor recreation facility	
Nursing home	
Office	
Pre-school	
Primary school	
Recreation Centre	
Residential flat buildings	
Retirement village	
Shop or group of shops, except where it exceeds 500 square metres within the Transition Area	
Supported accommodation	
Tourist accommodation	

City of Salisbury

Zone Section

Salisbury City Centre Urban Core Zone

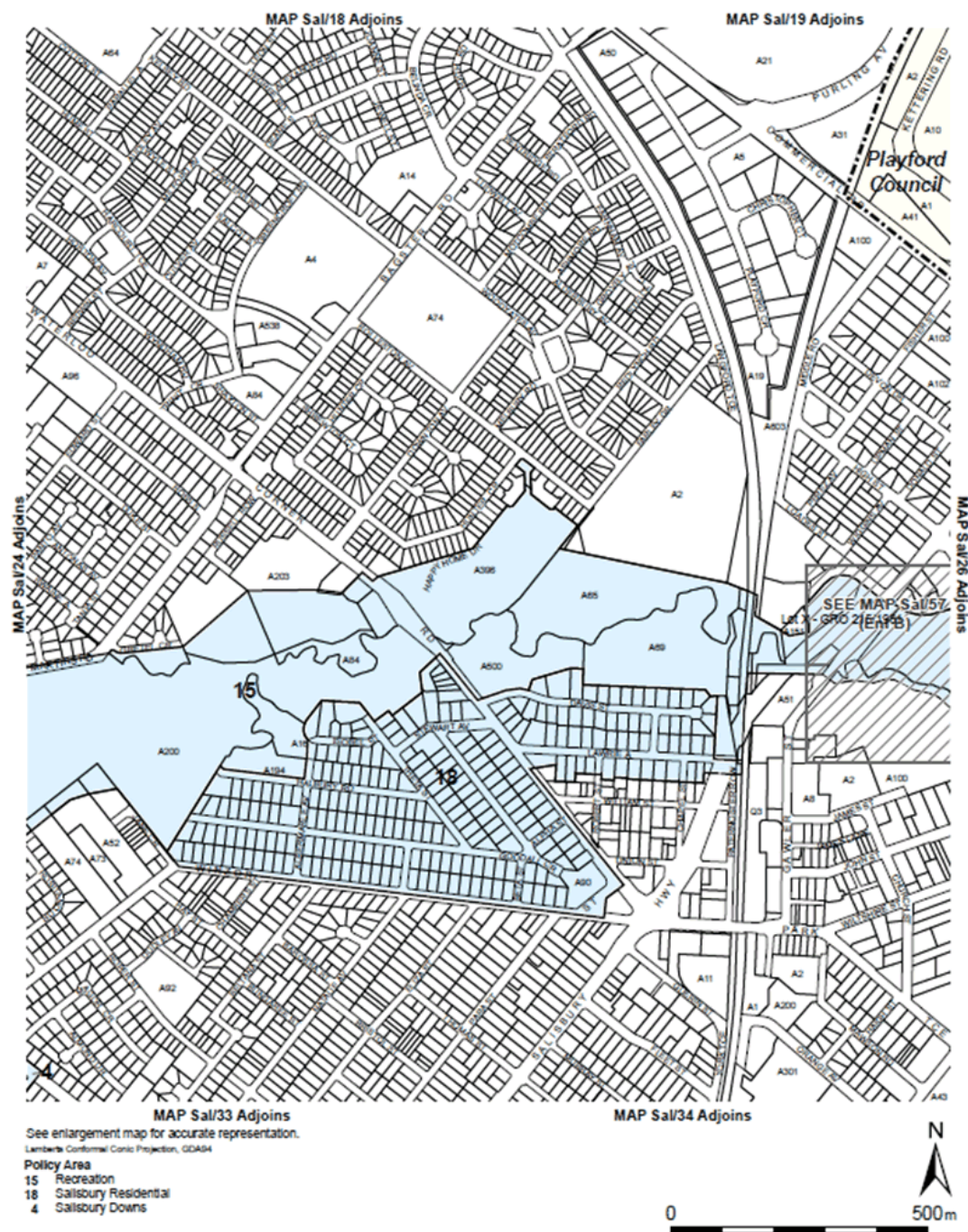
City of Salisbury

Zone Section

Salisbury City Centre Urban Core Zone

Item 1.3.2 - Attachment 3 - Attachment 3 - Draft Salisbury City Centre DPA for Consultation

Attachment C

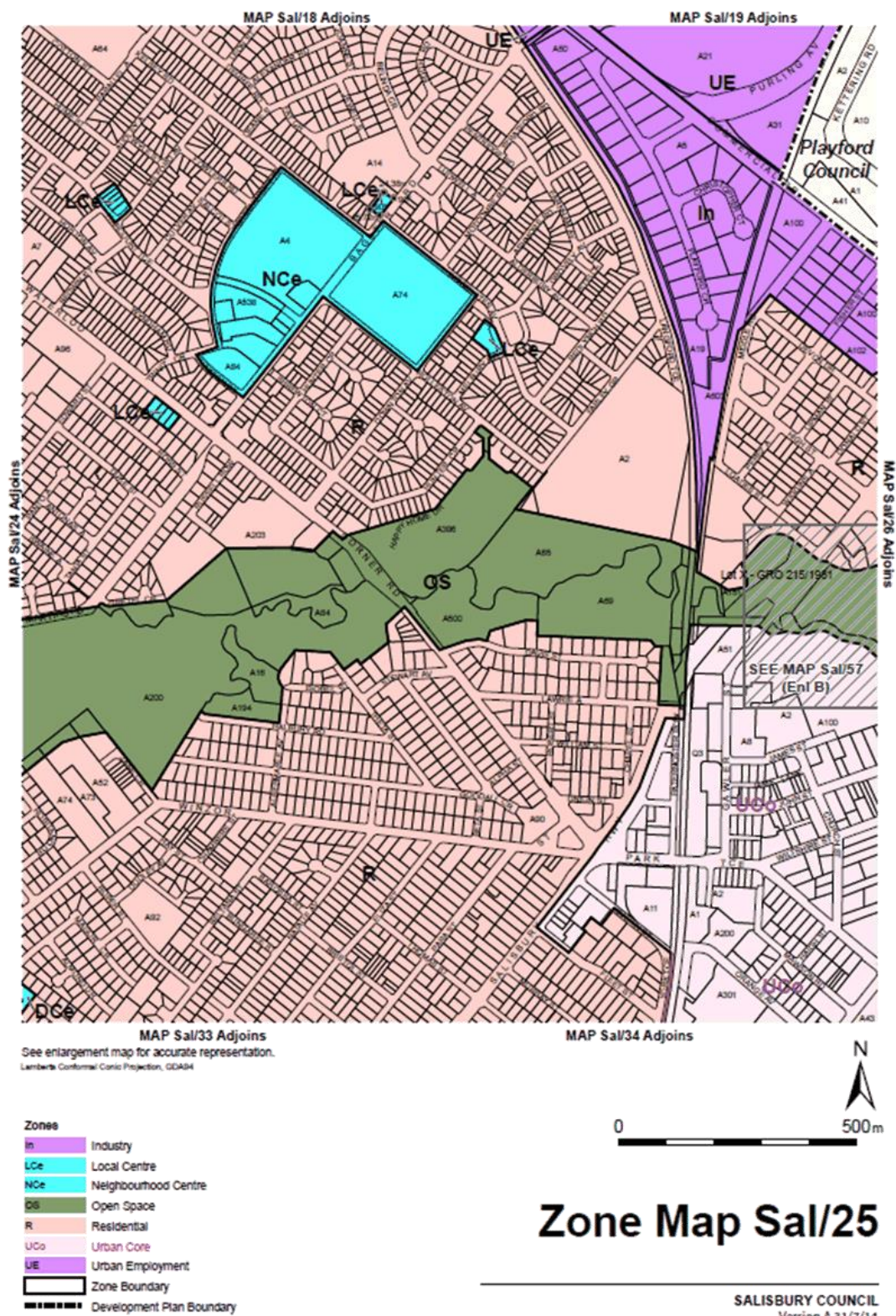


Policy Area Map Sal/25

Policy Area Boundary
 Development Plan Boundary

SALISBURY COUNCIL
 Version A 15/7/14

Item 1.3.2 - Attachment 3 - Draft Salisbury City Centre DPA for Consultation

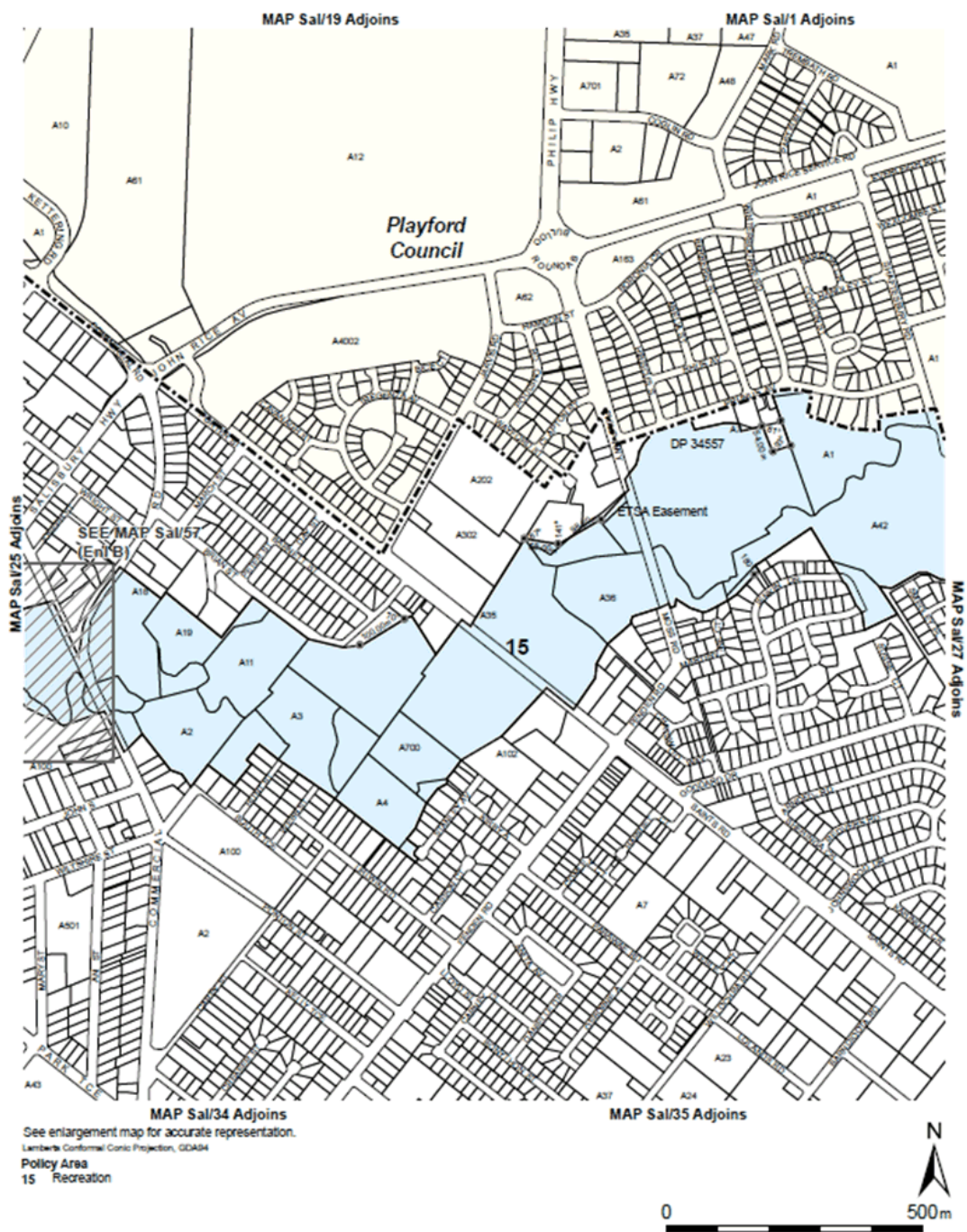


Salisbury City Centre DPA

City of Salisbury

Attachment C

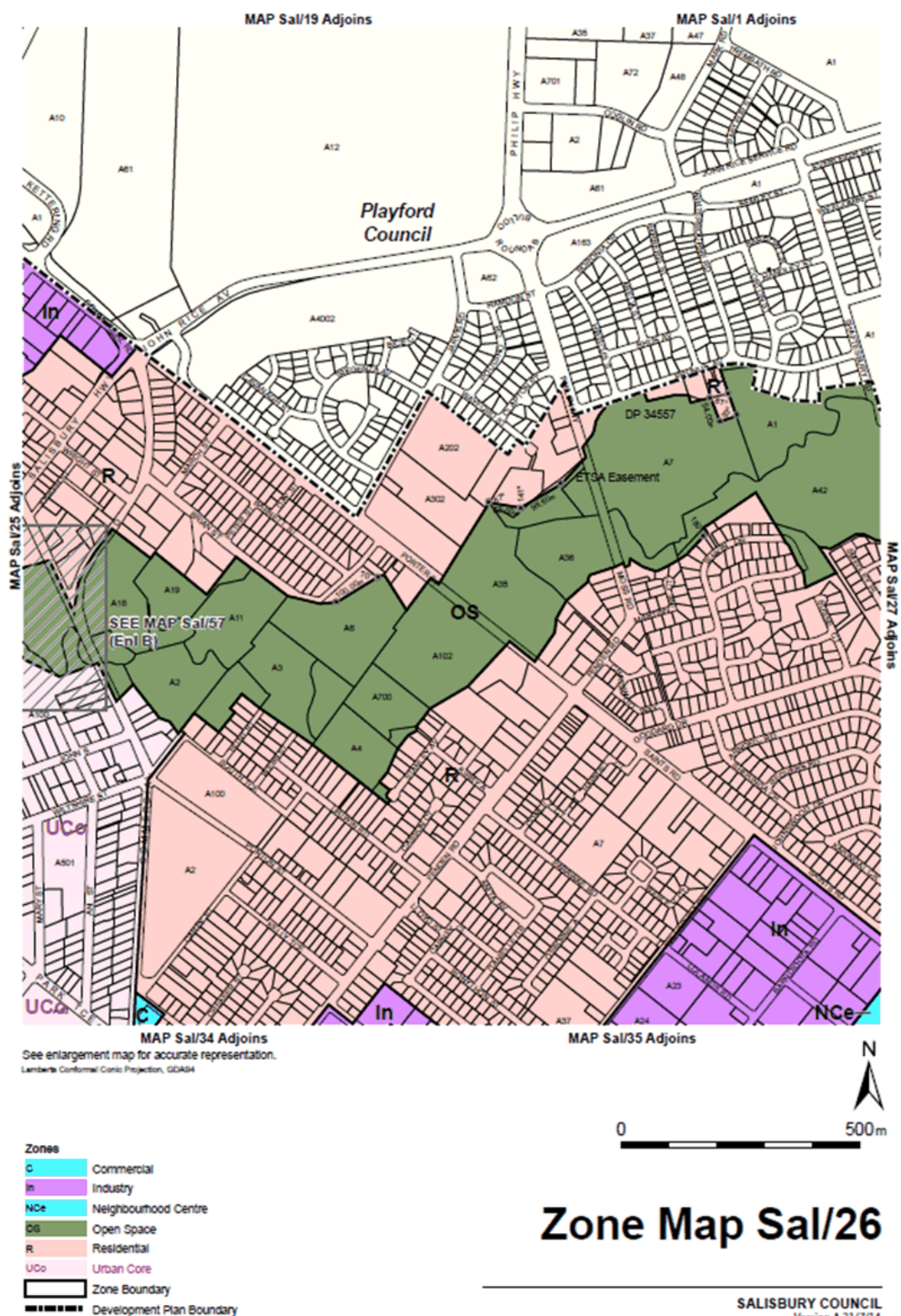
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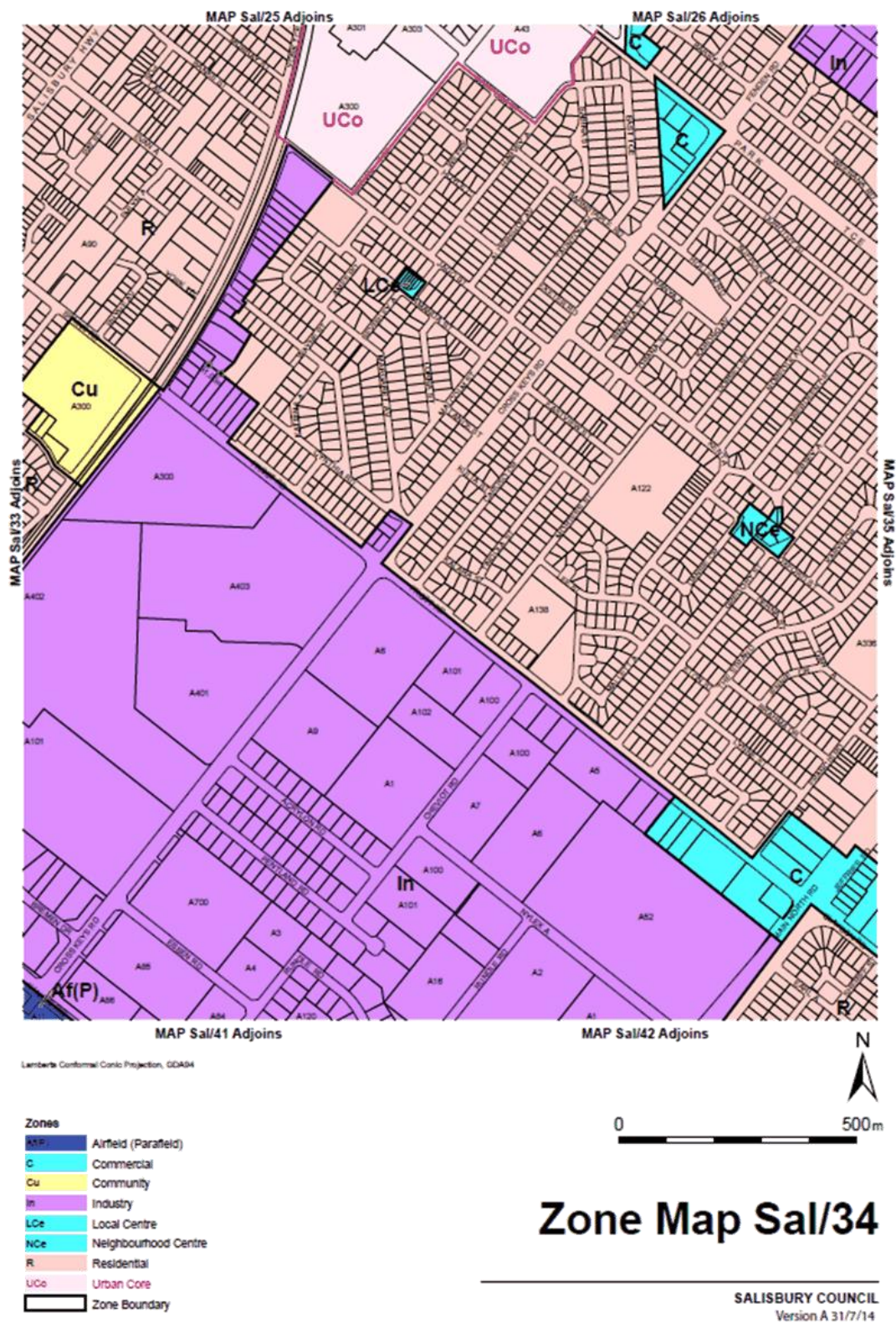


Policy Area Map Sal/26

Policy Area Boundary
Development Plan Boundary

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Version A 15/7/14

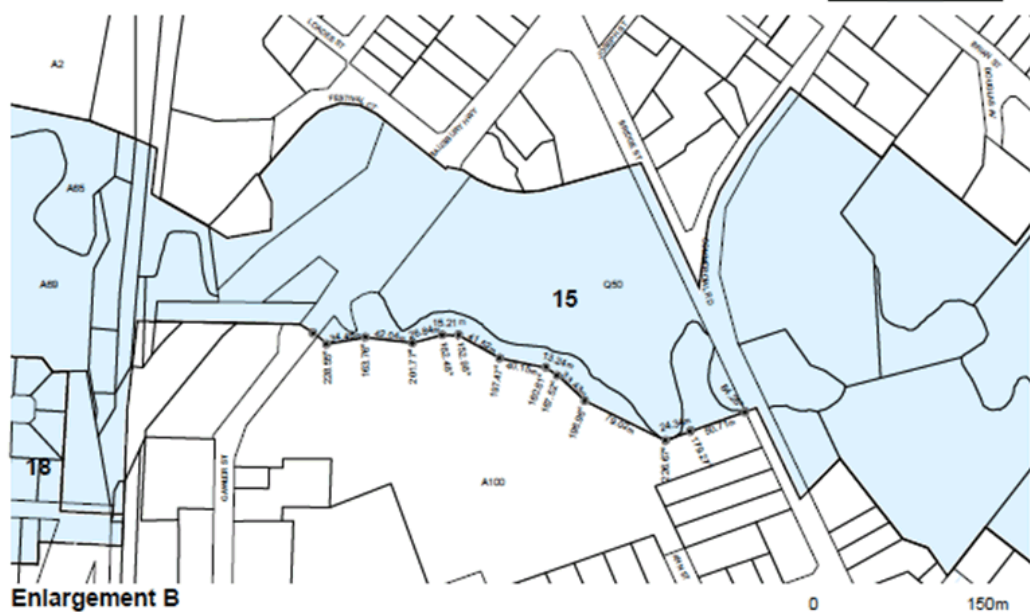






Salisbury City Centre DPA

City of Salisbury

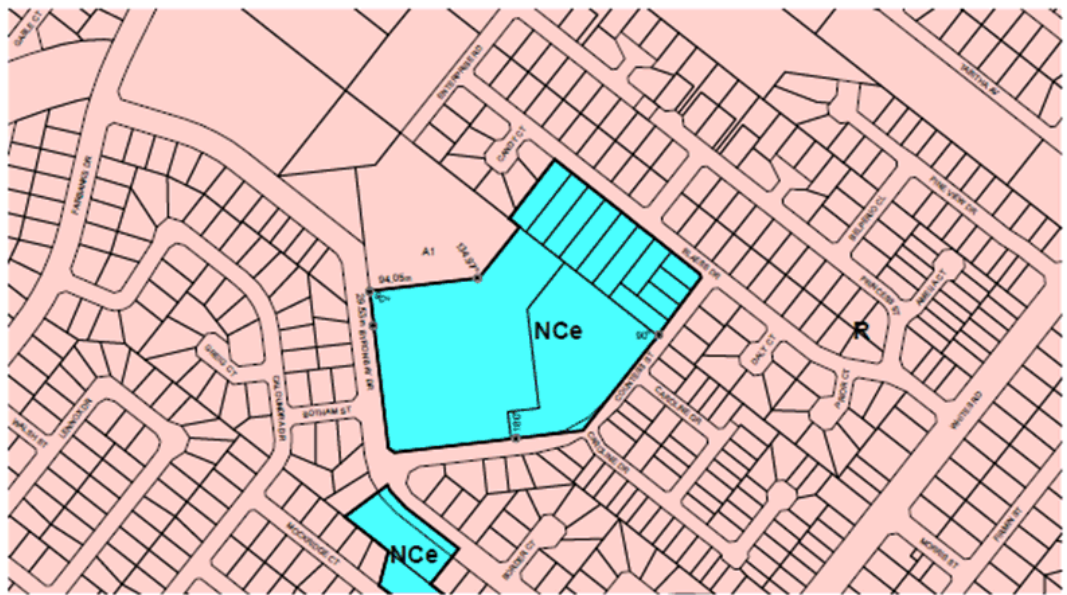
Attachment C



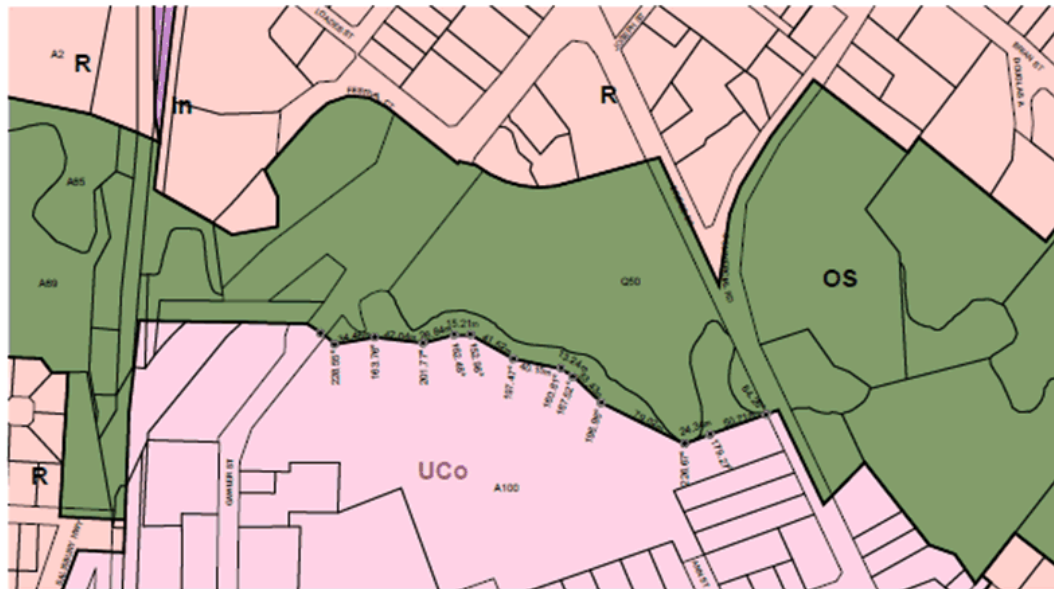
Policy Area Map Sal/57

 Policy Area Boundary
 Development Plan Boundary

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Enlargement A



Enlargement B

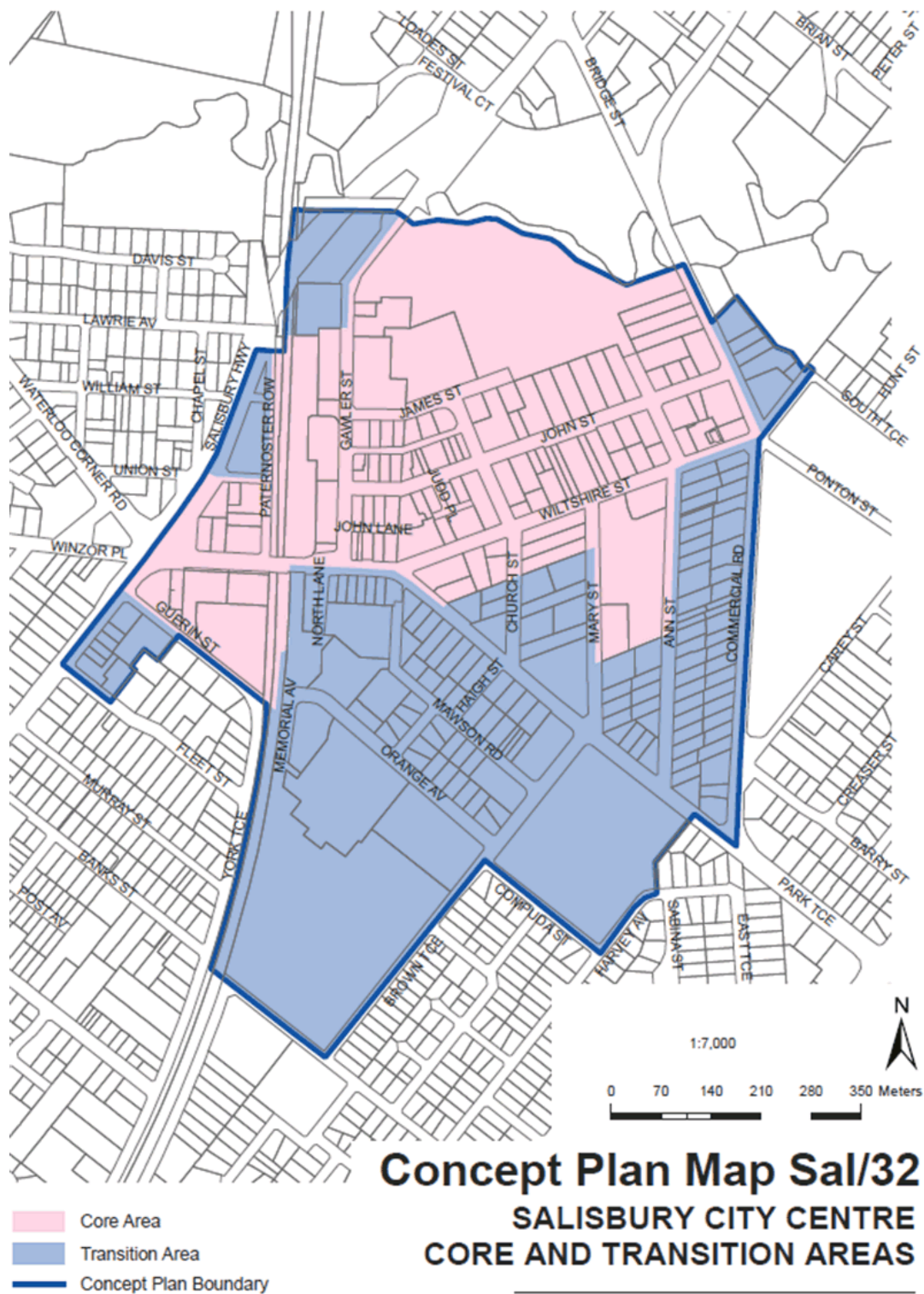


Zone Map Sal/57

 Zone Boundary
 Development Plan Boundary

SALISBURY COUNCIL
 Version A 15/7/14

Attachment D



SALISBURY COUNCIL
Version A 24/11/15

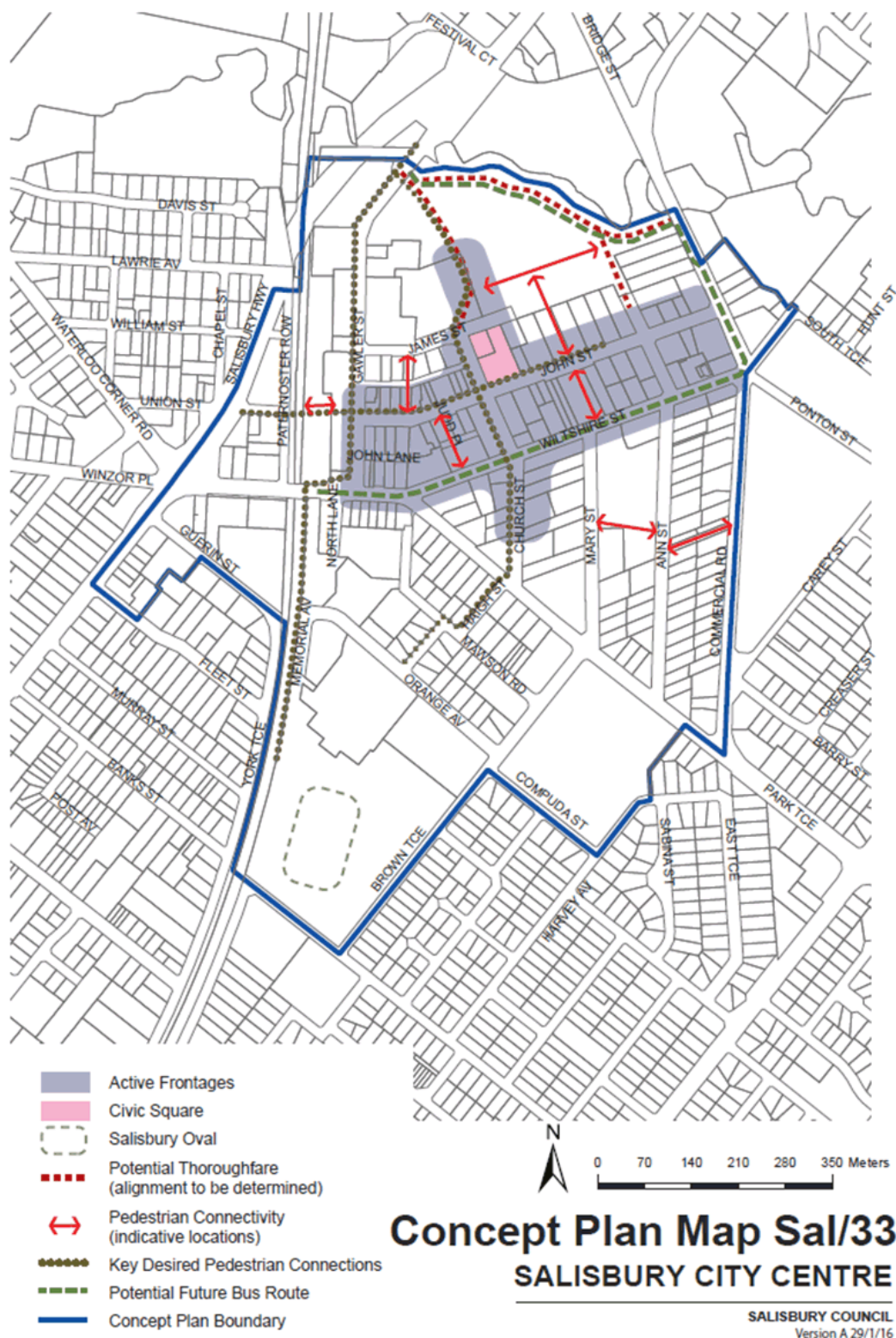
Salisbury City Centre DPA

Council

Attachment D

Item 1.3.2 - Attachment 3 - Draft Salisbury City Centre DPA for Consultation

Attachment E



Attachment F

Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

1. The vehicle parking rates table applies to Designated Areas listed below except where:

- (a) any applicable condition(s) is/are not met
- (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

2. The following are Designated Areas:

Designated Area	Conditions
Salisbury City Centre Urban Core zone	<p>The development is located in accordance with at least one of the following:</p> <p>(a) within 200 metres of a passenger bus stop or 400 metres from a bus interchange that is part of a high frequency public transit service⁽¹⁾</p> <p>(b) within 400 metres of an O-Bahn interchange</p> <p>(c) within 400 metres of a passenger rail station that is part of a high frequency public transit service⁽¹⁾</p> <p>(d) within 400 metres of a passenger tram station</p> <p>(e) within 400 metres of the Adelaide Parklands.</p>
District Centre Zone	
Local Centre	
Neighbourhood Centre Zone	
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone	

A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

3. Development should provide off-street vehicle parking in accordance with the rates in the table(s) below, unless one or more of the circumstances (or similar) that follow support the provision of a lesser amount of parking spaces:

- (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
- (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
- (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.

VEHICLE PARKING RATES TABLES

Location of development	Type of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	Non-residential development (excluding tourist accommodation)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Salisbury City Centre Urban Core Zone (subject to associated conditions in provision 2)	Residential development	1 space per residential dwelling	2 spaces per residential dwelling
Salisbury City Centre Urban Core Zone (subject to associated conditions in provision 2)	Serviced Apartments and Tourist Accommodation	1 space per 3 beds, or 1 space per room plus 1 per employee (whichever is greater)	No maximum

ITEM	1.3.3		
	POLICY AND PLANNING COMMITTEE		
DATE	15 February 2016		
PREV REFS	Policy and Planning Committee	1.3.1	16/11/2015
	Policy and Planning Committee	1.5.1	9/12/2013
	Policy and Planning Committee	1.5.1	15/09/2014
HEADING	Waterloo Corner Road Burton Residential Development Plan Amendment (DPA).		
AUTHOR	Michelle Tucker, Coordinator Urban Policy & Planning, City Development		
CITY PLAN LINKS	1.2 To enhance and create quality urban areas with high amenity and integrated infrastructure 2.5 To have sustainable and resilient built environments that contribute to quality amenity 3.3 To have a city where a quality of life is achievable		
SUMMARY	This report presents a revised Statement of Intent (SOI) for the Waterloo Corner Road, Burton Residential DPA. The proposed area to be rezoned has been substantially reduced and is located to the west of the Springbank Waters Development. The SOI proposes to rezone 11.95Ha of land that is current zoned Industry to Residential to allow a residential development.		
RECOMMENDATION	<ol style="list-style-type: none"> 1. The revised Waterloo Corner Road, Burton Residential Development Plan Amendment Statement of Intent forming an attachment to the Policy and Planning Committee agenda report be endorsed. 2. The endorsed Statement of Intent be forwarded to the Minister for Planning requesting agreement to proceed to a Development Plan Amendment in accordance with Section 25 of the Development Act 1993, subject to a signed agreement negotiated by the General Manager City Development for a privately funded Development Plan Amendment between Council and the Developer consistent with Council's endorsed Privately Funded DPA Policy. 3. Council authorise the General Manager City Development to amend the Statement of Intent in a manner which does not significantly alter the intent or proposed outcomes of the DPA, if deemed necessary to obtain the Minister for Planning's approval to begin the Development Plan Amendment process. 		

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Attachment 1 - Previous Study Area
2. Attachment 2 - Minister for Planning Correspondance
3. Attachment 3 - Revised Statement of Intent (SOI)

1. BACKGROUND

- 1.1 The original draft Waterloo Corner Road, Burton Residential DPA was initiated as a privately funded DPA. The subject area is located at Waterloo Corner Road, Burton and adjoins the Springbank Waters development to the east, and industrial development to the north, south and west. The previous DPA proposed to rezone approximately 37 hectares of land zoned Industry to Residential to enable approximately 250 additional allotments. (Attachment 1)
- 1.2 This original DPA proceeded through the rezoning process as a privately funded DPA where it was endorsed by Council on 15 September 2014 to be forwarded to the Minister for Planning for approval to proceed to community consultation.
- 1.3 In response the Department for Planning Transport and Infrastructure requested that Council, the planning consultant and experts attend a Development Policy Advisory Committee (DPAC) hearing on 18 March 2015 to discuss the proposed DPA. A presentation was made to DPAC and any queries were answered accordingly.
- 1.4 Council received a letter dated 17 June 2015 (Attachment 2) advising that DPAC raised significant concerns regarding the DPA and that the DPA was inconsistent with the directions of the 30 Year Plan for Greater Adelaide. The Minister advised Council to consider not proceeding further and withdrawing the DPA.
- 1.5 The issues of concern from the Minister included the potential interface issues between the existing industrial development and new residential development and the restrictions residential development may impose upon the operation and development of existing and future industries in the locality. In addition there were concerns regarding the potentially low amenity of the proposed residential development arising from being surrounded by industrial development. DPTI also consider the site as key industrial land that is required for future supply in the region.
- 1.6 Council officers and the proponent's planning consultant met with DPTI to discuss the decision and to explore alternatives that may enable the DPA to progress as is or in a modified form. DPTI reviewed the revised proposal concept and advised informally that it did not support it for the same reasons as stated above.

2. CONSULTATION / COMMUNICATION

2.1 Internal

2.1.1 City Infrastructure

2.2 External

2.2.1 DPA proponents in relation to the content of the revised SOI.

3. REPORT

- 3.1 Council at its meeting on 23 November 2015 resolved (in part):made the following recommendation.

“That an amended Statement of Intent be prepared for the Waterloo Corner Road – Burton Residential Development Plan Amendment illustrating a reduced affected area confined to lot 50 Waterloo Corner Road, Burton, for consideration by Council by the January 2016 Council meeting.” (Resolution no. 0733/2015)

- 3.2 As a result of this resolution a revised SOI has been prepared by the planning consultant showing a reduced site area confined to Lot 50 Waterloo Corner Road, Burton. The SOI proposes to rezone the subject land from industry to residential to enable residential allotments as an extension to the Springbank Waters development.
- 3.3 The areas of investigation include the same issues which have been substantially addressed as part of the previous DPA investigations. These include:
- 3.3.1 Contamination;
 - 3.3.2 Noise and air quality;
 - 3.3.3 Acoustic treatment;
 - 3.3.4 Defence and ANEF;
 - 3.3.5 Supply of Industrial land; and
 - 3.3.6 Stormwater and Traffic Management.
- 3.4 In addition the following issues which were raised by the Minister for Planning in his response (Attachment 2) will also be responded to including:
- 3.4.1 Response to the 30 Year Plan for Greater Adelaide. The reduced size of the proposed rezoning now can be considered as appropriate infill development rather than a larger scale greenfield development.
 - 3.4.2 Reduced industrial interface. The proposed rezoning will reduce the number of new residents in the locality and thereby reducing the overall impact on the existing industrial areas. In addition the proposed rezoning can improve the existing interface issue through use of the current landscape buffer, which would not be considered adequate.
 - 3.4.3 The proposed rezoning would allow a mix of medium density residential development in an appropriate location close to public transport and social services as well as the neighborhood centre at Burton.

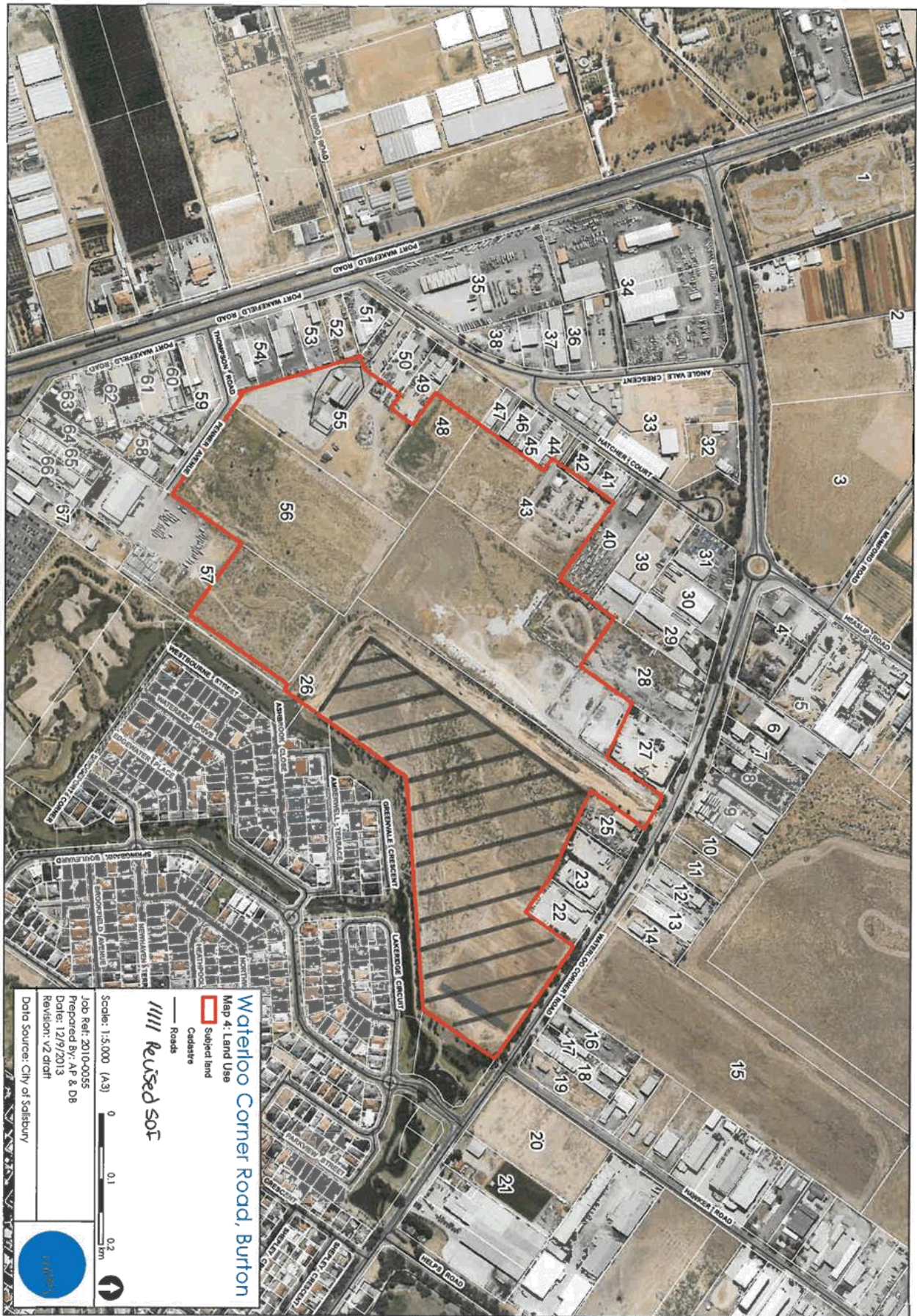
- 3.5 The proposed DPA would be subject to the Privately Funded DPA Policy and a deed of agreement will need to be entered into once the SOI is approved by the Minister for Planning.

4. CONCLUSION / PROPOSAL

- 4.1 The proposed revised SOI has significantly reduced the number of proposed residential allotments and can now be described as infill development. It also provides an opportunity to improve an interface issue between residential and industrial land which currently exists in the locality. Previous investigations in relation to contamination, air quality, noise impacts, and stormwater and interface issues have also been resolved to a suitable standard to enable residential development to occur on the subject site.

CO-ORDINATION

Officer: EXECUTIVE
GROUP
Date: 08.02.16



The Hon John Rau MP

9530144

17 June 2015

Mr John Harry
Chief Executive Officer
City of Salisbury
PO Box 8
SALISBURY SA 5108

Attention: Ms Michelle Tucker

Dear Mr Harry

Thank you for your request that the City of Salisbury's Waterloo Corner Road, Burton Residential Development Plan Amendment (DPA) be approved for consultation.

I have given careful consideration to Council's request noting the extensive level of investigations undertaken to inform the DPA. However, I have determined not to support public consultation approval of the DPA.

My principal apprehensions with the DPA relate to the impact of residential encroachment on existing industry and commercial operations in the locality, including the ability to expand and intensify.

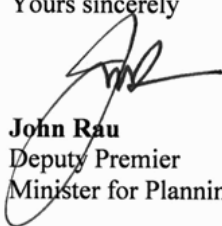
Prior to making this decision, I sought advice on the DPA from the Development Policy Advisory Committee (DPAC) who raised significant concerns with locating residential development within close proximity to existing and future industrial development, not only in respect to the impacts on the amenity of the proposed residential area, but also the constraints that it (the proposed residential area) is likely to place on the growth of businesses in the industrial zone.

DPAC further confirmed that, in its view, the DPA is not consistent with the directions of *The 30-Year Plan for Greater Adelaide*.

On this basis, I seek Council's consideration not to proceed further and to withdraw the DPA.

Please contact Mr David Gibson, Chief Planning Officer, Development Planning at the Department of Planning, Transport and Infrastructure on 7109 7032 should you require further clarification in relation to the above.

Yours sincerely


John Rau
Deputy Premier
Minister for Planning



**Government
of South Australia**

Deputy Premier
Attorney-General
Minister for Justice Reform
Minister for Planning
Minister for Housing and Urban
Development
Minister for Industrial Relations
Minister for Child Protection
Reform
45 Pirie Street
ADELAIDE SA 5000
GPO Box 464
ADELAIDE SA 5001
Tel 08 8207 1723
Fax 08 8207 1736

Statement of Intent

By the Council

Salisbury Council Development Plan

Burton Residential DPA

by the

City of Salisbury

1 February 2015

Pursuant to section 25 (1) of the *Development Act 1993* this Statement of Intent forms the agreed basis for the preparation of the proposed Development Plan Amendment.

John Harry

CHIEF EXECUTIVE OFFICER

Date:

John Rau

MINISTER FOR PLANNING

Date:

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Burton Residential DPA

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1. Introduction

1.1 Statement of Intent

Pursuant to section 25(1) of the Development Act 1993 (the Act) the City of Salisbury (the Council) has reached agreement with the Minister on this Statement of Intent (SOI) prepared by the Council in accordance with the Development Regulations 2008 (the Regulations).

The SOI details the scope, relevant strategic / policy considerations, nature of investigations to be carried out, the consultation process and timeframes to be followed in preparing the DPA.

1.2 Chief Executive Statement

The Chief Executive Officer of the Council confirms the following:

- The proposed DPA will assist in implementing the Planning Strategy.
- The proposed DPA has been endorsed by Council.
- All procedures, documentation and mapping will accord with relevant statutory requirements of the Act and Regulations.
- Sufficient Council resources will be devoted to completing the DPA within the agreed timeframe. Council acknowledges that the Minister can lapse the DPA if key timeframes are not met by Council pursuant to section 25(19) of the Act.
- Council may use the outcome of investigations and other information produced by external sources which will be reviewed by a qualified, independent professional advisor (pursuant to section 25(4) of the Act).

1.2.1 Council Contact Person

The key Council contact person who will be responsible for managing the DPA process and who will receive all official documents relating to the DPA is:

- Michelle Tucker, Coordinator Urban Policy & Planning, City of Salisbury
D: 08 8260 8109 | M: 0478 490 305
E: mtucker@salisbury.sa.gov.au

Title_of_SOI

1. Introduction

1.2.2 Developer Supported DPA

Council will contain full control over the DPA process and decision making responsibilities in accordance with the *Development Act 1993*.

The DPA process will be fully funded by:

- Waterloo Corner Developments Pty Ltd.

2. Scope of the Proposed DPA

2.1 Need for the Amendment

2.1.1 Rationale

Some 37 hectares of land, in adjacent parcels to the south of Waterloo Corner Road at Burton, remains undeveloped. In 2010 the majority of the landowners commissioned a report to determine if there were any significant impediments in promoting a rezoning of the overall site from industry to residential.

These first order investigations, documented in the URPS report *Waterloo Corner Road, Burton Residential Investigations* (19 October 2010) and in the TMK Consulting Engineers *Environmental Site History Report* (October 2010), indicated that at that stage, subject to appropriate urban design process and capital investment, there were no in-principle unresolvable impediments to a residential development scheme for the site and recommended that more detailed investigations be undertaken in association with the preparation of a City of Salisbury endorsed Statement of Intent / Development Plan Amendment.

Council subsequently considered these reports and, supporting their recommendations, undertook negotiations with the landowners to ensure a transparent landowner funded Development Plan Amendment process to rezone the site from industry to residential. The negotiations included agreement on the type and level of investigations required to facilitate the potential residential development. Additional investigations were required as part of the Minister's agreement to the Statement of Intent (SOI) that led to the preparation of the Waterloo Corner Road, Burton Residential DPA.

However, while noting the extensive level of investigations undertaken for the DPA, the Minister for Planning subsequently declined to support public consultation of the DPA. This was based on concerns expressed by the Development Policy Advisory Committee on potential interface matters and constraints on growth of businesses in the industrial zone. The Minister also sought Council's consideration of not proceeding further and to withdraw the DPA.

Council's Policy and Planning Committee considered the Minister's request at its meeting on 16 November 2015, but instead resolved:

- To request the Minister to identify Allotment 50 at Waterloo Corner Road as suitable for residential development in the review of the 30-Year Plan for Greater Adelaide. This allotment of 11.95

Burton Residential DPA**2. Scope of the Proposed DPA**

hectares is in the eastern portion of the original 37 hectares site and is relatively removed from existing industrial development to the west.

- That an amended SOI be prepared illustrating a reduced affected area confined to Allotment 50 Waterloo Corner Road.
- To advise the Minister that Council would further consider his request to withdraw the current DPA following his formal response to the revised SOI.

Council is of the view that the zoning of Allotment 50 should be reviewed as the land is not considered to be of strategic importance in terms of the overall supply of industrial land in the northern metropolitan area. In addition, the proposed residential zoning will facilitate a range of social and environmental benefits while also increasing the supply of land suitable for housing, close to transport, jobs and services within the existing built up area.

The proposed rezoning is similar to the process that introduced the existing Springbank Waters residential estate, immediately to the east of the subject land, onto the market. That is, the Springbank Waters site was originally zoned Industry but, after investigations as to its best use, was rezoned to Residential.

2.1.2 Affected Area

The area affected by the proposed DPA is shown on the following Preliminary Rezoning Plan.

As can be seen, the subject land is irregularly shaped, with an area of 11.95 hectares. Its northern boundary comprises a frontage of some 210 metres to Waterloo Corner Road and 202 metres to the rear of 3 allotments which front onto that road. Its eastern, southern and western boundaries are all adjacent to Council drainage reserves/wetlands.

The land is more particularly described as:

- Allotment 50 of DP 72290, in the area named Burton, Hundred of Munno Para.

2.1.3 Potential Issues

Potential issues associated with the subject land include:

- Loss of industrial land.
- Land contamination.
- Aircraft noise.
- Traffic management.
- Acoustic management.
- Air quality management.
- Industrial interface.
- Access to community facilities.
- Residential land / 30-Year Plan.

These and other issues are dealt with in more detail in section 4 of this document.

Burton Residential DPA

2. Scope of the Proposed DPA

2. Scope of the Proposed DPA



Burton Residential DPA

3. Strategic and Policy Considerations

3. Strategic and Policy Considerations**3.1 The Planning Strategy****3.1.1 Targets**

The Targets and Directions of *The 30-Year Plan for Greater Adelaide* support significant intensification of residential development in Metropolitan Adelaide. At a broad level the Plan seeks to achieve the following:

- Ensure sufficient zoned land supply is provided for housing in new growth areas and reduce upwards pressure on land prices.
- Distribute new housing to take advantage of existing infrastructure and transport to support affordable living.
- Provide greater diversity in housing types, sizes and densities, which will make housing more affordable.
- Cater for the needs of an ageing population and the growth in the number of smaller households including lone person households.
- Cater for a predicted population growth of 560,000 people over the next 30 years.
- Base the selection of new urban areas on minimizing bushfire risks and minimising impacts on watershed zones and high value environmental areas, avoiding areas where service provision is constrained.

In addition to the broad directions and targets, the Plan contains a range of region specific targets and directions that establish population and employment growth. Relevant to the subject land is Table E4 and Map E4 – Northern Adelaide (see Figure 2 following). Table E4 sets out the targets of increasing the number of dwellings in the Northern region by an additional 67,600 and the population by 169,000 people.

However, it is noted that Map E4, which spatially reflects development areas and anticipated land uses, currently identifies the subject land as forming part of an “Existing key industry area,” which encompasses the existing Waterloo Corner industrial area.

3. Strategic and Policy Considerations

Although identified as being within an industrial area, the subject land has a number of attributes that make it attractive for residential purposes, including it:

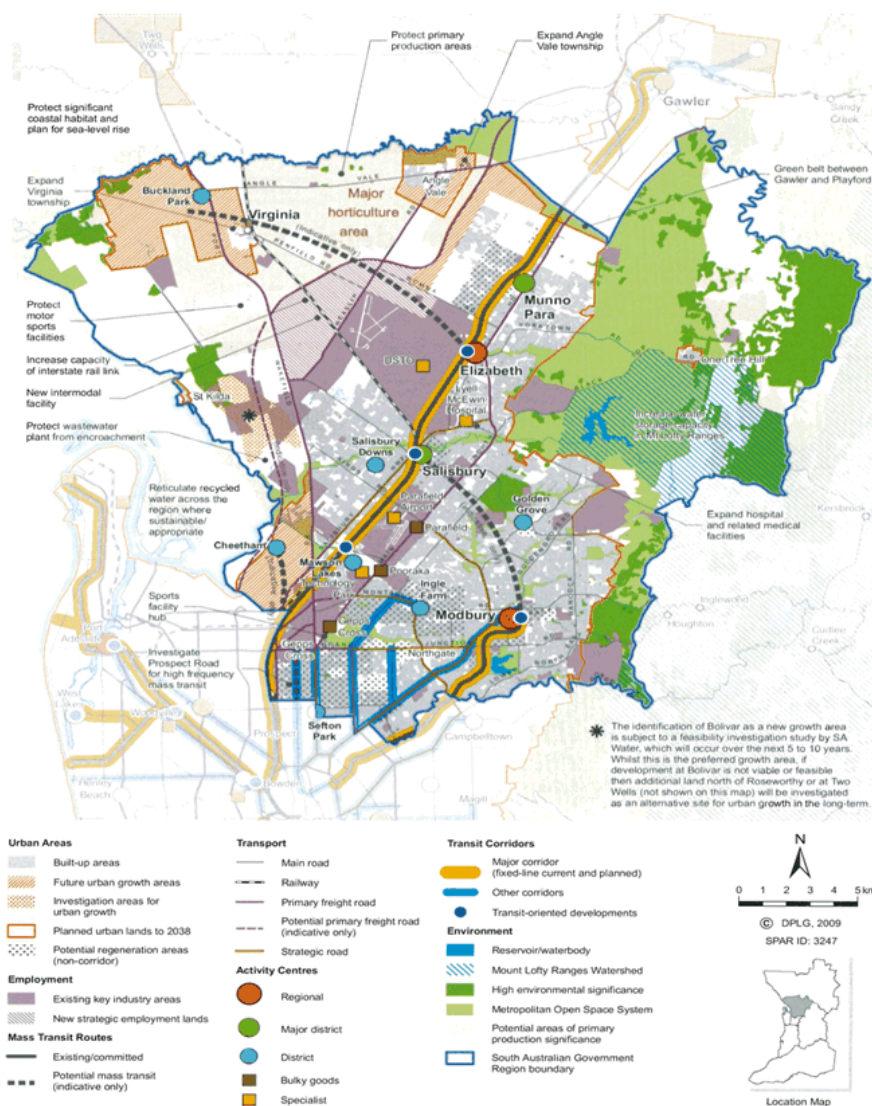
- Has not been developed for industry purposes to date, with the landowner advising he has no intention to develop it for such.
- Is on the eastern, largely undeveloped periphery of this industrial area.
- Is largely separated from the industrial land to the west by a significant drainage reserve (owned by Council) of approximately 45 metres width.
- Abuts the Springbank Waters residential estate (across another drainage reserve / wetlands).
- Is located near the Burton Primary School.
- Is within walking distance to the Waterloo Corner Road (Springbank Plaza) Neighbourhood Centre.
- Will increase the Neighbourhood Centre's catchment population.
- Can deliver approximately 100 -110 residential allotments which will contribute to the achievement of the 30-Year Plan for Greater Adelaide.

For these reasons, Council considers that the subject land, although identified for industrial development by the 30-Year Plan, may be better suited for housing. In addition, given the relatively small size of the study area, it is likely that the Plan did not analyse the merits (or otherwise) of the site being rezoned to residential.

Council also considers that the conversion of the subject land from industry to residential will not have a noticeable impact on the overall supply of industrial land in the region given the extensive amount of

Burton Residential DPA**3. Strategic and Policy Considerations**

vacant industrial land within the Council area (including within the study area locality). The rezoning of land at Direk West for industry (2011) and the creation of the Greater Edinburgh Parks area for urban employment (2014) provides a significant stock of industry land.

**3.1.2 Policies**

In addition to the above, the DPA will recognise and support the residential directions of the 30-Year Plan and will implement the following key policies. Discussion on industrial / manufacturing directions and policies is also included.

3. Strategic and Policy Considerations

Policy	How the policy will be implemented:
30 Year Plan for Greater Adelaide	
<p>Principle 1</p> <p>A compact and carbon-efficient city.</p> <p>Create a compact and efficient city capable of supporting population and economic growth without creating an unsustainable demand on infrastructure and natural resources.</p>	<p>The rezoning of the land to residential will help to achieve a compact and efficient city.</p>
<p>Principle 2</p> <p>Housing diversity and choice.</p> <p>Ensure there is a mixture and diversity of housing types and promote a high level of choice to cater for the changing needs of new and existing residents including the ageing population, families and professionals.</p>	<p>The residential zoning of the land will allow for a mix and diversity of housing types.</p>
<p>Principle 3</p> <p>Accessibility.</p> <p>Wherever possible, new and existing housing should be located close to transport, jobs and services.</p>	<p>The land is located close to transport, jobs and services.</p>
<p>Principle 5</p> <p>World-class design and vibrancy.</p> <p>New developments should reflect world-class building and suburb designs to create the sustainable urban character of the future and encourage a vibrant and creative culture.</p>	<p>Residential development will be guided by best practice planning policies.</p>

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3. Strategic and Policy Considerations

Policy	How the policy will be implemented:
<p>Principle 6</p> <p>Social inclusion and fairness.</p> <p>To promote an inclusive, fair and equitable city where people have access to the services and jobs that they need, wherever they live.</p>	<p>The land is located close to transport, jobs and services.</p>
<p>Principle 8</p> <p>Healthy, safe and connected communities.</p> <p>Promote healthy, connected and safe communities by ensuring new and existing suburbs are walkable neighbourhoods that incorporate Crime Prevention Through Environmental Design principles and contain high-quality, accessible and useable open space and sporting facilities.</p>	<p>Residential development will be guided by best practice planning policies that seek to achieve healthy, safe and connected communities.</p>
<p>Principle 9</p> <p>Affordable living.</p> <p>Promote a liveable and affordable lifestyle for new and existing residents by maintaining competitive house prices, reducing the over-reliance on motor vehicles, and designing housing and suburbs to reduce water and energy costs.</p>	<p>The residential area will have a minimum of 15% affordable housing, is in walking distance to shops and other services and will have housing designed to meet contemporary energy efficiency requirements.</p>
<p>Principle 10</p> <p>Economic growth and competitiveness.</p> <p>Create the conditions to enable strong economic growth by:</p> <ul style="list-style-type: none"> Ensuring the availability of land for the expansion and diversification of industry and business 	<p>Given the large extent of land zoned for urban employment purposes in proximity to the subject land, the rezoning of less than 12 hectares of land for residential purposes will not have any material impact on the industrial land supply in the region.</p>
Overall spatial distribution	The DPA will assist in the attainment of

3. Strategic and Policy Considerations

Policy	How the policy will be implemented:
Policies	population goals through the provision of additional residential land.
1. Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan.	
2. Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.	The DPA will provide for additional housing, in a logical extension within an existing built up area.
3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.	While the land is not located within a transit corridor, its development will improve the character of the locality and be in keeping with the existing residential neighbourhood area to the east.
4. Locate new growth areas contiguous to transit corridors wherever possible.	The residential area will not be contiguous to a transit corridor but will be accessible in terms of public transport and private vehicles.
7. Ensure that the bulk of new residential development in Greater Adelaide is low- to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments.	The residential zoning proposed for the subject land will provide for low to medium rise development in a variety of forms.
32. Ensure new urban growth occurs in designated urban and township expansion areas shown on Map D7.	The subject land is located within the 'Planned urban lands to 2038' boundary shown on Map D7.

Burton Residential DPA

3. Strategic and Policy Considerations

Policy	How the policy will be implemented:
Communities and social inclusion	
1. Plan for population growth of 560,000 people over 30 years.	The rezoning of the land to residential will assist to achieve growth targets.
2. Plan for the growing number of young families.	The rezoning of the land to residential will provide housing opportunities for young families at an affordable price.
3. Plan for the projected increase in the number and proportion of elderly people and respond to their preference to remain living in their existing community .	The rezoning of the land to residential will provide housing opportunities for elderly people, including in terms of housing mix, affordability and competitiveness.
4. Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings.	The rezoning of the land will allow for a mixture and diversity of housing types.
5. Ensure Structure Plans and Development Plans reflect the definitions of low-, medium- and high-density housing provided in Box 1 and the definitions of low-, medium- (or mid-) and high-rise development provided in Box 2.	The terminology to be used in the DPA will be cognisant of these definitions.
6. Ensure Structure Plans and Development Plans provide for new retirement housing and residential aged care facilities, and protect and allow for appropriate redevelopment of such existing facilities. This will increase the opportunities for older people to remain living in and connected to their communities as their needs for support increase.	The rezoning of the land to residential will provide housing opportunities for elderly people.

Policy	How the policy will be implemented:
Efficient planning of land supply and the Housing and Employment Land Supply Program 9. Identify sufficient land for residential purposes to lock in a 25-year rolling supply of land in both the established areas and new growth areas (the 25-year rolling supply recognises the long lead times associated with bringing land to market).	This DPA will provide an increase (albeit small) in the residential land supply.
Affordable housing 4. Provide for the integration of new affordable housing with other new dwellings in developments to avoid inappropriate concentrations of social housing.	The rezoning of the land to residential will trigger a requirement for 15% of future housing to be affordable and to be integrated with other new housing stock.
5. Ensure that the standard of affordable housing is at least consistent with other dwellings in a development, for example, in appearance, construction, materials, energy efficiency and water conservation measures.	The rezoning will introduce best practice planning policies relating to the design of buildings which will apply to all housing forms.
Health and wellbeing Design pedestrian- and cycle-friendly areas in growth areas and existing neighbourhoods to promote active communities.	The rezoning will introduce best practice planning policies relating to the design of neighbourhoods to promote activity opportunities.
2. Ensure open space is accessible by all communities and will: <ul style="list-style-type: none"> • link, integrate and protect biodiversity assets and natural habitats • provide linkages to encourage walking and cycling to local activities, local activity 	The rezoning will introduce best practice planning policies relating to open space and will provide linkages to other open spaces / wetlands / local activity centres etc.

Burton Residential DPA

3. Strategic and Policy Considerations

Policy	How the policy will be implemented:
centres and regional centres <ul style="list-style-type: none"> be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity contain appropriate and low-maintenance species and locate trees to maximise access to shade encourage passive recreation opportunities such as provision of a variety of paths and children's play equipment. 	
3. Provide neighbourhood open spaces within safe, comfortable walking distances of residents in new growth areas.	It is proposed that a Concept Plan, indicating the desired location of local open space(s) be provided as part of rezoning the land.
Water 1. Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits.	Council's Development Plan currently contains a number of policies that require WSUD measures to be considered in proposals. These policies will also apply to the subject land.
Manufacturing 22. Designate specific employment lands for manufacturing purposes and protect their long-term use.	The subject land is currently located within an Industry Zone. However, the eastern portion of this Zone, including the subject land, has not been developed for this purpose. In addition, the landowner has indicated he does not intend it to be developed for industry.
25. Create sufficient buffer activities and design guidelines to prevent manufacturing lands being lost to encroachment by residential activities and to prevent land-use conflicts	The investigations undertaken for this issue demonstrate suitable policies are in place, and mechanisms can be provided, to minimise

3. Strategic and Policy Considerations

Policy	How the policy will be implemented:
between residential and manufacturing activities.	potential land-use conflicts between existing industrial activities and the proposed residential area.
26. Maintain manufacturing industry clusters at: <ul style="list-style-type: none"> Greater Edinburgh Parks – automotive 	The subject land is not within the Greater Edinburgh Parks area which is identified by the Urban Employment Zone to the north of Waterloo Corner Road. Given the large extent of land zoned for urban employment purposes in proximity, the rezoning of less than 12 hectares of land for residential purposes will not have any material impact on the industrial land supply in the region.

3.2 Council Policies

3.2.1 Council's Strategic Directions (Section 30) Report

Council released its Draft Strategic Directions Report (SDR) for community consultation in January 2013. This DPA is considered consistent with the following key strategic directions identified for the City:

Burton Residential DPA

3. Strategic and Policy Considerations

- The identification of future residential growth areas, including areas targeted for infill and regeneration through precinct planning to continue to provide affordable and diverse housing types to meet the needs of a diverse and changing population.

- Review of employment / industrial land supply throughout the city.

- Timely and coordinated provision of necessary infrastructure to be integrated with planning for future growth areas (hard and soft infrastructure e.g. road upgrades, public transport provision, stormwater management, community services, open space etc).

- Identifying opportunities to ensure improved design of new buildings, streetscapes and layout of new development to achieve higher quality living outcomes and protect and reinforce desired character (e.g. promoting walking / cycling, ensuring solar access, minimising overlooking, access to open space etc).

- Need for consistent land use planning framework to protect the operations of Parafield Airport and RAAF Edinburgh, limit impact on surrounding areas and consider the implications of future land uses within the areas potentially affected by airport operations.

The SDR also notes this DPA (Waterloo Corner Road, Burton DPA) within the list of its current Development Plan Amendments, stating that they are generally consistent with the directions of the 30-Year Plan and propose to facilitate a range of residential and employment outcomes, as per the strategic directions of Council.

3.2.2 Infrastructure Planning

The proposed amendment will be consistent with current infrastructure planning (both social and physical) identified in council's strategic directions report, by the Minister or by a relevant government agency.

In particular, this DPA will support the following infrastructure projects:

- Northern Connector

3.2.3 Other Policies or Local Issues

The policies of this DPA will be consistent with the policies in:

- **The Council-wide section of the Development Plan**

- Building near Airfields
- Community Facilities
- Crime Prevention
- Design and Appearance
- Energy Efficiency
- Hazards
- Infrastructure
- Interface between Land Uses
- Land Division
- Natural Resources
- Open Space and Recreation
- Orderly and Sustainable Development
- Residential Development
- Transportation and Access.

- **Council's Current DPAs**

- Rural Aircraft Noise Direk and Industry Interface DPA
- Salisbury City Centre DPA
- Mawson Lakes DPA

Burton Residential DPA**3. Strategic and Policy Considerations**

- **The Development Plans of adjoining areas**

The DPA will ensure that consistency is achieved, and that repetition, ambiguity and conflict are avoided in regard to adjoining councils' Development Plans:

- Port Adelaide Enfield
- Playford
- Tea Tree Gully.

- **Schedule 4 of the Regulations**

The subject land is only separated from the adjoining Residential Zoned land to the east by a linear drainage channel/wetlands in Council's ownership. This residential land is a 'Determined Area for the Purposes of Schedule 4 – Complying development, Clause 2B – New Dwellings' (i.e. it is subject to Residential Code provisions).

In this context, this DPA will investigate whether there is a need for the Minister to amend the existing determined areas for the purposes of Schedule 4—Complying development, clause 2 B—New dwellings.

3.3 Minister's Policies

3.3.1 Planning Policy Library

The DPA will draw on the following SA Planning Policy Library modules:

- Residential Zone.

It is likely that Council's existing Residential Zone provisions (applying to the adjacent land to the east) will also be applied to the subject land. This Zone, which is based on that in the SAPPL, already contains a number of approved 'local addition' policies.

While additional 'local addition' policies may be necessary to provide guidance for the specific circumstances for the subject land, Council does not anticipate that these will be extensive. Should the investigations identify that this form of policy amendment is necessary - justification will be provided in the DPA.

3.3.2 Existing Ministerial Policies (Section 25(5), 26 and Section 29)

Other than as discussed above, it is not anticipated that any Ministerial policies introduced through section 25(5), 26 or 29 of the Act will be amended by this DPA. If there is need to amend any such policies, this will be justified in the DPA and Council confirms that the policies will only be changed in a way that ensures consistency with the Planning Strategy.

3.3.3 Ministerial DPAs

The policies of this DPA will be consistent with and not contradict the policies proposed in the following relevant Ministerial DPAs:

- Greater Edinburgh Parks Employment Lands Part 2
- Playford Urban Growth Areas (Playford North Extension – Munno para Downs) Part 4.

Burton Residential DPA

4. Investigations and Consultation

4. Investigations and Consultation

4.1 Investigations

4.1.1 Investigations Previously Undertaken

Previous investigations referenced and/or undertaken during the preparation of the Waterloo Corner Road - Burton Residential DPA, which covered the subject land and other lands to the west (the wider site), are still considered relevant and will also inform this DPA. These investigations included:

- **URPS, Waterloo Corner Road, Burton Residential Investigations, 19 October 2010**

These first order investigations indicated that at that stage, subject to appropriate urban design process and capital investment, there were no in-principal unresolvable impediments to a residential development scheme for the (wider) site. Given these first order investigations, it recommended that more detailed investigations be undertaken in association with the preparation of a City of Salisbury endorsed Statement of Intent / Development Plan Amendment, with a focus on residential-industrial interface and land contamination issues.

- **TMK Consulting Engineers, Environmental Site History Report, October 2010**

Based on the results of a site history research and site walkover, TMK commented that there was potential for soil and / or groundwater contamination at the (wider) site from previous uses and potentially from adjacent land uses. However, TMK also noted that while there was the potential for contamination, this did not necessarily mean that there was contamination present. It was also considered that many of the issues (when encountered on other sites) could be managed in order to facilitate a residential land use.

At this preliminary stage, TMK held no in-principle objections for the (wider) site to be considered for residential rezoning subject to further consideration being given to the actual nature and distribution of fill across the site as well as the condition of shallow groundwater as part of the investigations undertaken for the proposed rezoning.

- **Investigations undertaken to inform the above DPA, listed under the following headings:**

Analysis of Land Use Options

A number of potential land uses were initially considered for the development of the (wider) subject land. However, upon closer examination the main options appeared to be to retain the land for industry, rezone it for residential use or for open space purposes. The open space option was not pursued further as there was no evidence of demand for such a regional facility, there was already a number of open space provisions within proximity to the area and on the basis of funding required to start such a facility from 'scratch.' In considering the remaining land use options for the subject land regard was given to a number of factors, including wider strategic directions and whether they were still relevant, existing land uses and the need to maintain their ongoing activities, infrastructure provision and site suitability. This led to the conclusion that the (wider) site was suitable for residential purposes, albeit with some limitations.

Strategic Directions

This review indicated that *The 30-Year Plan for Greater Adelaide* (Map D13) showed the (wider) subject land within an 'Existing key industry area'. However, this Map also clearly showed that the bulk of the existing industry area and the proposed 'New strategic employment lands' at Greater Edinburgh Parks were located to the north of the (wider) subject land. While retention of the (wider) subject land for industry met this aspect of the 30-Year Plan, its potential development for residential purposes also met other key aspects of the Plan.

The Housing and Employment Land Supply Program Report 2010, Greater Adelaide (HELSP) noted that within the Northern Adelaide region industrial development was occurring in Edinburgh Parks, Burton, Gepps Cross, Green Fields, Parafield and Elizabeth West. It listed the major areas for future expansion as Edinburgh Parks, Direk and Greater Edinburgh Parks.

The Report also identified that the 15 year industrial land supply target for the region could be met through a combination of Government and private developable industry land. This was prior to future supply being significantly boosted by land from Greater Edinburgh Parks (1200 ha) and Parafield Airport (97 ha).

The HELSP 2012 monitoring report for Greater Adelaide noted that for industrial land:

- in the 2008-12 period demand for industrial land reduced from 100 – 110 hectares each year to a little over 75 hectares per year
- despite the fall in consumption it was important that additional land was made available to achieve the required 15 year supply target of 1665 hectares
- the critical areas that were identified were Greater Edinburgh Parks and Gillman.

The 2012 report noted this proposed (wider) DPA (Waterloo Corner Road, Burton Residential) among the 'Infill rezoning initiatives as at February 2013'.

Burton Residential DPA**4. Investigations and Consultation**

In this context, the reduction of some 30 ha of industrial land as proposed in the (wider) DPA was not considered significant, with the proposed residential zoning assisting in meeting a number of other strategic directions in relation to housing diversity and population growth.

Existing Land Uses

This review identified the (wider) subject land was surrounded by a variety of industrial / commercial land uses on its northern, western and southern sides. An open space area primarily catering for stormwater management formed a buffer to the Springbank Waters residential development to the east. A Table and associated map identified the commercial / industrial activities in proximity to the (wider) subject land.

EPA Advice / Separation Distances: EPA Licensed Premises

The EPA advised that some of these adjacent activities (i.e. Inghams Enterprises, Direct Mix Concrete Batching Plant, Waste Transfer Depot and Ferris Metal Recyclers), and some in wider proximity to the (wider) subject land (i.e. Bolivar Waste Treatment Plant, Amsal P/L, Adelaide International Raceway), were licensed activities under the Environment Protection Act and needed to be taken into consideration when proposing to locate sensitive development (i.e. residential) in proximity to them.

These licensed activities were illustrated on a plan, together with suggested EPA buffer contours. Explanation of the likely impact of these uses on the (wider) residential development proposed was also discussed.

EPA Advice / Separation Distances: Non-Licensed Premises

This review took into account the range of non-licensed premises located in proximity to the proposed (wider) residential land. It established separation distances applicable to residential development from these activities as suggested by the EPA's *Guidelines for Separation Distances December 2007*. It was noted that the distances quoted were not absolute criteria, but indicative distances that could be adjusted having regard to specific site circumstances.

Environmental Noise Assessment

This assessment, undertaken by an acoustic engineering firm, considered noise from existing industry land uses surrounding the (wider) site, vehicle movements on Waterloo Corner Road and Port Wakefield Road, and aircraft movements into and out of the nearby RAAF Edinburgh air base.

It concluded the residential proposal could achieve relevant environmental noise criteria with various combinations of acoustic treatment. Options provided, included acoustic fencing, setback distances, and upgrading residential facade constructions.

Port Wakefield Road – Noise and Air Quality

These investigations concluded that in relation to traffic noise from Waterloo Corner Road, no specific acoustic treatments would be required to residences adjacent the road. However, residences within 150 metres of Port Wakefield Road were to require acoustic treatments in order to meet the requirements of the Minister's Specification SA78B.

In relation to air quality in proximity to Port Wakefield Road, it was concluded that concentrations approached background levels within 60 metres of the roadway. As the (wider) residential land was to be located a minimum of 100 metres from the service road adjacent to the eastern side of Port Wakefield Road, and was largely 'screened' by existing built development fronting onto the service road, emissions from vehicles using Port Wakefield Road were not expected to have a significant impact on the (wider) subject land.

Air Quality Assessment

This air quality assessment included air dispersion modelling and on-site monitoring of pollutants, particularly particulate matter (fine particles) less than 10 microns in diameter (PM10) and Volatile Organic Compounds (VOCs). The results of this assessment supported a reduced separation distance between residential and industrial zones proposed in the DPA.

High Pressure Gas Pipelines

This review identified two High Pressure Gas Pipelines located generally to the west of the subject land that needed to be taken into account. The Sea Gas pipeline had a Notification Area of 640 metres, while the Epic Energy pipeline had a 300 metres Notification Area. This did not mean that residential development could not occur within these distances from the respective pipelines, but rather that a Safety Management Study should be carried out involving all stakeholders to review the proposed development plans and their potential impact on pipeline safety.

Development Plan Policy

This review noted there were already a number of relevant Development Plan policies that provided guidance on how development should be located, designed and managed to minimise the potential for adverse impacts – both to new development and to existing development.

With minor local additions, these policies were considered to provide a suitable basis for the assessment of new developments on the (wider) subject land in terms of interface issues.

Social Infrastructure

Burton Residential DPA

4. Investigations and Consultation

This review noted that the (wider) subject land had relatively convenient access to a number of key services / community facilities within the wider area. The projected increase in the population was viewed as being able to contribute to the ongoing viability of these services. The need for convenient pedestrian /cycling paths was also noted.

Physical Infrastructure

Stormwater Management

Review of stormwater management requirements indicated a relatively uncomplicated approach was possible due to the availability of the open drainage channel through the (wider) site. Stormwater was to be directed to this channel which continued downstream to a series of wetlands a short distance to the south. Council would then use this water as part of its reuse schemes.

Water

SA Water advised that the existing water supply network had sufficient capacity to supply the 400 allotments proposed in the development of the wider site.

Sewer

SA Water advised that the sewer flow from the wider development site could be discharged into the 375mm gravity sewer (either by gravity or pumping) in Burton Road or at the Waste Water Pump Station WWPS273 at Burton Road. It noted that there may be capacity issues as development progressed and tradewaste discharges increased. However, it also noted that residential development would decrease the potential for tradewaste discharge.

Electricity

SA Power Networks provided verbal advice that services are provided to the surrounding area and there are no known specific issues. More detailed advice would be provided at the development

application stage and augmentation costs would apply if necessary (subject to timing, staging of the development application).

Gas

APA Gas did not respond to supply information requests. However, it was noted that gas mains had been installed in the adjacent Springbank Waters residential development and on this basis it was presumed a supply could also be provided to the subject land.

Telecommunications

Major telemetry services were identified in Waterloo Corner Road and Port Wakefield Road. Minor service connection cabling was available in Thompson Road, Penner Avenue and Angle Vale Crescent / Hatcher Court. The National Broadband Network Co (NBN) website indicated that construction of the NBN fibre network was anticipated to commence in the adjacent Springbank Waters residential development in May 2013.

Transport Assessment

- General
- Traffic Operation
- Crash History
- Traffic Generation and Distribution
- Traffic Assessment
- Waterloo Corner Road – New Access
- Waterloo Corner Road / Heaslip Road
- Waterloo Corner Road / Port Wakefield Road
- Summary of Operation
- Other Transport Modes

Burton Residential DPA***4. Investigations and Consultation***

In summary, access to the wider site was proposed through a new ingress/access point on Waterloo Corner Road with all movements allowed and new connections to existing roads in the adjacent Springbank Waters. The review of the operation of the proposed new junction and surrounding road network showed that the proposed development was not expected to impact on the performance of the adjoining arterial road network. No traffic infrastructure works were required other than at the junction of the access road with Waterloo Corner Road.

The wider site was to be serviced by the bus route operating along Springbank Boulevard in the adjoining Springfield Waters residential area to the east. Footpaths and cycle movement paths were to be provided to support these forms of transport modes, with linkages providing convenient access to surrounding areas and facilities.

Protection of Groundwater

The (wider) subject land was identified as being bisected by a man-made stormwater channel that formed part of Council's overall stormwater management system. This channel continued downstream to a series of wetlands located a short distance south, on either side of Burton Road west. The (wider) site also had established drainage channels/wetlands adjacent to its eastern boundary. Given the significant flow capacity (1 in 100 Year ARI) of this open channel, all discharge from the (wider) site was to be directed to it. No provision for detention storage was therefore required on the (wider) subject land.

Land Contamination

Three land contamination reports were undertaken for the wider site. Based on qualified findings, the reports concluded that the preliminary investigations had not identified soil or groundwater chemical concentrations that would present an unacceptable risk to human health and the environment.

Impact on RAAF Operations

The subject land is located to the south-west of RAAF Base Edinburgh. Review of the 2004 ANEF and proposed 2022 ANEC maps indicated that the (wider) subject land was located outside of the plotted 20 ANEF contour and would therefore be acceptable, from an aircraft noise perspective in usual circumstances, for development for residential purposes. It was also acknowledged that standards for building heights, extraneous lighting and not increasing birdlife could be met.

Affordable Housing

The investigations undertaken for the (wider) subject land, and its surrounds, supported the proposed use of the land for lower density residential purposes. It therefore proposed to expand the Residential Zone, currently applying to the land immediately to the east, over the subject land. This zone was based on the Residential Zone in Version 6 of the South Australian Planning Policy Library which contained policies requiring a minimum 15 per cent affordable housing to be provided.

Odour from Bolivar Wastewater Treatment Plant

Based on the small number of complaints attributed to odour from the Bolivar Wastewater Treatment Plant, and the distance the wider subject land was from the Plant, it was not anticipated that the wider subject land would be unduly affected by any odours emanating from the Plant.

Impacts on Wetlands / Flora / Fauna.

The (wider) subject land is bisected by a man-made stormwater channel that forms part of the City's stormwater management system. The stormwater channel continues downstream to a series of wetlands located a short distance to the south, on either side of Burton Road. Discussions with Council staff indicated that the proposed (wider) development is unlikely to have any significant detrimental impact on the wetlands and associated flora and fauna.

Review of Government Agency Submissions

As part of the process involved in the preparation of this DPA, consultation was undertaken with relevant Government agencies prior to it being considered by the Minister for release for public consultation. The draft DPA therefore took into account the comments received and responded to them. No agencies objected to commencing the public consultation process.

4.1.2 Investigations Initiated to Inform this DPA

Additional investigations (including those arising from issues not addressed in the Planning Policy Modules) to inform this DPA will include the following:

Burton Residential DPA**4. Investigations and Consultation**

- Review of the previous investigations to determine if further works / updating is required and to consider the impact of the reduced site area being considered for residential development.
- Considering infrastructure issues that will have to be addressed in any subsequent development application, and provide a strategy which offers a funding solution for each of these issues.

4.2 Consultation

A previous DPA for this land and adjoining land to the west underwent consultation with a wide range of agencies and service providers. Based on this previous consultation and the fact that this DPA proposes a smaller area for residential development, it is proposed that the following agencies, State Members of Parliament and Councils be consulted during the consultation stage of this DPA.

- Defence SA
- Department of Environment, Water and Natural Resources
- Department of Planning, Transport and Infrastructure
- Environment Protection Authority
- Department of State Development
- SA Power Networks
- SA Water
- Department of Defence (Australian Government)
- Ms Leesa Vlahos, MP for Taylor
- City of Playford
- City of Tea Tree Gully
- City of Port Adelaide Enfield.

Consultation with the public will be undertaken in accordance with the requirements of the Act and Regulations. This will include:

- A notice in the Government Gazette.

- A notice in the Advertiser Newspaper.
- A notice in Messenger.
- The scheduling of a Public Meeting at which any interest person may appear to make representations on the proposed amendment.

In addition, further engagement, beyond the Act requirements, will also be undertaken, including:

- Information brochures delivered to all neighbour landowners / occupiers.
- Information / drop in day on site or at the Burton Community Centre / Burton Park Community Recreation Precinct.
- One-on-one meetings.

Burton Residential DPA

5 Proposed DPA Process

5. Proposed DPA Process

5.1 DPA Process

Council intends to **undertake the following DPA process:**



Process B2 (consultation approval not required)

A copy of the DPA will be released for concurrent agency and public consultation (not more than 8 weeks for agency comment and not less than 8 weeks for public comment).

5.1.1 Rationale

Process B2 has been selected based on the extensive nature of the investigations previously undertaken for the subject land and the wider area, comments previously received from relevant Government agencies and the fact that no agency objected to the previous DPA being released for public consultation.

Within this context, and as this SOI proposes a significantly reduced Area Affected and therefore a significantly reduced impact, Process B2 is considered appropriate.

6. Professional Advice and Document Production

6.1 Professional Advice

The professional advice required will be provided by:

- Amanda Berry, Policy Planner
P: 08 8406 8260
E: aberry@salisbury.sa.gov.au
- This person satisfies the professional advice requirements of the Act and Regulations and will provide advice to the council prior to the preparation of the DPA. This person is not considered to have a conflict of interest or perceived conflict of interest in the DPA.

6.2 Document Production

The DPA (including the structure, amendment instructions and mapping) will be prepared in accordance with the Technical Guide to Development Plan Amendments issued by the Department for Planning, Transport and Infrastructure (the Department) and any templates, except as mutually agreed.

To ensure certainty as to the correct version of the DPA, the DPA will contain a date in the footer (eg version 5 July 2007). The footer will be located on every page of the DPA, including the proposed amendments (including mapping).

The Chief Executive Officer of the council will ensure that the policies implement the Planning Strategy, all procedures have been completed within the statutory requirements, and that mapping is correct prior to issuing a certificate in accordance with the Act. If this is not the case, the council will take responsibility for the DPA until the matter has been resolved.

6.3 Mapping

Council will obtain electronic copies of all the affected maps and/or figures from the Department prior to the commencement of mapping amendments to ensure all mapping is amended based on current map bases.

Burton Residential DPA

6. Professional Advice and Document Production

Amendments to maps will be provided in the required format to the Planning Division of the Department. Mapping amendments for this DPA will be undertaken by:

- Mike Lannan of URPS.

7. Proposed DPA Timetable

Process B2 (consultation approval not required) Timetable

The following timetable is proposed for this DPA based on the selected process. Council will take steps to update this timetable if it appears at any stage that Council will require an extension to complete a task.

Steps	Responsibility	Agreed Timeframe from Minister's Approval
Development Plan Amendment (DPA)		
Investigations conducted; DPA prepared	Council	16 weeks SOI agreement – DPA commences consultation
Agency and public consultation concludes	Council	8 weeks
Summary of Consultation and Proposed Amendment (SCPA)		
Public Meeting held; submissions summarised; DPA amended in accordance with Council's assessment of submissions; SCPA prepared and lodged with the Department	Council	12 weeks Public consultation closes – SCPA lodged with the Department
SCPA assessed and report on DPA prepared for Minister	Department	7 weeks
Minister considers report on DPA and makes decision	Minister	4 weeks
Approved amendment gazetted	Department	2 weeks

Burton Residential DPA

7. Proposed DPA Timetable

Following Ministerial approval of the proposed amendment, it is forwarded to the Environment, Resources and Development Committee of Parliament for review.

INFORMATION ONLY 1.3.4

POLICY AND PLANNING COMMITTEE

DATE 15 February 2016

HEADING Elder Smith Road Duplication Request - Minister for Transport and Infrastructure Response

AUTHOR Harry Pitrans, Manager Strategic Relations – Infrastructure, City Development

CITY PLAN LINKS 1.4 To deliver suitably integrated infrastructure that maximises economic efficiencies and opportunities for the community

SUMMARY The Minister for Transport and Infrastructure, the Hon Stephen Mullighan, has responded to Council's request to reconsider the priority for the duplication and extension of Elder Smith Road to Port Wakefield Road. This information report provides the letter and a current status on the Northern Connector and Northern Adelaide Food Park projects that will potentially influence the priority of the duplication and extension of Elder Smith Road.

RECOMMENDATION

1. That the information be received, and that Council continue to encourage the State Government to elevate the priority and timing of the extension of Elder Smith Road to Port Wakefield Road, and its duplication.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Letter from Minister for Transport and Infrastructure
2. Letter to Minister for Transport and Infrastructure

1. BACKGROUND

- 1.1 Council resolved at its meeting on the 28th September 2015 to write to the Minister for Transport, the Hon Stephen Mullighan seeking intervention in bringing forward the priority of the Elder Smith Road upgrade and its extension to Port Wakefield Road.

1.2 The complete resolution from the Council meeting was as follows:

1. *The Department of Planning, Transport and Infrastructure's response be received and noted.*
2. *That Council reaffirm that the extension and duplication of Elder Smith Road remains a priority for our community due to its economic importance as well as providing an opportunity to consider a holistic solution to the issues faced by users of the adjoining road network.*
3. *That Council write to the relevant Federal Minister responsible for Infrastructure, Local Members of State and Federal Parliament and the Minister for Transport, the Hon Stephen Mullighan, seeking intervention in bringing forward the priority of the Elder Smith Road upgrade and its extension to Port Wakefield Road.*
4. *That Council continue to advocate for the upgrade and extension of Elder Smith Road to connect to Port Wakefield Road as part of the Northern Economic Plan and the review of the Thirty Year Plan for Greater Adelaide.*

1.3 A copy of the letter to the Minister is provided in Attachment 2 to this information report.

1.4 The Minister for Transport and Infrastructure has responded to Council's letter and this is attached

1.5 Council also resolved at its meeting on the 23rd November 2015 the following:

1. *That given the recent announcements by the Premier regarding the:*
 - *establishment of the Northern Food Hub at Parafield Airport;*
 - *construction of the Northern Connector; and*
 - *proposed urban development at the Dry Creek Salt Fields;*

Council write to the Minister for Transport and Infrastructure, the Minister for Automotive Transformation and the Department of Planning, Transport and Infrastructure:

- *seeking a commitment for the upgrade and extension of Elder Smith Road, Mawson Lakes;*
- *noting the critical importance of this link to the economic development of the north which will build upon the regional freight network between Salisbury and logistics hubs on the western side of the city and provide important connectivity of the future community that will be developed at the Dry Creek Salt Field; and*
- *seeking a shorter time frame for the duplication and extension of Elder Smith Road than the currently planned 5-15 year timeframe identified in the State Government's Integrated Transport and Land Use Plan.*
- *Seeking an outcome on funding negotiations for the combined cycle/pedestrian link between the west and east of the railway line for the safety of residents crossing from Cascades to the interchange.*

1.6 The Minister as yet has not responded to this request, but the response to Council's letter of 3 November 2015 can also be inferred as a response to the matters raised in Council's resolution of 23 November 2015.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 Nil
- 2.2 External
 - 2.2.1 Nil

3. REPORT

- 3.1 The letter from the Minister acknowledges that the future development of the Northern Adelaide Food Park and any development of the salt fields will provide more detailed implementation and traffic demand information that can be used to review the relative priority of Elder Smith Road compared to other transport priorities.
- 3.2 Council staff are continuing to work with officers from the Department of Transport and Infrastructure in relation to the planning of the Northern Connector and particularly the provision in the design for an interchange in the salt fields site with a connection to Elder Smith Road at Port Wakefield Road.
- 3.3 Council staff are also working with Parafield Airport Limited and Primary Industries SA who have carriage for the master planning of the Northern Adelaide Food Park to identify the expected traffic demand on Elder Smith Road arising from the development of the Food Park.
- 3.4 Through these processes at an administrative level, and also through Council's contacts and influence with State and Federal Members of Parliament, it is proposed that we continue to encourage the State government to elevate the priority of extension of Elder Smith Road to Port Wakefield road, and its duplication. This will include working with DPTI to ensure ongoing monitoring or traffic trends and demand on Elder Smith Road, and modelling of traffic across the major road network to demonstrate a case for prioritising this project.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 08.02.16



Government
of South Australia

The Hon Stephen Mullighan I

15MTR/2203

Ms Gillian Aldridge
Mayor
City of Salisbury
PO Box 8
SALISBURY SA 5108

Dear Mayor *Gillian*

Thank you for your letter received 19 November 2015, regarding bringing forward the priority of the Elder Smith Road duplication and its extension through to Port Wakefield Road and the Northern Connector.

As you have indicated, the South Australian Government's *Integrated Transport and Land Use Plan* (ITLUP) identifies the duplication of Elder Smith Road and the extension through to Port Wakefield Road as a medium (5 to 15 years) to long term (15+ years) priority. This timing is based upon the assessment of future traffic demands and in consideration of the diverse range of priorities for the transport system across the state.

There are a number of critical investment opportunities the State Government is currently pursuing in accordance with the strategic directions in ITLUP, including the North-South Corridor (incorporating the Northern Connector) and the electrification of the Gawler rail line to Salisbury. These investments are targeted at improving strategic economic development corridors, and continuing to improve our public transport system to increase patronage levels and reduce private vehicle travel demands.

The Department of Planning, Transport and Infrastructure (DPTI) will nevertheless work closely with other State Government departments during the development of the Northern Adelaide Food Park. As planning work progresses on the Food Park more detailed implementation timing and traffic demand information will become available. This information will be used to review the relative priority of any improvement needs for Elder Smith Road compared to other transport priorities.

DPTI is already proactively addressing the need for improved heavy vehicle access into the Food Park. Elder Smith Road has recently been gazetted for use by B-Double vehicles between Salisbury Highway and Main North Road. This will provide B-Double connectivity to the Port of Adelaide, Adelaide Airport and to the wider road network for the Food Park.

Minister for Transport and Infrastructure
Minister Assisting the Minister for Planning
Minister Assisting the Minister for Housing and Urban Development
12th Floor, Roma Mitchell House, 136 North Terrace Adelaide SA 5000 | GPO Box 1533 Adelaide SA 5001 DX 171
Tel 08 8402 1708 | Fax 08 8402 1991 | Email ministermullighan@sa.gov.au



DPTI considers that network connectivity to the North-South Corridor and Port River Expressway from the Mawson Lakes area is already provided along Salisbury Highway. A road link from Port Wakefield Road to the Northern Connector through the South Australian Harness Racing Club (SAHRC) Globe Derby site and the salt fields is therefore not considered to be required as part of the Northern Connector project, and the proposed extension of Elder South Road to Port Wakefield Road is not considered to be a strategic priority at this time.

A link to the Northern Connector may potentially be an important component of any development of the salt fields. It would also provide benefits to development following the approval of the Globe Derby Surplus Lands Development Plan Amendment. DPTI is therefore continuing to pursue options to reserve a corridor for this potential connection in conjunction with the development of Globe Derby Park. DPTI is currently working with Council and the SAHRC to reserve the corridor through the SAHRC Globe Derby Site.

I trust this information is of assistance.

Yours sincerely



HON STEPHEN MULLIGHAN MP
MINISTER FOR TRANSPORT AND INFRASTRUCTURE

27 January 2016

3 November 2015

Office of the Mayor
Gillian Aldridge

The Hon Stephen Mulligan
Minister for Transport and Infrastructure
GPO Box 1533
ADELAIDE SA 5001

Dear Minister

Re: Elder Smith Road, Mawson Lakes

At its meeting on 28 September 2015, Council discussed traffic management options for Elder Smith Road, Mawson Lakes due to its strategic importance as a key east-west transport link across our City.

Since its construction in 2006, daily traffic movements have increased from 8,700 vehicles per day to 28,100 vehicles per day in 2014. During peak hours the road is operating at, or near, saturation levels. This level of use is having a significant impact on the surrounding road network.

For several years Council has advocated for the duplication of Elder Smith Road and its extension through to Port Wakefield Road to provide a more efficient transport link for commuters and freight – it is the only grade-separated crossing of the rail line for any east-west road in Salisbury. The South Australian Government, in its Integrated Transport and Land Use Plan, has indicated that the upgrade of Elder Smith Road is a medium to longer term priority.

Council considers that the ever increasing congestion in the surrounding road network, the recent decision to locate the Northern Adelaide Food Park adjacent to Elder Smith Road and the funding announcement for the Northern Connector necessitate a renewed look at investment in this infrastructure. In addition, although the extension of Elder Smith Road (integrated with the future development of the Dry Creek salt fields) is identified as a future opportunity relating to the construction of the Northern Connector, it is currently not in scope for the project. With the impending announcement by the owners of the Salt Fields about the future development of this site, the connection of the Elder Smith Road extension with the Northern Connector should remain open for incorporation into the current design and construction.

The timing is right to take a holistic approach to the further development of this piece of strategic infrastructure. We would welcome your support in bringing forward the priority of the Elder Smith Road duplication and its extension through to Port Wakefield Road and the Northern Connector.

Yours faithfully

Gillian Aldridge
Mayor
Phone: 08 8406 8212
Email: galdridge@salisbury.sa.gov.au
CC: Minister for Infrastructure, Jamie Briggs
Local State and Federal MPs