

Development Plan Amendment

By the Minister

Charles Sturt Council Development Plan

West Lakes (AAMI Stadium Precinct) Zoning and Policy Review Development Plan Amendment

The Amendment – for Approval

Declared by the Minister for Planning to be an approved amendment under Section 26 (8), of the *Development Act 1993*


.....
Minister's Signature


.....
Date of Gazette



Government of South Australia
Department of Planning,
Transport and Infrastructure

Amendment Instructions Table				
Name of Local Government Area: City of Charles Sturt				
Name of Development Plan: Charles Sturt Council				
Name of DPA: West Lakes (AAMI Stadium Precinct) Zoning and Policy Review				
<p>The following amendment instructions (at the time of drafting) relate to the Charles Sturt Council Development Plan consolidated on 31 October 2017.</p> <p>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.</p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	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): No				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Urban Core Zone				
1.	Replace	The sub-heading West Lakes of the Desired Character and associated text up to the heading 'Principles of Development Control' with the contents of Attachment 1 .	N	N
2.	Insert	The following in alphabetical order into the list of envisaged uses associated with PDC 1: <i>'secondary school'</i>	N	N
3.	Delete	After the words 'primary school' in the list of envisaged uses in PDC 1, the following: <i>'(excluding West Lakes)'</i>	N	N
4.	Replace	In the table under PDC 25(b) and in the column headed 'Designated Area', the following wording under 'Core Area': <i>'(except the area at West Lakes within the portion of the Core Area adjoining the Residential Zone along West Lakes Boulevard and bounded by the Main Street Policy Area 24 to the East, the 'sports facilities' and the 'Public Sporting Grounds/Reserve' at the north of the Core Area as depicted on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone</i>	N	N

**West Lakes (AAMI Stadium Precinct) Zoning and Policy Review DPA
by the Minister
Amendment Instructions Table**

		<p><i>where a transition of buildings heights is required as described in the Desired Character Statement)</i></p> <p>With:</p> <p><i>'(except on land adjoining West Lakes Boulevard where a transition of building heights is required as described in the Desired Character for West Lakes)'</i></p>		
5.	Insert	<p>After the last PDC under the subheading 'Land Division', the following new PDC:</p> <p><i>'To help maintain operational requirements of the adjacent golf course and for the amenity and safety of residents living in the zone, allotments for residential purposes should only be crated adjoining the southern boundary of the zone in a location generally south of and accessed from McCoy Place as indicated on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone.'</i></p> <p>(Numbering the new PDC in numerical order accordingly)</p>	N	N
Main Street Policy Area 24				
6.	Replace	<p>Under the sub-heading West Lakes of the Desired Character, the sixth paragraph which states:</p> <p><i>'Turner Drive will be a link joining the two key sites (the AAMI Stadium Precinct and the West Lakes District Centre) forming the West Lakes Transit Oriented Development Precinct. Turner Drive will be narrowed to one lane in each direction along the central portion to minimise its barrier effect and maximise opportunities for landscaping and other treatments to encourage pedestrian activity and enhance the Main Street feel. This may include wide footpaths to enable a blend of indoor and outdoor activities.'</i></p> <p>With the following:</p> <p><i>'Development should activate Turner Drive and establish connections to services and facilities located on the western side of this road. This will be achieved through a combination of treatments including wide footpaths (including a shared use pathway along Turner Drive) and the use of roundabouts or signalised intersections at access points into the District Centre Zone as indicated on Concept Plan ChSt/25 – West Lakes Urban Core Zone.</i></p> <p><i>The road network treatments associated with development along Turner Drive should ensure vehicular traffic movements along the road and to / from adjacent development are appropriately maintained and enhanced.</i></p> <p><i>Development that activates both sides of a road perpendicular to Turner Drive will also be encouraged, particularly along the proposed northern road linkage connecting Turner Drive and West Lakes Boulevard. In this case, connections to existing public bus and potential future tram services should be maximised.'</i></p>	N	N
7.	Insert	<p>In the Non-Complying Development table, the following in the 'Exceptions' list in the same row as 'Store':</p>	N	N

		<i>'Except where ancillary to an envisaged use.'</i>		
TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map Reference Table				
Map(s)				
8.	Replace	<p>The following with new maps contained in Attachment 2:</p> <ul style="list-style-type: none"> • Overlay Map ChSt/6 - Noise and Air Emissions • Overlay Map ChSt/6 - Affordable Housing • Zone Map ChSt/6 • Policy Area Map ChSt/6 • Overlay Map ChSt/7 - Noise and Air Emissions • Overlay Map ChSt/7 - Affordable Housing • Zone Map ChSt/7 • Policy Area Map ChSt/7 	N	N
9.	Replace	Concept Plan ChSt/25 - West Lakes Urban Core Zone with a new Concept Plan contained in Attachment 3 .	N	N

ATTACHMENT 1

Replacement Desired Character – West Lakes

West Lakes

West Lakes will focus around a Core Area with a **Main Street Policy Area 24** along Turner Drive, adjoining the West Lakes Shopping Centre as identified on [Concept Plan Map ChSt/25 - West Lakes Urban Core Zone](#).

Development will provide a high quality architectural backdrop to the adjacent golf course and provide views over the golf course. West Lakes Boulevard provides a transition of building heights to residential development to the north. Buildings heights within the Core Area directly adjoining West Lakes Boulevard will transition down to a maximum of four storeys. This transition in building heights will provide a complementary built form to that of the mixed-use central component of the Core Area. Development on the eastern side of Frederick Road has a high prospect of redevelopment and should not unduly constrain development of the site.

The zone seeks to realise a compact and vibrant form, promoting integration of differing land uses and accessibility that complements and supports the adjacent District Centre. The zone will capitalise on the separation it enjoys from surrounding lower density areas by providing opportunity for buildings up to eight storeys (within the Core Area). A distinguishable contrast in the urban form to that of the surrounding residential areas is anticipated.

Retail development within the zone (excluding the Core Area and **Main Street Policy Area 24**) will be of small scale convenience stores and tenancies designed to service local community requirements. The amount of retail area within the zone (excluding the Core Area and **Main Street Policy Area 24**) will be in the order of 500 square metres of gross leasable floor area.

Retail development within the Core Area (excluding **Main Street Policy Area 24**) will be of a scale that supports an active, mixed use environment and supplements the function of the adjoining District Centre Zone as a key shopping destination. Shops and commercial uses will be primarily accommodated on the ground floor within mixed use buildings and encouraged to activate both sides of the east-west streets connecting to Turner Drive, particularly the east-west road north of the oval. The amount of retail area within the Core Area (excluding **Main Street Policy Area 24**) will be in the order of 5500 square metres of gross leasable floor area. More intense retail, commercial and community uses are envisaged within the **Main Street Policy Area 24**, to complement and supplement the functioning of the adjoining District Centre.

Pre-schools, early learning centres, primary and secondary schools, along with aged care and retirement living, medical and allied health services are strongly encouraged within the Core Area and **Main Street Policy Area 24** to create a multigenerational approach to community service provision and delivery within the West Lakes area.

Land division should occur in conjunction with the provision of public open space equivalent to 15% of the overall site as depicted in [Concept Plan Map ChSt/25 – West Lakes Urban Core Zone](#). Ideally, opportunities for public use and access to the existing football oval will be explored as the development of West Lakes proceeds. This significant sporting and recreational area, together with incorporation of the Max Basher Reserve (central area of open space), will provide major recreational areas for the local and wider community of the region. The central area of open space (the Max Basheer Reserve) will be aligned with frontage to West Lakes Boulevard and of a size and dimension that allows for future sporting and playing fields. It is envisaged that the ongoing use of the existing football oval as a sporting facility and associated club rooms will continue. Additionally, it is envisaged that east – west, linear parks linking to pedestrian and cycling paths and these key recreational areas will be established, as reflected on [Concept Plan Map ChSt/25 - West Lakes Urban Core Zone](#). These shared pathways will provide the basis for pedestrian and greenway linkages of regional importance that may extend beyond the zone. This will culminate in the order of some 15 per cent open space being provided as part of the total development of West Lakes.

Land directly fronting the Grange Golf Course should primarily be of an open space and linear park nature, unless otherwise indicated on [Concept Plan Map ChSt/25 - West Lakes Urban Core Zone](#).

There may be areas within the zone at West Lakes that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may therefore be required to ensure that sites are suitable and safe for their intended use.

ATTACHMENT 2

Replacement Maps:

Overlay Map ChSt/6 - Noise and Air Emissions

Overlay Map ChSt/6 - Affordable Housing

Zone Map ChSt/6

Policy Area Map ChSt/6

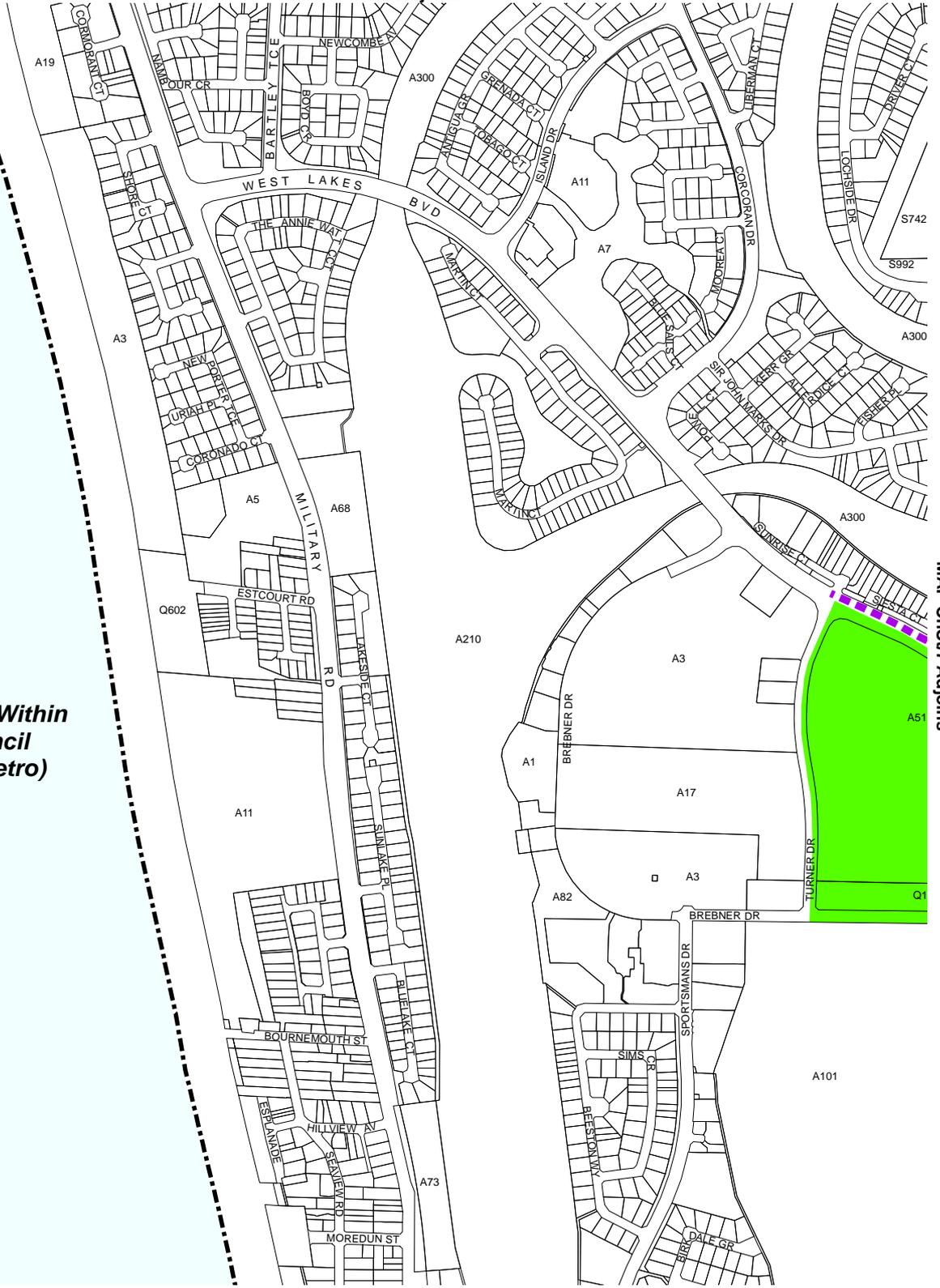
Overlay Map ChSt/7 - Noise and Air Emissions

Overlay Map ChSt/7 - Affordable Housing

Zone Map ChSt/7

Policy Area Map ChSt/7

MAP ChSt/2 Adjoins



Land Not Within a Council Area (Metro)

MAP ChSt/11 Adjoins



Overlay Map ChSt/6 NOISE AND AIR EMISSIONS

CHARLES STURT COUNCIL

-  Proposed Tram Line
-  Noise and Air Emissions Designated Area
-  Development Plan Boundary

MAP ChSt/1 Adjoins

MAP ChSt/7 Adjoins

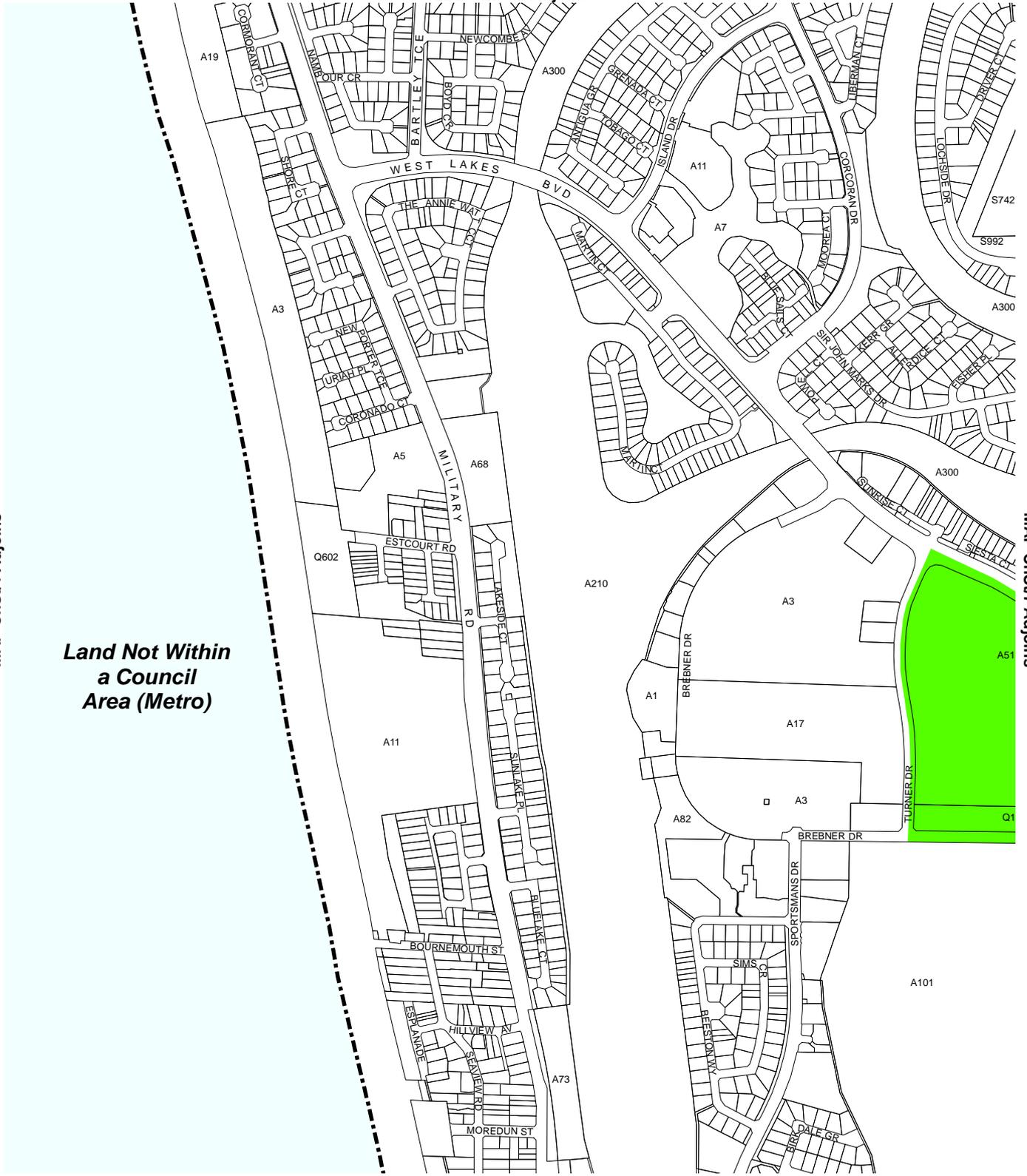
MAP ChSt/2 Adjoins

MAP ChSt/1 Adjoins

Land Not Within
a Council
Area (Metro)

MAP ChSt/7 Adjoins

MAP ChSt/11 Adjoins



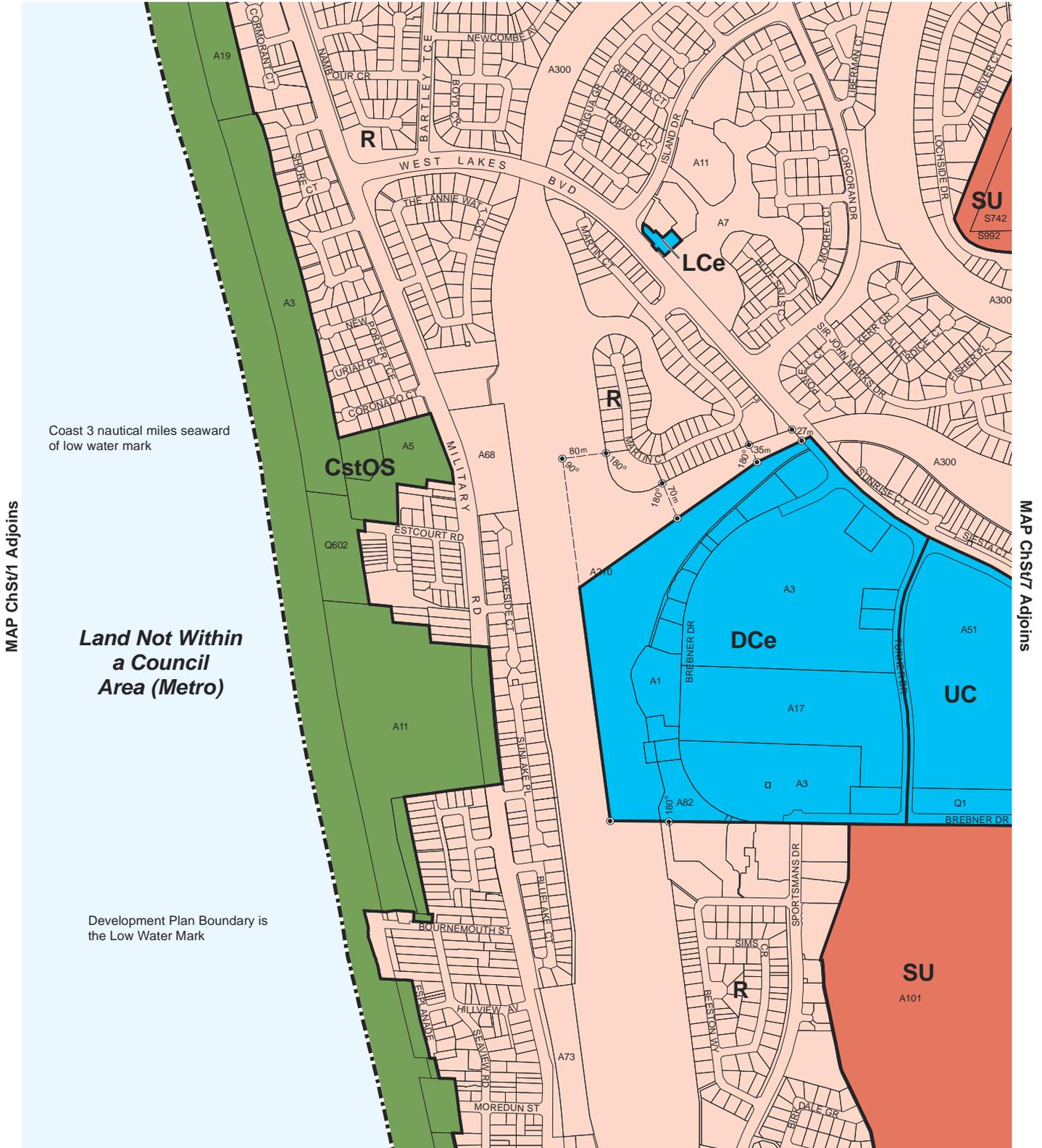
Overlay Map ChSt/6

AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

CHARLES STURT COUNCIL

MAP ChSt/2 Adjoins



MAP ChSt/11 Adjoins

Lamberts Conformal Conic Projection, GDA94

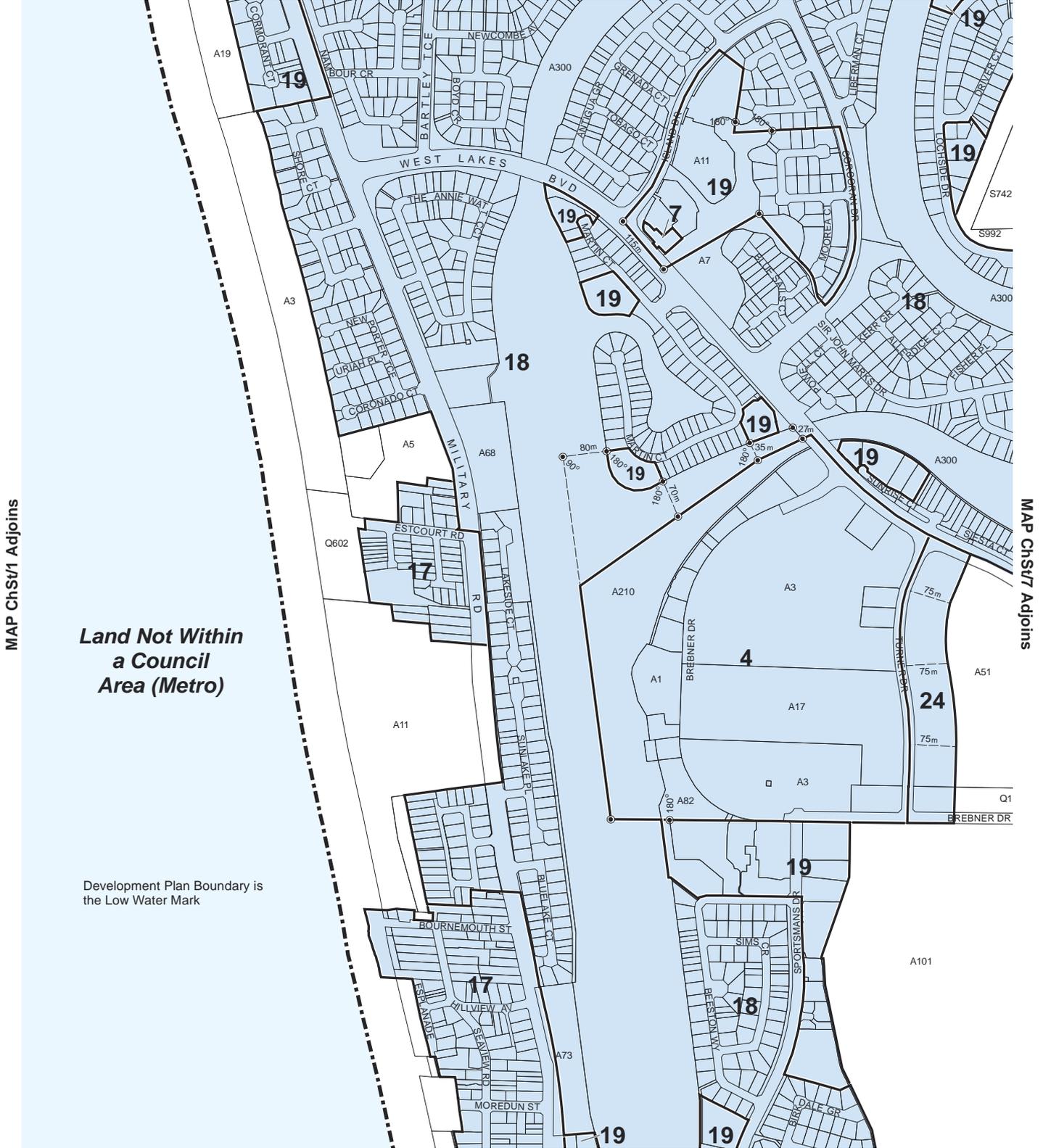
Zones

- CstOS Coastal Open Space
- DCe District Centre
- LCe Local Centre
- R Residential
- SU Special Use
- UC Urban Core
- Zone Boundary
- Development Plan Boundary



Zone Map ChSt/6

MAP ChSt/2 Adjoins



Land Not Within
a Council
Area (Metro)

Development Plan Boundary is
the Low Water Mark

MAP ChSt/11 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

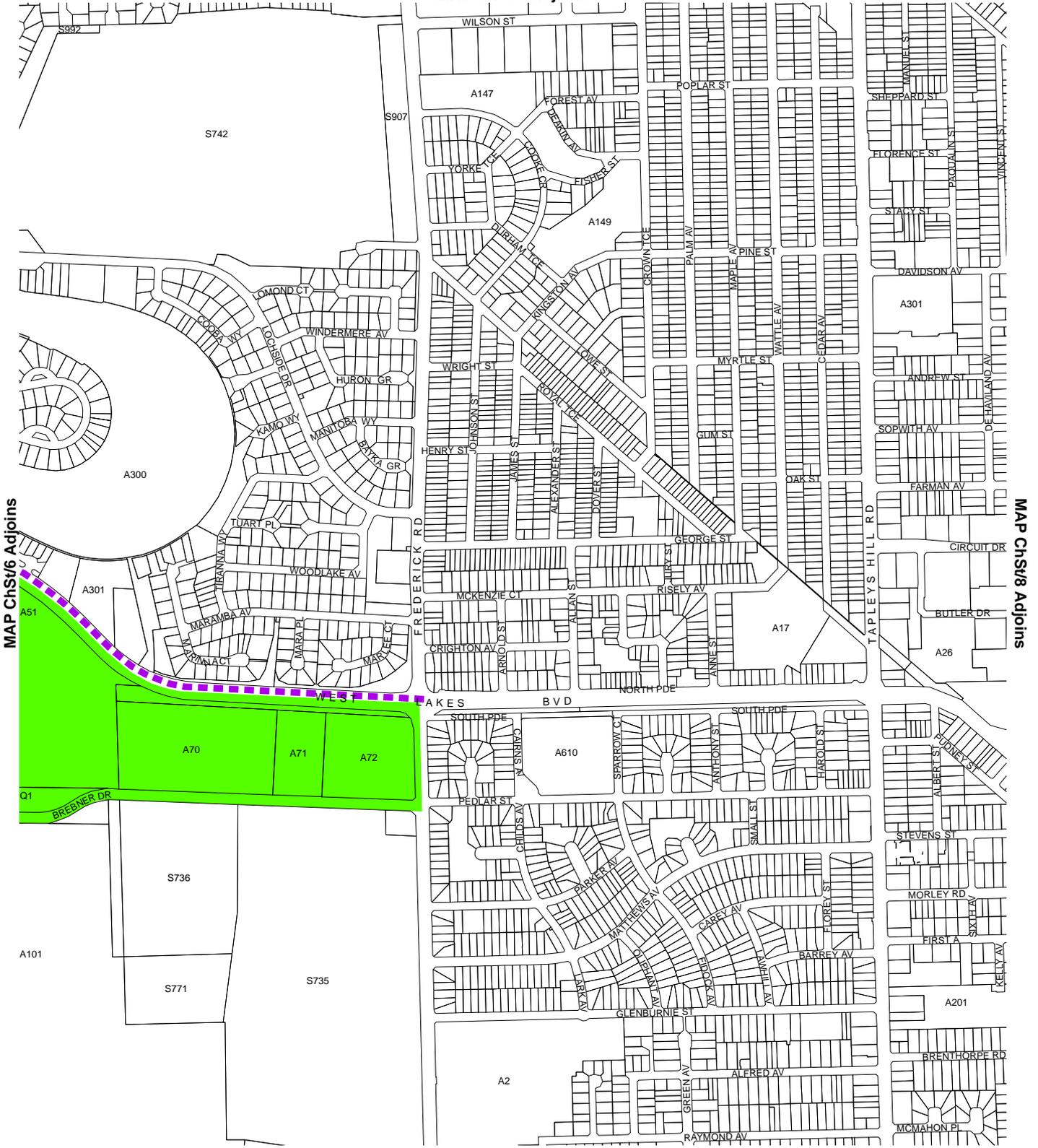
- 17 Western Edge
- 18 West Lakes General
- 19 West Lakes Medium Density
- 24 Main Street
- 4 West Lakes
- 7 Local Shopping



Policy Area Map ChSt/6

- Policy Area Boundary
- Development Plan Boundary

MAP ChSt/3 Adjoins



MAP ChSt/6 Adjoins

MAP ChSt/8 Adjoins

MAP ChSt/12 Adjoins

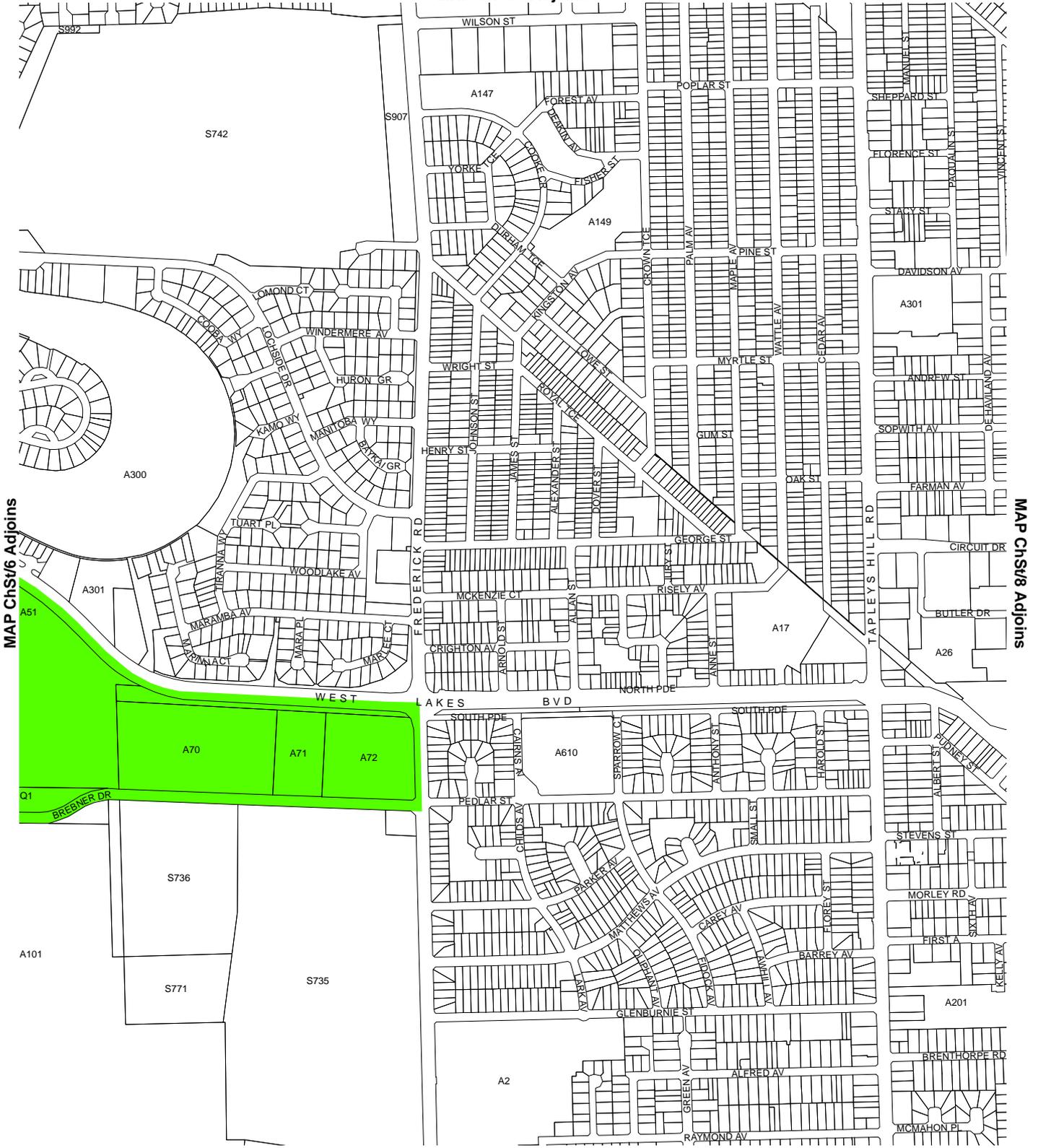
- - - - - Proposed Tram Line
- Noise and Air Emissions Designated Area



Overlay Map ChSt/7

NOISE AND AIR EMISSIONS

MAP ChSt/3 Adjoins



MAP ChSt/6 Adjoins

MAP ChSt/8 Adjoins

MAP ChSt/12 Adjoins

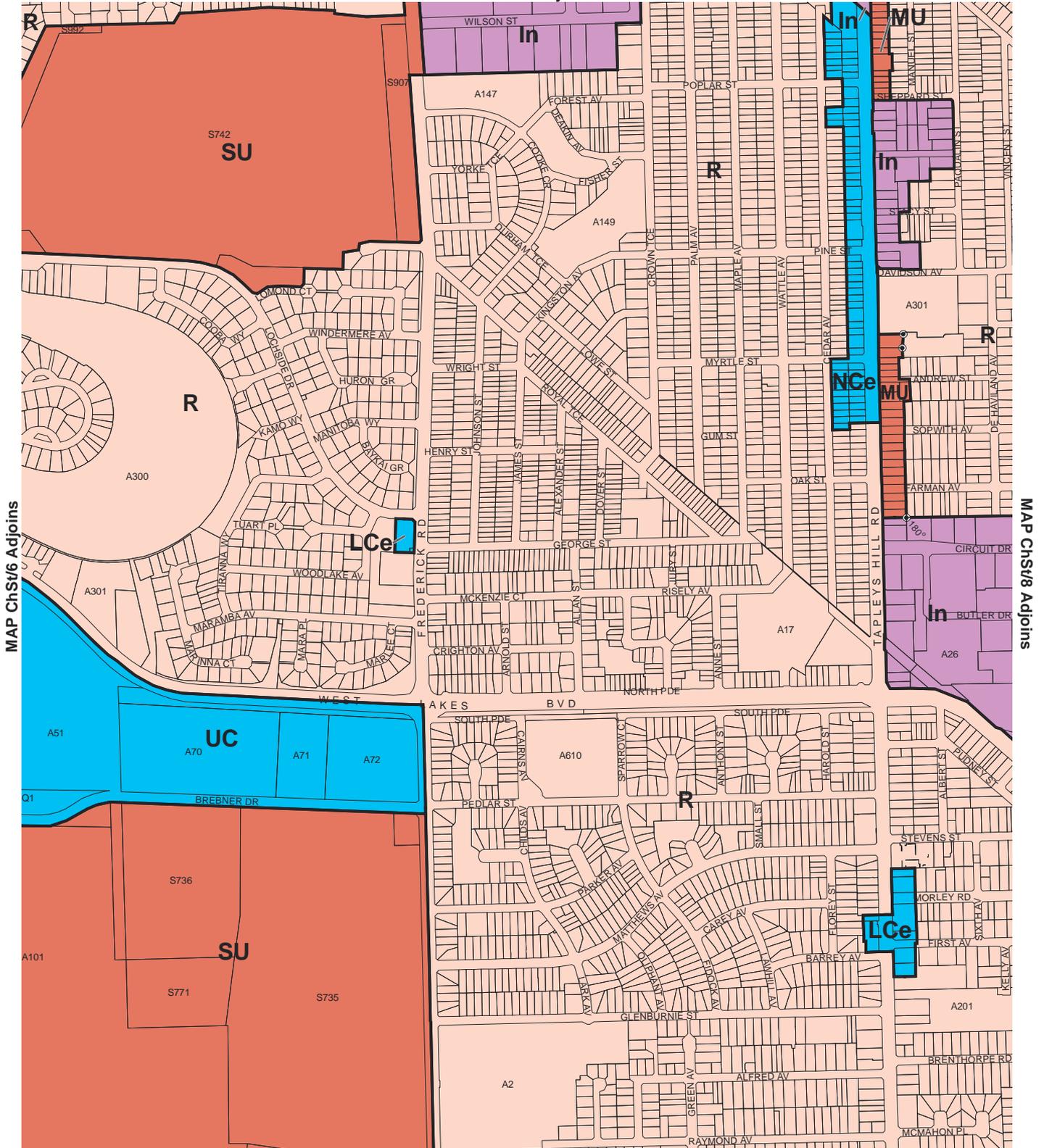


Overlay Map ChSt/7 AFFORDABLE HOUSING

CHARLES STURT COUNCIL

Affordable Housing Designated Area

MAP ChSt/3 Adjoins



MAP ChSt/12 Adjoins

Lamberts Conformal Conic Projection, GDA94

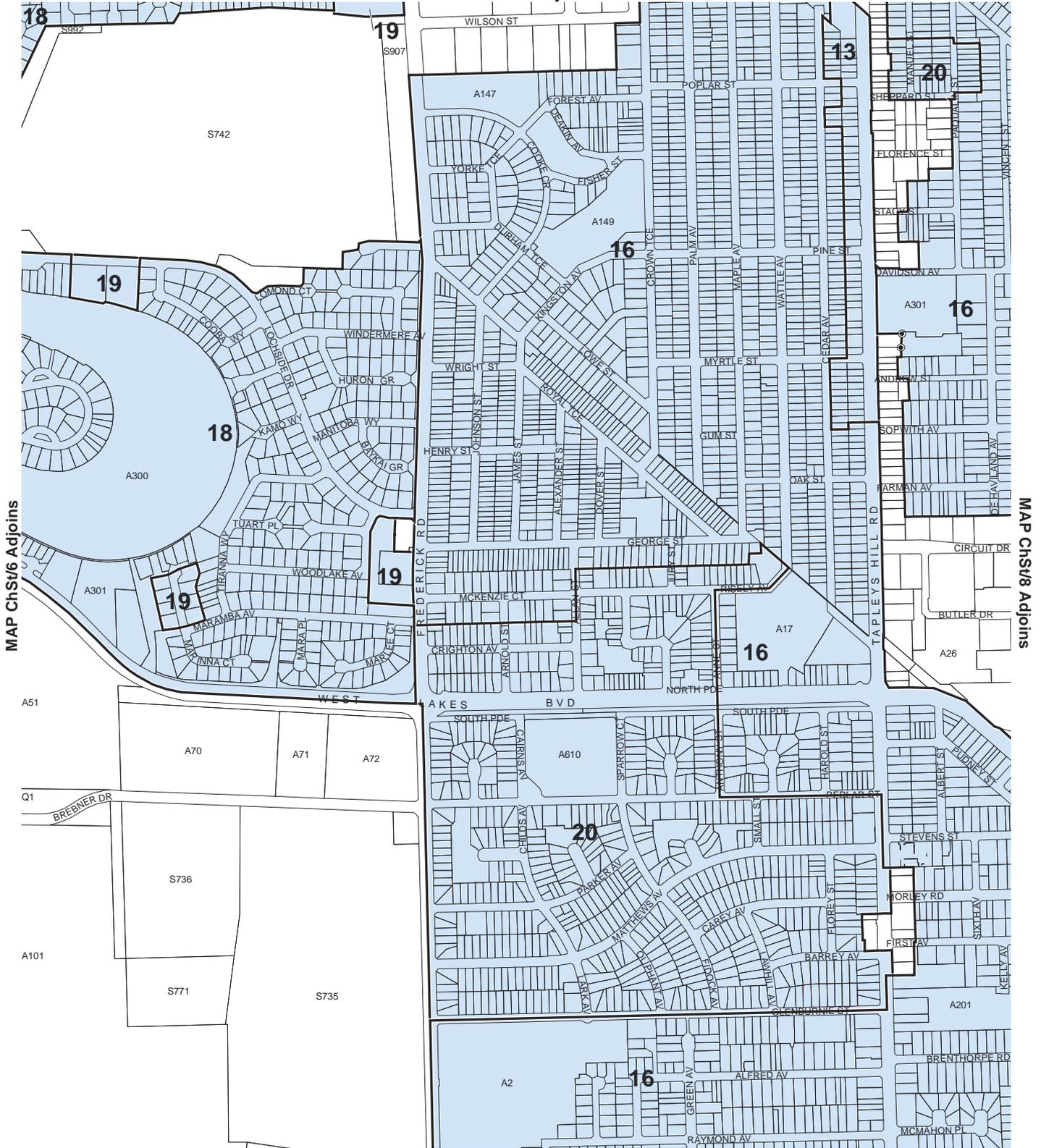
Zones

- Industry
- Local Centre
- Mixed Use
- Neighbourhood Centre
- Residential
- Special Use
- Urban Core
- Zone Boundary



Zone Map ChSt/7

MAP ChSt/3 Adjoins



MAP ChSt/12 Adjoins

Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 13 Royal Park
 - 16 Mid Suburban
 - 18 West Lakes General
 - 19 West Lakes Medium Density
 - 20 Integrated Medium Density

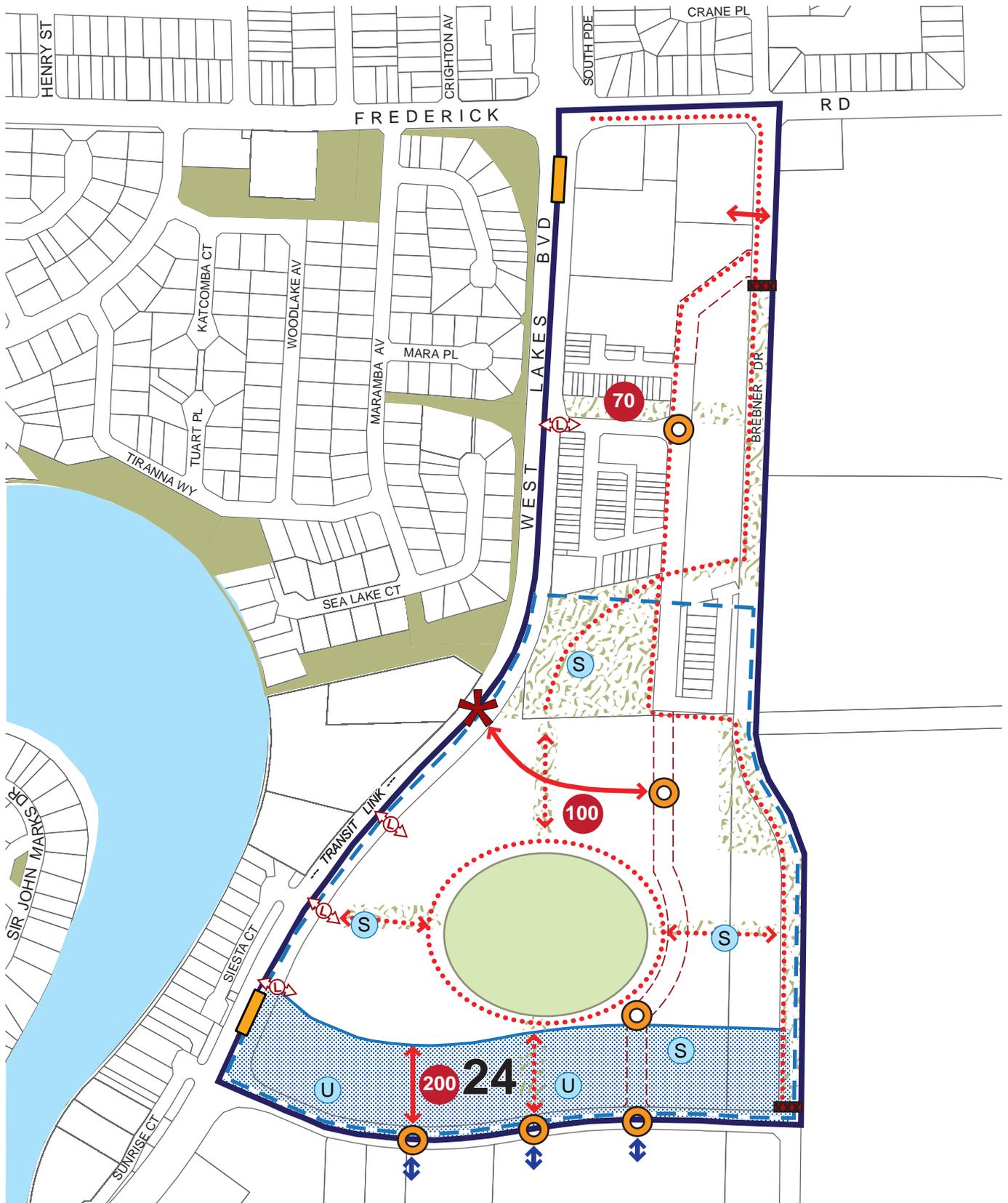


Policy Area Map ChSt/7

 Policy Area Boundary

ATTACHMENT 3

Replacement Plan: Concept Plan ChSt/25 - West Lakes Urban Core Zone



- | | | | | | | | |
|--|---|--|---|--|-----------------------|--|-------------|
| | Concept Plan Boundary | | Sports Facilities | | Local Reserves | | Waterbodies |
| | Core Area of the Urban Core Zone | | Potential Road Closure | | Open Space / Reserves | | |
| | Main Street Policy Area | | Possible Mass Transit Stop | | | | |
| | Housing Density (per ha) | | Potential Secondary Road | | | | |
| | Road Linkage | | Intersection Treatment (Traffic Signals/Roundabout) | | | | |
| | Shared Use Paths (Cycling / Pedestrian) | | Access Egress to Centre Zone | | | | |
| | Potential Signalised Intersection | | | | | | |
| | Left In / Left Out | | | | | | |
| | Stormwater Detention | | | | | | |
| | Underground Water Storage | | | | | | |



Concept Plan ChSt/25

WEST LAKES URBAN CORE ZONE

Development Plan Amendment

By the Minister

Charles Sturt Council Development Plan

West Lakes (AAMI Stadium Precinct) Zoning and Policy Review Development Plan Amendment

For Consultation



Government of South Australia

Department of Planning,
Transport and Infrastructure

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EXECUTIVE SUMMARY

Introduction

The Minister for Planning has released the West Lakes (AAMI Stadium Precinct) Zoning and Policy Review Development Plan Amendment (DPA) for consultation.

The DPA proposes to amend land use zoning at West Lakes to ensure development proposed in the AAMI Stadium Precinct is considered under a single set of rules and ensure those rules cater for a range of activities and outcomes appropriate to a significant project area within metropolitan Adelaide's western suburbs.

This Summary is for information only and does not form part of the formal Amendment to the Development Plan.

Have Your Say

This Development Plan Amendment is on consultation for four (4) weeks).

Submissions are due by 5pm Monday 25 September 2017.

Submissions marked as *West Lakes (AAMI Stadium Precinct) Zoning and Policy Review DPA* – should be addressed to:

Chair, State Planning Commission
c/- Department of Planning, Transport and Infrastructure:

- by post: GPO Box 1815, Adelaide SA 5001
- Or
- by website: www.saplanningportal.sa.gov.au/en/consultation.

The State Planning Commission has been established to act as the state's principal planning advisory and development body. The Commissions will provide advice to the Minister on the DPA.

The Commission will hold a public meeting on Wednesday **4 October 2017**, if submitters identify on their submissions that they would like to present a submission verbally.

The Public Meeting will be held at 7:00pm in the Southbank Room at The Lakes Resort Hotel, 141 Brebner Drive, West Lakes.

If you would like more information on the DPA you can contact the Department for Planning, Transport and Infrastructure on phone number (08) 7109 7007.

Public submissions will be made available on Tuesday 26 September, 2017 following the period for written submissions.

Following receipt of the Commission's advice the Minister will decide whether to approve, amend or refuse the DPA.

Why we are changing planning policy

The former AAMI stadium and some adjacent sites were rezoned in November 2013 to guide redevelopment of the area following a decision to relocate AFL football events to Adelaide Oval. The 2013 West Lakes (AAMI Stadium Precinct) DPA undertaken by the Minister for Planning introduced an Urban Core Zone over most of the affected land. It also included a strip of land along West Lakes Boulevard, just north of the stadium, into the same Residential Zone that applies to land north of the Boulevard.

The land use zoning at that time was informed by the AAMI Stadium Precinct Master Plan prepared for the South Australian National Football League (SANFL), as well as the related AAMI Stadium Precinct Master Plan Policy Implementation Report (May 2011) and Stadium Investigations and Policy Framework Report (June 2012). These documents outlined a vision for a high-density housing and mixed-use development project.

The vision and 2013 DPA were formulated before a developer was engaged on the project. In 2014 the land was purchased by a developer who subsequently prepared the Football Park Redevelopment Masterplan (May 2015). The new plan established an updated vision for the future development of the AAMI Stadium Precinct that included 1600 new dwellings, areas of open space, community and commercial activities and a 'main street' precinct.

The updated vision for the area places a greater emphasis on accommodating the needs of various household types and generations through the delivery of a wide range of services including childcare, early years learning, adult education, aged care and retirement living, and medical / health and allied services.

There is also a desire to create a contemporary urban form that creates a gradual transition in building height across the site and successfully manages the interface with adjacent uses.

Under the current land use rules, future development proposals will be determined against different requirements found in three separate zones. This generates problems for coordinating and delivering coherent land use and built form outcomes.

The main purpose of the DPA is to review the zoning that applies over the area affected by the DPA at West Lakes with the view to enabling the development of the AAMI Stadium Precinct under a consistent and comprehensive suite of requirements. The incorporation of the Residential Zone south of West Lakes Boulevard and land within the Brebner Drive road corridor north of the Grange Golf Course (currently within the Special Use Zone) into the Urban Core Zone is a key consideration in this regard.

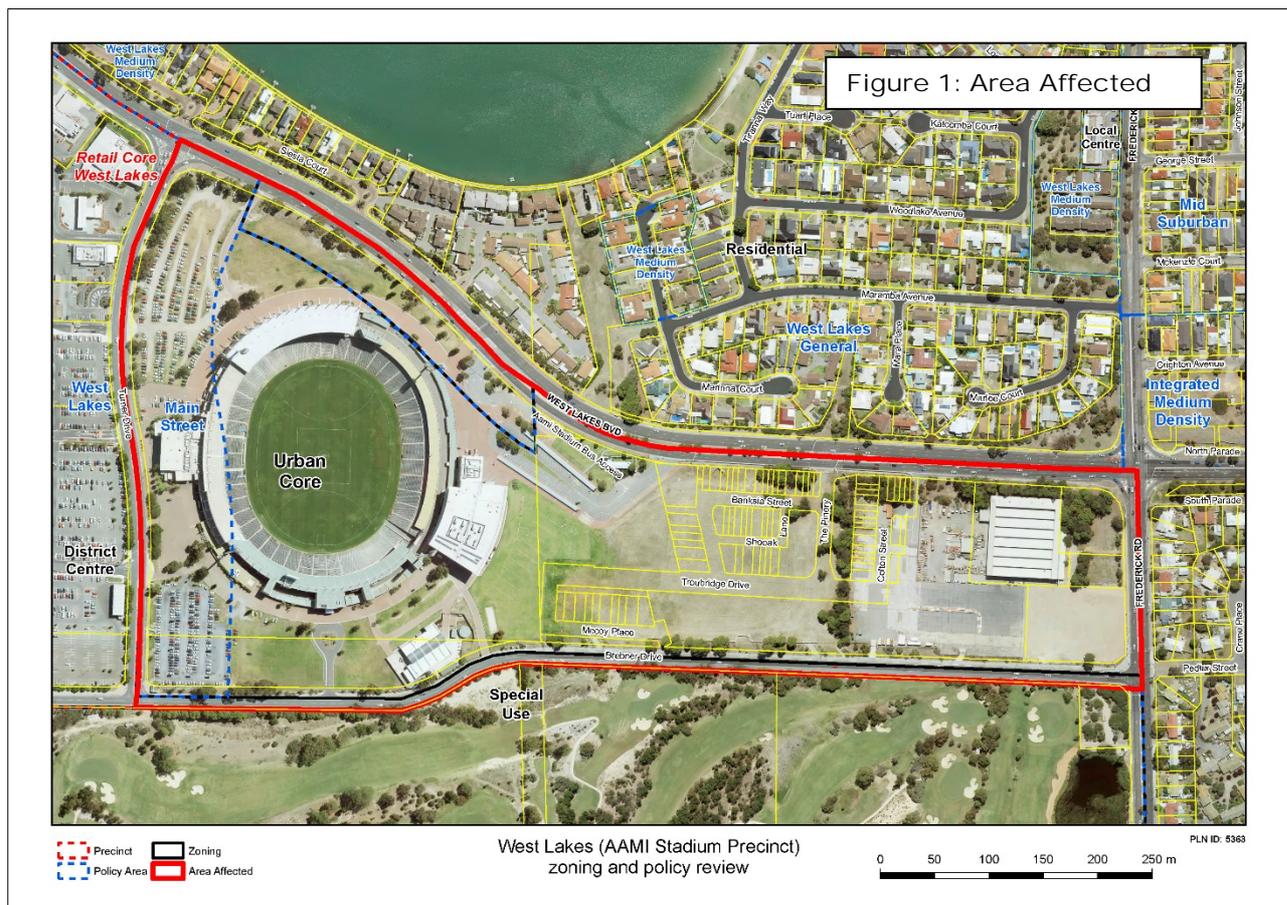
As a Council owned road, proposed changes to the alignment of Brebner Drive are subject to negotiations between the City of Charles Sturt and adjacent landowners, including the developer of the AAMI Stadium Precinct. If implemented, a road with a similar function to the existing Brebner Drive would be created further northwards through the WEST project area. Those parts of Brebner Drive no longer required for vehicular traffic movements would be reused – the intention is that land alongside the golf course boundary will be primarily used for open space purposes ('hike and bike' link).

The area affected by policy change

The area affected by the DPA (see Figure 1) comprises the AAMI Stadium Precinct at West Lakes, located some 10 kilometres from the GPO.

The area affected totals some 27 hectares, including about 1.6 hectares of Residential Zone and 1 hectare of Special Uses Zone (being the southern half of the Brebner Drive road reserve). The area is bound by West Lakes Boulevard to the north, Frederick Road to the east, Grange Golf Course to the south and Turner Drive to the west.

The West Lakes Shopping Centre (District Centre) adjoins the western boundary of the area affected, with residential uses located to the north and west.



Summary of the proposed policy changes

The DPA proposes to amend the Charles Sturt Council Development Plan as follows:

- Expand the existing Urban Core Zone at West Lakes to include:
 - a portion of Policy Area 18 of the Residential Zone to the south of West Lakes Boulevard
 - the Brebner Drive road corridor between Turner Drive and Frederick Road, which is partly within the Special Use Zone (and repositions the zone boundary along the northern property boundary of the Grange Golf Club), enabling the existing road corridor to be reused as open space and residential sites within a limited area
- In the Desired Character of the Urban Core Zone for West Lakes, require building heights to transition lower towards West Lakes Boulevard, with a maximum of 4 storeys along the road frontage
- Include additional land uses into the Desired Character and zone policy to support the provision of multigenerational uses and whole of life services from childcare, early years, education, to aged care and retirement living as well as medical and allied health services accompanied by commercial land uses
- Replace various Overlay, Zone and Policy Area maps to reflect the expanded Urban Core Zone
- Replace existing Concept Plan ChSt/25 – West Lakes Urban Core Zone with a new Concept Plan which contains updated information including:
 - the existing pattern of development within the early stages of the project
 - updates key access arrangements and intersection treatments
 - establishes a pedestrian / cycle link along the southern boundary of the Urban Core Zone with the golf course.

Legislative Requirements

Development Act 1993 provides the legislative framework for undertaking amendments to a Development Plan. The Act allows either the relevant council or, under prescribed circumstances, the Minister for Planning to amend a Development Plan.

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24(1)(g) of the *Development Act 1993*).

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why, and how the amendment process will be conducted.

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to Section 26(3) of the *Development Act 1993*.

ANALYSIS

1. THE VISION FOR AAMI STADIUM PRECINCT

In November 2013, the West Lakes (AAMI Stadium Precinct) Development Plan Amendment (DPA) was approved by the Minister for Planning. The investigations underpinning that rezoning were based on the provision of some 1600 dwellings and resulted in rezoning the AAMI Stadium Precinct predominately under an Urban Core Zone. A strip of land along West Lakes Boulevard was also included in the Residential Zone.

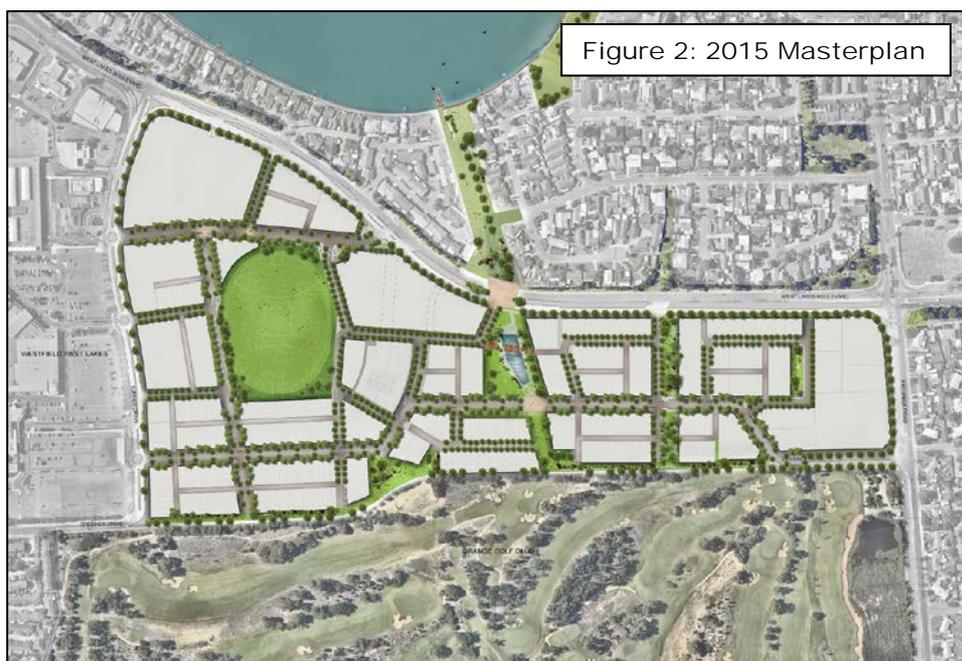
In November 2014, Commercial & General were announced as the successful bidders for the former AAMI stadium site and undertook a master planning review and consultation process, culminating in a request to the City of Charles Sturt to endorse the Masterplan development vision.

In May 2015 Council agreed to use the draft Masterplan as a basis to guide future development at the former Football Park AAMI Stadium site at West Lakes and as a basis for further negotiations with landowners adjoining Brebner Drive regarding its potential future closure and preparation of agreements / deeds about future staging, infrastructure standards and open space requirements amongst other details.

Key attributes of the Masterplan include:

- Linkages to surrounding areas via purpose designed open space areas
- Realignment of the existing Brebner Drive to create a public open space/'hike & bike' path along the golf course in addition to premium residential with views
- Inclusion of the football oval into the open space network (and incumbent use of Adelaide Football Club)
- Inclusion of a genuine Main Street including community, retail, leisure, open space and commercial uses
- Future proofing for the inclusion of a tram alongside and potentially through the site in accordance with the State's ITLUP
- Accommodate ageing in place with ventures including adaptable housing provided in apartment design, planned childcare and early learning centres, a community library, and retirement and aged care living options.

An outline of the inaugural Masterplan is presented in Figure 2 below and clearly shows treatments being contemplated along the southern boundary shared with the Grange Golf Course, and the arrangement of road connections to Turner Drive and West Lakes Boulevard.



Source: Football Park
Redevelopment Masterplan
(May 2015)

Since Commercial & General launched the WEST project to market in October 2015, further work has been undertaken to better understand the proposed road network and connections to surrounding roads (discussed in a later section of the Analysis).

While the broad intentions for the land seem familiar with the first iteration of the Masterplan and original rezoning, the changes in detail around the reuse of road corridors, positioning of internal roads and intersections and ability to undertake a full range of activities that cater for the dynamic needs of modern, mixed-use communities places the Masterplan as odds with existing Development Plan requirements, particularly where more onerous assessment processes are evoked.

Implications for this DPA/DPA Response

The DPA seeks to improve the alignment between the Development Plan requirements and Masterplan, which is being used by various parties to negotiate future development outcomes for the land.

Under current zoning and policy provisions, some developments will evoke non-complying development processes that are unnecessary for a significant infill housing and mixed-use development in a well-located part of metropolitan Adelaide's western suburbs.

2. STATE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 South Australia's Strategic Plan

South Australia's Strategic Plan (SASP) identifies aspirations for South Australia, provides direction for the State Government and communicates these to business and community organisations to align their long-term visions.

The SASP contains a series of goals and measurable targets set out under six Priorities (Our Community, Our Prosperity, Our Environment, Our Health, Our Education and Our Ideas). Those considered most relevant to this DPA are summarised in the following table and are identified on the basis of what the redevelopment of the area affected can achieve holistically, rather than focus on the more specific amendments being contemplated as part of this DPA.

Priority	Vision	Goal	Target
Our Community	Our Communities are vibrant places to live, work, play and visit	We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging	Target 1: Urban spaces Increase the use of public spaces by the community (<i>baseline: 2011</i>)
		New developments are people friendly, with open spaces and parks connected by public transport and bikeways.	Target 2: Cycling Double the number of people cycling in South Australia by 2020 (<i>baseline: 2011</i>)
	Everyone has a place to call home	Everyone can afford to rent or buy a home	Target 7: Affordable housing South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate-income households (<i>baseline: 2010</i>)

Priority	Vision	Goal	Target
Our Prosperity	We have a skilled and sustainable workforce	South Australia has a sustainable population.	Target 45: Total population Increase South Australia's population to 2 million by 2027 (<i>baseline: 2003</i>)
		All South Australians have job opportunities	Target 47: Jobs Increase employment by 2% each year from 2010 to 2016 (<i>baseline: 2010</i>)
	South Australia plans and delivers the right infrastructure	South Australia's transport network enables efficient movement by industry and the community	Target 56: Strategic Infrastructure Ensure the provision of key economic and social infrastructure accommodates population growth (<i>baseline: 2010-11</i>)
Our Environment	South Australians think globally, act locally and are international leaders in addressing climate change	We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.	Target 63: Use of public transport Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (<i>baseline: 2002-03</i>)
	We look after our natural environment	We want Adelaide to grow up more than out.	Target 68: Urban development By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas (<i>baseline: 2010</i>)

The overarching purpose of the existing zoning for the area affected is to accommodate an urban infill housing and mixed-use activities precinct. This DPA enhances the means by which this can occur by adding clarity about the range of uses anticipated within the area (specifically community and business related facilities) and its integration with surrounding area, including the provision of cycle / pedestrian and road connections.

Implications for this DPA/DPA Response

The DPA will support South Australia's Strategic Plan targets by providing:

- a variety of housing products, including affordable housing, at increased densities adequately serviced by appropriate infrastructure
- additional opportunities for housing to be located close to new, existing and well-established roads, jobs and services
- opportunities to establish a transit-focused development guided by the principles of good urban design
- an integrated network of safe bicycle and pedestrian networks
- high-quality, accessible and useable open space and sporting facilities.

2.2 Planning Strategy for South Australia

The Planning Strategy presents current State Government policy for development in South Australia and is based on key economic, social and environmental imperatives. 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 30-Year Plan for Greater Adelaide 2017 Update (the Plan) is a volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. As with the previous 2010 Plan, the 2017 update is guided by 14 Principles, but highlights targets to help protect and enhance the unique qualities of Greater Adelaide including:

- Containing our urban footprint and protecting our resources
- More ways to get around
- Getting active
- Walkable neighbourhoods
- A green liveable city
- Greater housing choice.

The 14 principles that underpin the Plan (a compact and carbon-efficient city; housing diversity and choice; accessibility; a transport-focussed and connected city; world-class design and vibrancy; and social inclusion and fairness) remain the same, although the number of targets have been condensed into six high level ones.

Each of the six (6) targets are relevant to, and supported by, the DPA as follows:

Target Number	Target	Location
1. Containing our urban footprint and protecting our resources	85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045	West Lakes – Middle Metro
2. More ways to get around	60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045	West Lakes – Middle Metro
3. Getting active	Increase the share of work trips made by active transport modes by residents on Inner, Middle and Outer Adelaide by 30% by 2045	West Lakes – Middle Metro
4. Walkable neighbourhoods	Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045	West Lakes - Middle Metro
5. A green liveable city	Urban green cover is increased by 20% in metropolitan Adelaide by 2045	West Lakes – Middle Metro
6. Greater housing choice	Increase housing diversity by 25% to meet changing household needs in Greater Adelaide by 2045	West Lakes – Middle Metro

An important element of the DPA is to enable different built form outcomes to be achieved within the strip of land adjacent to West Lakes Boulevard, which is within the area affected and currently zoned for residential purposes. Building heights in the Residential Zone are limited to low rise residential (2 storeys) buildings, being the same requirements that apply to areas north of West Lakes Boulevard.

The DPA presents an opportunity to review these requirements, cognisant of The Plan's vision for a new urban form across Metropolitan Adelaide and articulated under the heading City Shaping (page 14 of The Plan), which states:

Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. Of course, there will be areas where taller buildings are envisaged such as the Adelaide CBD, Glenelg foreshore, parts of the edges of the Adelaide Parklands, large redevelopment sites and where the interface with surrounding suburbs can be well managed. Challenges such as overlooking, access to sunlight and car parking will be addressed.

Building height requirements across most of the area affected will be unchanged by this DPA. However, the current limits placed on buildings adjacent to the West Lakes Boulevard are considerably lower than those permitted in other parts of the area affected, creating the potential for an abrupt change in built form between developments located in the residential strip fronting West Lakes Boulevard and others located in the Urban Core Zone behind. In addition, the size of the area affected and the characteristics of the wider locality indicate there is potential to accommodate larger scale buildings along the road frontage given the likely ability to address any significant or related interface concerns.

The expectations generated by The Plan suggest a more tailored policy response is warranted in this instance.

Implications for this DPA/DPA Response

The DPA proposes amendments that will enhance opportunities to develop the area affected in a manner consistent with strategic targets. The essential ingredients to this include:

- provision for additional building heights along a strip of land fronting West Lakes Boulevard, whilst transitioning to residentially zoned land to the north of this road
- extending the list of envisaged uses contemplated in the area affected to better cater for multigenerational needs (eg primary school)
- promote more active and healthy living through the provision of open space links and local provision of services and facilities.

2.3 Integrated Transport and Land Use Plan for South Australia

The Integrated Transport and Land Use Plan (ITLUP) provides comprehensive actions and directions for land use, infrastructure and transport over the next 30 years. The focus is on connecting people to places and business to markets through the following three goals.

- Healthy, safe, affordable connected communities.
- A strong, diverse and growing economy.
- Thriving natural and built environments.

The area affected is located within an area identified in ITLUP as 'Middle Adelaide'. Key directions for Middle Adelaide are:

- A sharper focus on inner Adelaide to boost the central city as a creative, lively and energetic area where more people want to live and businesses want to locate.
- Making bold choices – bringing a network of trams back to Adelaide, called AdeLINK and refocusing our transport system to support and actively encourage mixed-use medium density, vibrant communities and business growth in inner and middle urban areas.

Key improvements to the transport network identified for Middle Adelaide and the area affected are as follows:

- A redesigned and modernised bus network with improved frequency, coverage and directness of bus services that focus on major activity centres, improved and expanded feeder services to train services, development of 'super stops' at strategic activity centres, and increased park and ride car parking capacity.
- Improved cycling and walking connections to public transport stations and stops, and to activity centres and other key destinations, to expand the catchment of these services and facilities.

West Lakes is already well serviced by the existing bus network and has been earmarked for a potential future tram extension. The AAMI Stadium precinct is well placed to demonstrate the types of transit oriented development that is being encouraged, namely mixed use commercial and medium to high density residential development. Additionally, the area has the potential to facilitate the provision of enhanced park n

ride facilities and bike and hike opportunities and capitalise on the use of the existing pedestrian and cycle facilities.

2.4 South Australian Planning Policy Library

The South Australian Planning Policy Library (SAPPL) provides the current 'benchmark' for amending land use policy and zoning in South Australia and has been used as a basis to frame proposed amendments contained in this DPA. The SAPPL is made up of a General Section, Overlays, Zones, Policy Areas and Precincts.

The Charles Sturt Council Development Plan is based on the format and content of the SAPPL and therefore changes to the Development Plan are primarily required to amend zoning and area specific policy content such as the Desired Character statement for the West Lakes Urban Core Zone. In reviewing the Development Plan, the following elements were identified as being relevant to this DPA:

- 3 separate zones: Urban Core; Residential (West Lakes General Policy Area 18); and Special Uses
- Overlays affecting the Urban Core Zone namely: Affordable Housing Overlay and the Noise and Air Emissions Overlay
- Urban Core Zone - Desired Character, objectives and policies
- Various maps within the spatial extent of ChSt/6 and ChSt/7
- Concept Plan Map ChSt/25 – West Lakes Urban Core Zone.

3. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

3.1 Introduction

This DPA does not change the fundamental land use aspirations for the AAMI Stadium Precinct and as such the investigations that underpinned the original rezoning in 2013 are still relevant (these can be view on-line via the amendment webpage www.sa.gov.au/planning/ministerialdpas).

The investigations and policy considerations relevant to this DPA largely concern amendments needed to:

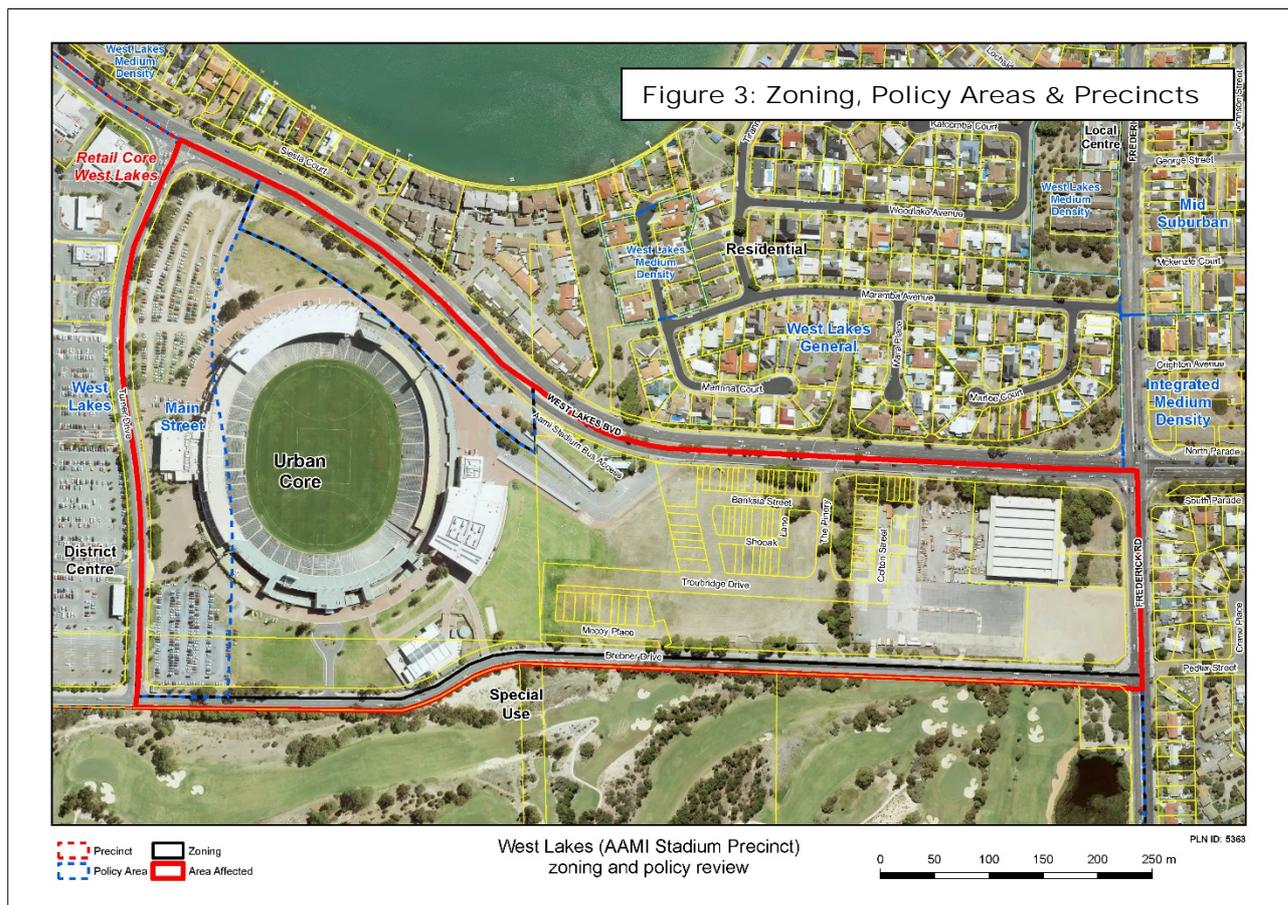
- underpin the holistic development of the precinct taking into account the latest version of the Masterplan - an important consideration for the DPA is the current allocation of land within the AAMI Stadium Precinct across three zones that display enormous differences about land use and built form
- support a land use mix that can deliver a wide range of accommodation and provide services and facilities needed by future residents, visitors and workers
- create a contemporary urban form
- establish road, bicycle and pedestrian connections through the precinct and with the surrounding road network and activities based on updated advice about such matters
- manage the interface with other occupiers of land in the vicinity of the AAMI Stadium Precinct.

The following sections provide more detail about these matters and what is proposed to be done about them.

3.2 Zoning for AAMI Stadium Precinct

Land use zoning that applies to the AAMI Stadium Precinct is shown in Figure 3 below.

In comparing current Urban Core Zone requirements to the development outcomes sought in the 2015 Masterplan, the zone should provide a robust and flexible basis to guide future development based on the established parameters. Just as importantly, the policy framework should be able to accommodate changes throughout the life of the project, which is expected to take 10 or more years to complete, where there is often a need for proponents to adjust details in response to changing market conditions and community needs, as well as trends and innovations within the development industry.



The most challenging components for the Masterplan are where the land falls into either the Residential or Special Uses zones, simply because the development contemplated in those zones is vastly different to what is contemplated under the Masterplan itself.

3.2.1 Residential Zone (West Lakes General Policy Area 18)

The Residential (West Lakes Policy Area 18) Zone applies to land along the southern side of West Lakes Boulevard within the AAMI Stadium Precinct. The zone includes the following requirements:

- building height is limited of two (2) storeys
- the range of uses contemplated is much narrower when compared against the Urban Core Zone and, in many cases, would trigger a non-complying development process (eg, shops (other than small outlets) and consulting rooms)
- establishes setback, private open space, site areas, parking and other requirements that encourage low density housing forms
- contemplates detached and semi-detached housing (or development compatible with these types of accommodation) as the predominant land use.

The introduction of the Residential Zone over a portion of the AAMI Stadium Precinct occurred in response to concerns from members of the community in the late stages of the 2013 DPA. The change was seen as important to manage the interface between the residential areas north of West Lakes Boulevard and the proposed new urban form on the southern side of the road.

The resultant land use framework raises the possibility that low rise buildings in the Residential Zone will be adjacent to much taller buildings (up to 8 storeys) in the neighbouring Urban Core Zone, even though both site are within the AAMI Stadium Precinct.

This is not considered to be an ideal urban design outcome, however, there are existing provisions in the Development Plan that would encourage a more gradual transition in building heights. For example, Objective 2 within the Urban Core Zone requires:

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Development within a mixed-use environment that is compatible with surrounding development and which does not compromise the amenity of the zone or any adjoining residential zone.

One of the consequences of the above is that an urban design solution involving a transition in building heights from West Lakes Boulevard falls almost exclusively to development in the Urban Core Zone, which ultimately compromises the potential housing and land use benefits that might otherwise flow from a large infill development area in metropolitan Adelaide's established western suburbs.

In reviewing this zoning and policy position, Commercial and General has undertaken further work to illustrate possible alternative design responses to building heights and contacted local residents on the opposite side of West Lakes Boulevard and generally north of AAMI Stadium's Residential Zone to better appreciate concerns about development fronting West Lakes Boulevard and canvass views about the need for policy change. In general, that work indicates greater acceptance on formulating a design solution to manage building heights at the road's interface on the southern side of West Lakes Boulevard as part of AAMI Stadium Precinct's planning.

The DPA process provides an opportunity to consider community sentiment towards development fronting West Lakes Boulevard in so far as it relates to proposed changes to the Residential Zone located south of the Boulevard and north of Football Park oval.

The following matters were taken into account in formulating proposed amendments contained in this DPA:

- the position of the Residential Zone within the AAMI Stadium Precinct south of established housing on the northern side of West Lakes Boulevard and the benefits this has in avoiding overshadowing as a matter of course
- the distance between development north and south West Lakes Boulevard (the road reserve is about 32 metres wide) and the role the Boulevard plays in separating land use areas either side of the road
- potential to include or improve landscaping in the West Lakes Boulevard road reserve to assist in screening residential properties north of the road and reduce the potential for overlooking or assist in maintaining a high level of amenity for residents
- ability to create a consistent streetscape theme along the entirety of West Lakes Boulevard through landscaping and built form, noting that the eastern half of the Urban Core Zone currently allows buildings up to 4 storeys tall along the frontage of West Lakes Boulevard.

The DPA proposes to rezone the portion of Residential Zone south of West Lakes Boulevard by including it in the Urban Core Zone, and introduce additional guidance for buildings fronting this road to support both transitional built form outcomes and to promote more consistent streetscape design outcomes.

Implications for this DPA/DPA Response

The Residential Zone along the southern frontage of West Lakes Boulevard creates significant hurdles for achieving outcomes envisaged by the Masterplan, and potentially compromises development contemplated in the Urban Core Zone that surrounds it.

Incorporating the Residential Zone into the Urban Core Zone, with an appropriate level of guidance to address built form and land use integration issues, helps support urban design outcomes that are more reflective of its strategic relevance and scale, and will enable interface impacts and urban form to be managed within the one Zone. This includes a proposed maximum building height of four storeys along the West Lakes Boulevard frontage.

3.2.2 Special Uses Zone (Brebner Drive)

The Urban Core Zone / Special Uses Zone boundary currently runs down the centreline of Brebner Drive, which is a common way to define land use zones as it provides administrative certainty about where land use rules and processes apply.

The proposed repositioning of Brebner Drive further north means that land occupied by the current road corridor could be used for other purposes. The Urban Core Zone would support inventive reuse of the road corridor, however, the southern half of the corridor is subject to the more restrictive requirements within the Special Uses Zone. More specifically, the Special Uses Zone:

- accommodates public and private activities of an institutional or open character (Objective 1 and PDC 1)
- identifies various forms of development as non-complying, including all types of 'dwelling'.

Under the 2015 Masterplan, most of the road likely to be subject to closure procedures is to be retained for open space and a 'hike and bike' link through the AAMI Stadium Precinct, providing a non-motorised means to travel safely between Frederick Road and Turner Drive. Under the Special Uses Zone, the creation of such features is unlikely to be problematic (if approvals under the *Development Act 1993* are required at all).

However, the Masterplan also contemplates a small section of the corridor (along the edge of the golf course) being used for residential purposes. This involves a section of the corridor adjacent to the northern boundary of the Grange Golf Club and generally south of a newly created local road (McCoy Place). This type of development is not contemplated in the Special Uses Zone and would trigger onerous non-complying development processes.

Placing the Urban Core Zone boundary along the northern property boundary of the Grange Golf Club could allow the corridor land to be used for recreational uses and/or urban development. Depending on the interests of land owners either side of the corridor in acquiring portions or all of the former road land from the City of Charles Sturt, the Urban Core Zone provides opportunities for the proponents of AAMI Stadium Precinct or the Grange Golf Club alike.

It is noted that the prospect of residential uses being located along the boundary of the golf course has previously been of concern to the Grange Golf Club and its members, based on submissions received during the previous 2013 DPA process. In considering where to place the Urban Core Zone / Special Uses Zone boundary, the following factors have been considered:

- the position identified in the Masterplan for residential lots adjoining the golf course have yet to be created and therefore there is no reliable information upon which to position a zone boundary that would limit housing to that specific section of the current road corridor
- the Brebner Road corridor is under the care and control of Council at this stage - future changes to the status of this road (eg its closure and/or sale) is subject to statutory requirements and processes that involve landowners on both side of the road and therefore provides all the parties an opportunity to find solutions along the interface
- there are benefits to incorporating the AAMI Stadium Precinct under the umbrella of a single suite of development requirements to support its coordinated staging and development
- the zone boundary needs to be placed in a manner that enables the proper implementation of land use requirements and statutory processes.

In preparing this DPA, it is understood that further work occurred post the 2013 DPA to better inform the interface requirements between the golf course and AAMI Stadium Precinct. This included the development of golf planning or trajectory hitting patterns of golf balls that were overlayed onto the golf course design and then the proposed design of the Masterplan. To this end, the small section of the road corridor identified as potentially accommodating housing along the northern property boundary of the golf course is thought to reflect an amicable outcome for the two parties either side of the road, with the remaining road corridor to be used as an interface 'buffer' of sorts.

The DPA proposes to reposition the Urban Core Zone / Special Uses Zone boundary along the northern property boundary of the Grange Golf Club. In recognition that development could occur under this zoning along the whole length of the corridor subject to closure and acquisition taking place, further measures have been included in the Urban Core Zone to limit the use of land along the boundary to open space and active movement network purposes, other than the section south of McCoy Place.

The remaining areas along the road corridor will mean that residential lots and apartments have view across the new linear park and into the golf course.

Implications for this DPA/DPA Response

Reposition the Urban Core Zone / Special Uses Zone boundary along the northern property boundary of the Grange Golf Club and introduce measures into the Urban Core Zone that establishes an appropriate interface with the golf course by:

- including requirements in the Desired Character of the Urban Core Zone that the land along the Grange Golf Club be used as open space and pedestrian / cycle paths other than where illustrated in Concept Plan ChSt/25
- amend Concept Plan ChSt/25 to identify the extent of the open space link along the northern boundary of the Grange Golf Club
- include a new PDC under the sub-heading 'Land Division' to reinforce that land along the northern boundary of the Grange Golf Club should not be divided for residential purposes other than south of McCoy Place.

3.3 Land Uses within the Urban Core Zone (West Lakes)

The DPA proposes a couple of adjustments to the types and placement of uses within West Lake's Urban Core Zone.

3.3.1 The Main Street

Main Street Policy Area 24 within the Urban Core Zone at West Lakes runs parallel to and along the eastern side of Turner Drive, and ends at West Lakes Boulevard in the north and Brebner Drive in the south.

The main-street primarily overlooks car parking areas associated with the established shopping centre and other commercial sites on the opposite (western) side of Turner Drive. While the possibility establishing a main-street theme along both sides of Turner Drive could be a legitimate long-term aspiration, it is likely to prove ambitious within the development timeframes for the AAMI Stadium Precinct.

As a consequence, it could be difficult to encourage businesses like cafes and boutique shops to take up positions along the Turner Drive frontage within the Urban Core Zone, without complementary changes taking place on the opposite side of the road.

The DPA does not propose to alter the long-term vision to develop Turner Drive into a main-street, however, the planning for the AAMI Stadium Precinct recognises the existing situation and seeks to actively support activating both sides of a street over which the proponent exercises control. In other words, development requirements for AAMI Stadium Precinct should explicitly cater for main-street development along roads perpendicular to Turner Drive.

The Urban Core Zone is a mixed-use development area and does not specifically prevent commercial activities outside Main Street Policy Area 24. However, development that could compromise the intent of Policy Area 24 might be considered less favourably through the development process. There is a need to ensure the Urban Core Zone is more explicit about activating side streets leading towards Turner Drive from the east.

More specifically, the Masterplan proposes a main-street along a road linking Turner Drive and West Lakes Boulevard, which is located north of the Oval (referred to as Charles Street).

Implications for this DPA/DPA Response

To accommodate active street frontages on both side of the street, additional emphasis is proposed to be included in the Desired Character in the Urban Core Zone for West Lakes to support activation along east-west streets from Turner Drive.

3.3.2 Envisaged uses in the UCZ

The existing Urban Core Zone accommodates a variety of uses to be assessed on their merits against the relevant rules in the Development Plan. There are only a few types of development that are either discouraged by the zone's policies or not contemplated at all based on their assignment as a non-complying form of development.

In reviewing current land use restrictions in the zone, two minor amendments are suggested.

- **Primary School**

The first proposed amendment relates to the exclusion of 'primary school' as an envisaged use in principle of development control 1 in the Urban Core Zone. While a proposal for a 'primary school' would still be determined on its merits, the fact that 'primary school' received specific attention suggests there is more than a perfunctory meaning behind its 'exclusion'.

The following points are made in relation to this matter:

- a review of previous work undertaken to inform the 2013 DPA did not reveal any intent behind excluding standalone primary school activities at West Lakes
- the Urban Core zone identifies an 'educational establishment' and a 'pre-school' as envisaged uses, where the terms are given the following meanings under the Development Regulations 2008 –

***educational establishment means** a secondary school, college, university or technical institute, and includes an associated pre-school, primary school or institution for the care and maintenance of children*

***pre-school means** a place primarily for the care or instruction of children of less than primary school age not resident on the site, and includes a nursery, kindergarten or child-care centre*

- the Desired Character for the Urban Core Zone encourages 'educational' uses, which is consistent with the land use aspirations for the AAMI Stadium Precinct under the Masterplan.

The basis for excluding a stand-alone 'primary school' appears somewhat perplexing given that various forms of early learning are contemplated at West Lakes. An amendment to the Development Plan to contemplate a primary school seems appropriate in these circumstances.

- **Store**

A 'store' is a non-complying form of development in the Urban Core Zone (without exception). It has the following meaning under schedule 1 of the Development Regulations 2008:

a building or enclosed land used for the storage of goods, and within or upon which no trade (whether wholesale or retail) or industry is carried on, but does not include a junk yard, timber yard or public service depot;

The Development Regulations 2008 also set out rules of interpretation (under Section 3 of Part 1) and includes the following:

- (2) *Unless stated to the contrary, a term set out in Schedule 1 which purports to define a form of land use will be taken to include a use which is ancillary and subordinate to that defined use.*

As long as a 'store' comprises an area that is ancillary to a contemplated land use in the Urban Core Zone it will not be subject to the more onerous non-complying assessment path. However, it is conceivable that some uses envisaged in the Urban Core Zone might require large storage areas, which may then then run the risk of be categorised as a non-complying form of development.

For example, changes in the way we view goods through technology could require less retail display space and more on-site storage for pick-up / take away or home delivery service reasons.

Alternatively, a number of envisaged uses might wish to use a site nearby (perhaps away from a main street frontage or for household wares) for storage purposes.

It is important that new ways of commerce and living are accommodated in the Urban Core Zone, which ultimately means a new way of thinking about the relationship between some related activities. In this instance, a 'store' associated with an envisaged use could be an exception to a non-complying determination, thereby permitting a store to be assessed on its merits.

Implications for this DPA/DPA Response

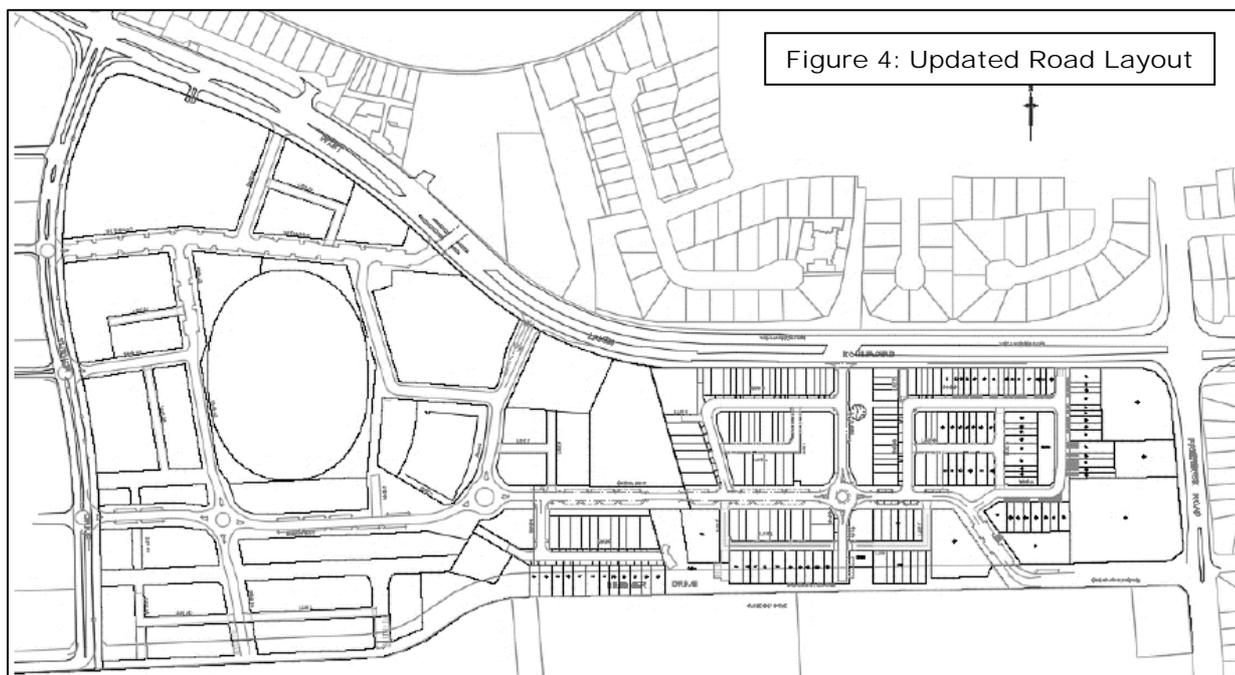
The exclusion of a 'primary school' at West Lakes from the envisaged uses list is inconsistent with the Zone's overall intent to support a contemporary mixed-use community that contains a range of services and facilities to meet resident needs. It is therefore recommended that the words 'excluding West Lakes' are removed from PDC 1 of the Urban Core Zone in relation to 'primary school'.

In addition, an exception should be introduced for a 'store' when associated with another use to allow such proposals to be considered on their merits.

3.4 Road Network and Movement

3.4.1 Road Layout

Since completion of the 2015 Masterplan, refinements have been proposed to the road layout as shown below. The alternative layout includes a new (internal) road network with connections to existing roads bounding the site as well as a review of the proposed realignment of Brebner Drive (being a bit further north than an earlier alignment, particularly where it intersects with Turner Drive).



Source: West Traffic Study (Sept 2016)

Commercial & General commissioned local traffic engineering firm Cirqa to undertake a review of the traffic generation and distribution associated with the WEST (AAMI Stadium/Football Park site) development at West Lakes.

In summary, the report found:

The WEST development will result in the construction of approximately 1,300 residential dwellings and 10,000 m² of commercial/retail floor area. The development will be serviced by an internal (public) road network with associated connections to the existing adjacent road network.

Previous traffic studies have been prepared by other consultants for the development. CIRQA has reviewed the previous assessments and undertaken an updated traffic generation and distribution assessment based on the currently proposed site layout.

The assessment of the traffic generation associated with the proposal has forecast a daily traffic generation of approximately 12,700 vehicles per day. This is higher than was assessed by Infraplan (as part of the Stage One development application), but lower than originally assumed for the Development Plan Amendment assessment prepared by Aurecon (which included allowance for a higher development yield).

An assessment has been undertaken of the distribution of the forecast volumes on to the proposed road network. The assessment has been prepared on an iterative basis taking into account origins/destinations and travel times/delays experienced on the proposed and adjacent existing roads.

The assessment indicates that daily traffic volumes on the proposed network are similar to that identified by the previous assessments. The analysis undertaken confirms the proposed access arrangements and associated traffic control treatments will adequately accommodate the volumes generated by the site (as well as existing movements on the road network).

A high level travel time impact analysis has also been undertaken to allow consideration of route choice factors and review the impact of the realignment of Brebner Drive. The travel time assessment suggests that the realignment of Brebner Drive (and its associated traffic control) would result in a relatively low redistribution of existing movements to alternative routes.

Furthermore, it is considered that the installation of a third roundabout on (the realigned) Brebner Drive, as requested by Council, will have minimal impact on travel times experienced by drivers (and, as a result, route choice outcomes).

In short, the Cirqa report reviewed the Masterplan (amongst other documents) and the estimated volumes of traffic on the proposed road network. It concluded that the access arrangements and associated traffic control treatments will adequately accommodate the new volumes generated by development within the area affected as well as the existing movements on the road network.

Existing Concept Plan ChSt/25 - West Lakes Urban Core Zone in the Charles Sturt Council Development Plan reflects initial ideas about the proposed road network and access points. In particular it utilises connections with Brebner Drive in its current position and identifies connections and intersection treatments along Turner Drive and West Lakes Boulevard that are either no longer contemplated or have shifted to new positions along those roads.

As a consequence, there is potential for the Concept Plan in its current form to generate uncertainty in the assessment process and should therefore be replaced with a new version that provides clarity about the preferred location of new roads and intersections for the benefit of the proponent, relevant planning authority and other interested parties through development processes.

Important aspects of the new road network and access arrangements depicted in Figure 3 include:

- improved alignment between proposed internal roads and existing access points to the shopping centre on the western side of Turner Drive, including potential treatments at each intersection with Turner Drive

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- a preferred location of new traffic signals on West Lakes Boulevard and internal road link to this new controlled intersection
- the potential closure of parts of Brebner Drive and its replacement further north, illustrating its general alignment between Frederick Road and Turner Drive.

In relation to the new traffic signals on West Lakes Boulevard, there is an existing arterial road infrastructure deed in place between SANFL (now Commercial and General) and the Minister for Transport for the provision of a full four-way intersection to ensure appropriate access and egress between the AAMI Stadium Precinct and West Lakes Boulevard. The agreement is unaffected by this DPA and the design of the intersection will be subject to further investigations and assessment.

3.4.2 Turner Drive

Whilst preparing this DPA concerns were expressed about possible changes to existing Turner Drive. Those concerns relate to possible changes to the road conveyed by the existing Desired Character for West Lakes under Main Street Policy Area 24 of the Urban Core Zone as follows (underlining added for emphasis):

Turner Drive will be a link joining the two key sites (the AAMI Stadium Precinct and the West Lakes District Centre) forming the West Lakes Transit Oriented Development Precinct. Turner Drive will be narrowed to one lane in each direction along the central portion to minimise its barrier effect and maximise opportunities for landscaping and other treatments to encourage pedestrian activity and enhance the Main Street feel. This may include wide footpaths to enable a blend of indoor and outdoor activities.

This wording was formulated on an earlier view that minimising the width of Turner Drive would reduce the road's barrier effect and thus maximise opportunities for landscaping and other treatments to encourage pedestrian activity and enhance Turner Drive as a Main Street destination.

The revised vision developed as part of the 2015 Masterplan is that a Main Street could be located in the north-west portion of the AAMI Stadium Core Area, north of the football oval. The siting of the Main Street area in this location, perpendicular to Turner Drive, enables activation of the Main Street on two sides, rather than one.

Notwithstanding, Turner Drive is a local road and any improvements or upgrades are subject to Council processes in accordance with relevant legislation (eg *Road Traffic Act 1961*, *Roads (Opening and Closing) Act 1991*). Importantly, schedule 3 of the *Development Regulations 2008* (acts and activities which are not development) includes the following:

2—Council works

- (1) *The construction, reconstruction, alteration, repair or maintenance by a council of—*
 - (a) *a road, drain or pipe, other than the construction of a new road, drain or pipe within 100 metres of the coast, measured from mean high water mark on the sea shore at spring tide;*

In other words, references in the Desired Character about Turner Drive appear to overstep the role of the Development Plan given that Council can undertake the works without the need for approvals under the *Development Act 1993*.

It is appropriate to update references about Turner Drive with relevant guidance to be provided about how development undertaken in the Urban Core Zone should interact with Turner Drive. For example, the positioning of access roads to Turner Drive from the AAMI Stadium Precinct and intersection treatments can assist in guiding decisions about the division of land under the *Development Act 1993*, and reaffirm the statutory role of the Development Plan.

Implications for this DPA/DPA Response

Existing Concept Plan ChSt/25 – West Lakes Urban Core Zone in the Development Plan outlines access and the road network improvements for the AAMI Stadium precinct. Many of these features do not reflect

the early development that has occurred in the project area or the updated plans for future stages of the development.

The Concept Plan requires amendment to ensure it provides an appropriate basis for future assessment of proposed development.

In addition, changes are proposed to the Desired Character to clarify requirements for Turner Drive, including its role as an access route for development located on either side of this road.

4. SUMMARY OF RECOMMENDED POLICY CHANGES

4.1 Zoning and Policy

As a result of the investigations discussed in Section 3 of this report, a number of amendments to existing zoning policies are considered necessary to better reflect the findings of the work undertaken and help support the continued redevelopment of the AAMI Stadium Precinct at West Lakes. They build upon the current policies and provide additional direction to achieve enhanced development and urban design outcomes.

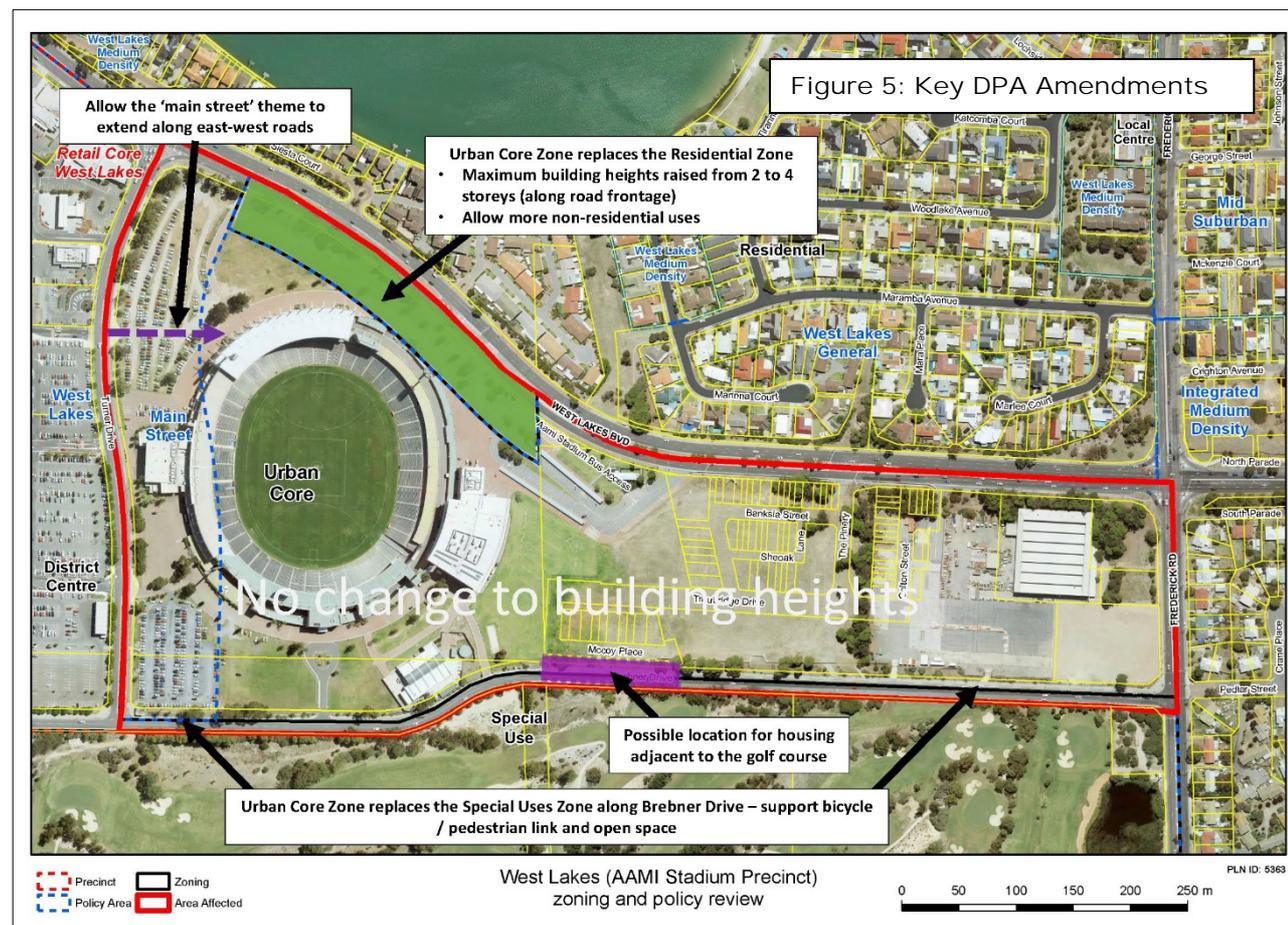
These amendments are focussed on policies within the Urban Core Zone, Residential Zone (Policy Area 18) and the Special Uses Zone. The following table summarises the issues and what is being proposed to address them, with more significant changes illustrated in Figure 4 below.

Current Policy	Issue(s)	Comment and Recommended Policy
<p>Residential Zone, Residential Policy Area 18 primarily supports low rise (1 and 2 storey) residential development.</p> <p>Non-residential uses are typically discouraged (eg, medical consulting rooms and shops).</p>	<p>Restrictions on the types of activities will impact achieving outcomes contemplated in the Masterplan (ie main-street development) and potentially compromise the ability to achieve an urban form that does not impinge on housing and mixed-use development opportunities in the Urban Core Zone.</p>	<p>Replace existing zone with the Urban Core Zoning and limit buildings adjacent to West Lakes Boulevard to a maximum of 4 storeys.</p>
<p>Special Uses Zone contemplates <i>public and private activities of an institutional or open character</i>.</p> <p>Various forms of housing and accommodation are non-complying forms of development.</p>	<p>Opportunities to reuse the existing Brebner Drive road corridor are limited under the Zone (and also subject to its closure and sale).</p> <p>Potential reuse of the existing road corridor should consider the interface with the golf course (eg course maintenance, safety).</p>	<p>Reposition the Special Uses Zone / Urban Core Zone boundary in Zone Map ChSt/6 and ChSt/7 along the northern property boundary of the Grange Golf Course, which rezones the southern half of the road corridor to Urban Core.</p> <p>To help manage the interface with the golf course, most of the land along the existing road corridor is identified as a linear park/ open space (incorporating a shared use pathway), with one section of the road identified as potentially suitable for housing (refer to the proposed Desired Character for West Lakes and the new Concept Plan for details).</p>
<p>Main Street Policy Area 24 is aligned with Turner Drive – the zone seeks to limit commercial / retail floorspace outside the Main Street</p>	<p>Current requirements could result in the single sided commercial Main Street along Turner Drive and inadvertently influence development</p>	<p>Adjust the Desired Character for the urban Core Zone and Main Street Policy Area 24 for West Lakes to encourage a dual activated Main</p>

**West Lakes (AAMI Stadium Precinct) Zoning and Policy Review DPA
by the Minister
Analysis**

Current Policy	Issue(s)	Comment and Recommended Policy
Policy Area (including the Core Area of the Zone)	perpendicular to this where there are better odds of activating both sides of east-west oriented streets.	Street that runs perpendicular to Turner Drive, with the preferred main street) north of the oval.
A 'primary school' in West Lakes is excluded from the envisaged uses list of the Urban Core Zone (see Principle of Development Control 1)	Excluding 'primary school' from West Lakes seems incongruous given other uses envisaged in the zone (eg educational establishment, pre-school).	Amend the Urban Core Zone to ensure 'primary school' is envisaged generally in the zone.
Store in the Urban Core Zone is a non-complying form of development	Potentially limits how development responds to technological and lifestyle changes, where storage requirements may become more valuable component to other activities.	Explicitly allowing a store to be considered in the zone when associated with other contemplated activities creates a basis for business development and innovation. Adjust the non-complying development table for the Urban Core Zone to allow a 'store' to be considered as a merit land use if associated with an envisaged use.

Proposed changes to the Desired Character for the West Lakes component of the Urban Core Zone are included as a marked-up version of the Desired Character in Appendix 1 to assist the reader. The Amendment section of the DPA includes the proposed completed version.



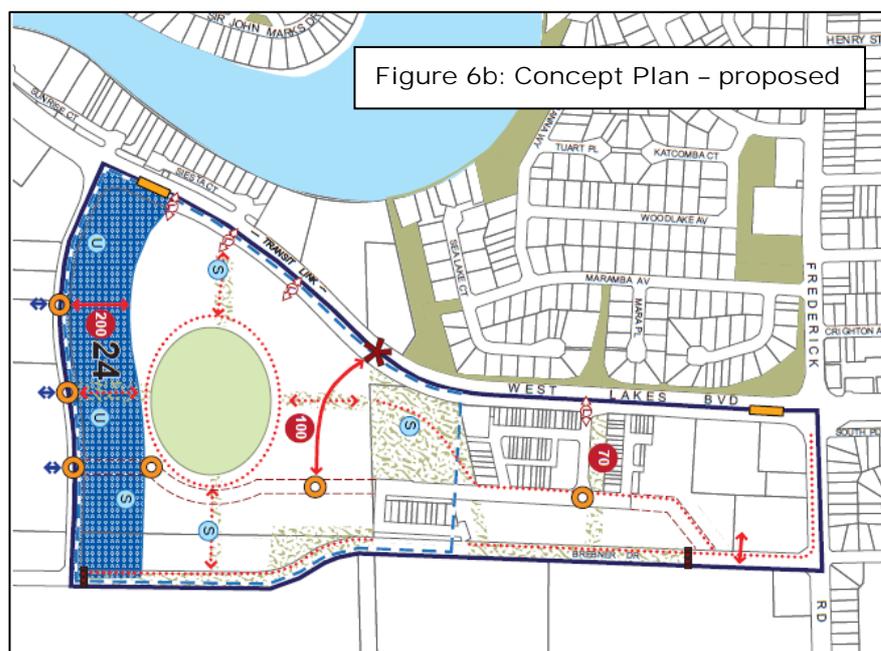
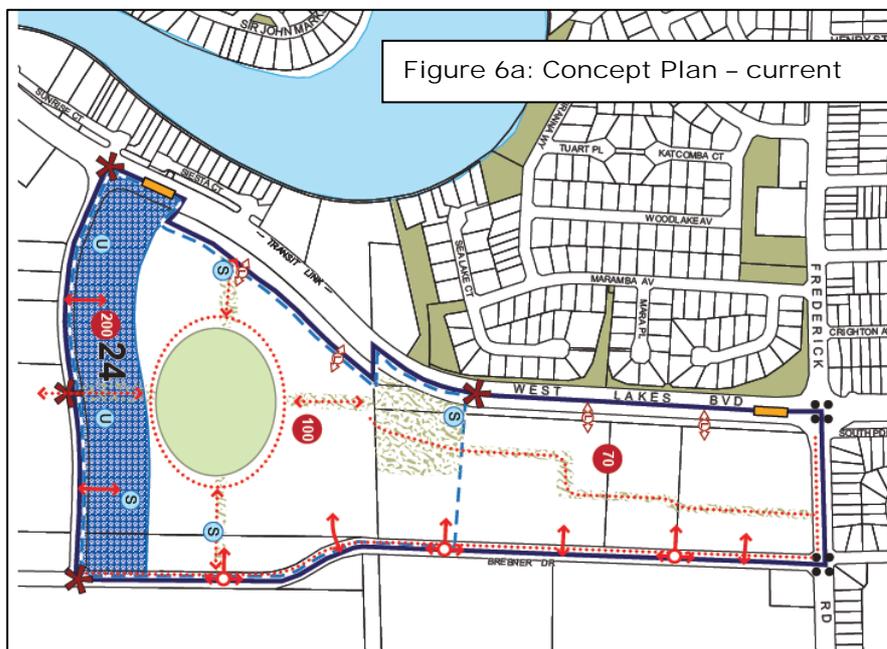
4.2 Updated Concept Plan

The development vision for the AAMI Stadium Precinct has evolved over a relatively short period.

The early stages of the project are well underway with commercial activities fronting Frederick Road established and residential streets and buildings also taking shape. These elements are reinforcing development directions consistent with the Masterplan rather than the existing Concept Plan.

As a result, the existing Concept Plan ChSt/25 – West Lakes Urban Core Zone is outdated and required updating. Figures 6a and 6b below enable easy comparison between the existing and proposed Concept Plans, with the new plan proposing the following key amendments:

- adjustment in the access arrangements, particularly Brebner Drive
- strengthens the alignment between existing access points to the District Centre Zone and new east-west roads within the AAMI Stadium Precinct
- repositions the proposed new traffic lights on West Lakes Boulevard further west



5. STATEMENT OF STATUTORY COMPLIANCE

5.1 Section 26 of the Development Act 1993

Section 26 of the Development Act 1993 prescribes that the DPA must assess the extent to which the proposed amendment:

- (a) accords with the Planning Strategy
- (b) accords with other parts of the Development Plan
- (c) complements the policies in the Development Plans for adjoining areas
- (d) satisfies the requirements prescribed by the Regulations.

5.2 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in section 2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies and targets.

5.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Charles Sturt Council Development Plan.

5.4 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the Development Plans for adjoining council areas.

5.5 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.

REFERENCES/BIBLIOGRAPHY

The following references have been used as part of the previous rezoning and proposed rezoning for the subject site and include the following;

1. *SANFL Stadium – Investigations & Policy Framework* (June 2012), Connor Holmes.
2. *The 30-Year Plan for Greater Adelaide: 2017 Update*, Department of Planning, Transport and Infrastructure, Government of South Australia
3. *AAMI Stadium Precinct Masterplan: Policy Implementation Report* (May 2011), Jensen Planning and Design.
4. *City of Charles Sturt (Council) Development Plan* (Consolidation Date: 5 May 2016).
5. *South Australia’s Strategic Plan* (2011), Government of South Australia.
6. *Strategic Infrastructure Plan for South Australia (2004/05 – 2014/15)* (2005), Government of South Australia.
7. *Housing and Employment Land Supply Program Report Greater Adelaide* (2010), Department of Planning and Local Government, Government of South Australia.
8. *The Integrated Transport and Land Use Plan (July 2015)*, Government of South Australia.
9. *Housing Plan for South Australia* (2005), Government of South Australia.
10. *AAMI Stadium Master Plan – SANFL – 228319 AAMI Stadium DPA Transport Assessment – Report* (4 July 2012), Aurecon.
11. *AAMI Stadium Redevelopment, Infrastructure Servicing and Stormwater Strategy* (4 July 2012), Aecom.
12. *Creating a Sustainable Future – An Integrated Natural Resources Management Plan for the Adelaide and Mount Lofty Ranges Natural Region* (2008), Adelaide and Mount Lofty Ranges Natural Resources Management Board.
13. *The City of Charles Sturt Corporate Plan Shaping the Western Suburbs 2008-2012*, City of Charles Sturt
14. *The City of Charles Sturt Open Space Strategy* (24 October 2006), Hassell.
15. *The City of Charles Sturt Development Plan Review* (2008), City of Charles Sturt.
16. *Strategic Directions Report: Development Plan Review* (April 2014), City of Charles Sturt.
17. *The City of Community Plan – Shaping the Western Suburbs 2027* (2007), City of Charles Sturt.
18. *The Best Practice Open Space in Higher Density Developments Project*, (2011), Suter Planners (prepared for the City of Charles Sturt and others).
19. *Planning Social Infrastructure and Community Services for Urban Growth Areas – Theme Document* (18 May 2011), Elton Consulting (prepared for the City of Charles Sturt).
20. *Housing Strategy for South Australia – Green Paper* (2011), Government of South Australia.
21. *West Lakes Environmental Site Assessment Report* (1997), BC Tonkin and Associates (as sourced from the *SANFL Stadium – Investigations & Policy Framework* (June 2012), Connor Holmes).
22. *West Lakes Environmental Site Assessment Report* (2011), Coffey (as sourced from the *SANFL Stadium – Investigations & Policy Framework* (June 2012), Connor Holmes).
23. *South Australian Planning Policy Library Version 6* (2011), Department for Planning, Transport and Infrastructure.

24. *The City of Charles Sturt Towards One Planet Living: Greening the Western Suburbs 2008-2013* (2007), City of Charles Sturt.
25. *West Traffic Study, Cirqa, September 2016*
26. *West Masterplan, Davis + Davis & URPS, 2015*
27. *West Services masterplan, Greenhill Engineers, 2015*

APPENDICES

APPENDIX 1

West Lakes Desired Character, Urban Core Zone

The following is a marked-up version of the Desired Character where:

- *italicised and highlighted* text is new text
- ~~strikethrough~~ text is deleted text.

West Lakes

West Lakes will focus around a Core Area with a Main Street Policy Area 24 along Turner Drive, adjoining the West Lakes Shopping Centre as identified on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone.

Development will provide a high quality architectural backdrop to the adjacent golf course and provide views over the golf course. West Lakes Boulevard provides a transition of building heights to residential development to the north. *Buildings heights within the Core Area directly adjoining West Lakes Boulevard will transition down to a maximum of four storeys. This transition in building heights will provide a complementary built form to that of the mixed-use central component of the Core Area.* ~~Building heights within the portion of the Core Area adjoining the Residential Zone along West Lakes Boulevard and bounded by the Main Street Policy Area 24 to the East, the 'sports facilities' and the 'Public Sporting Grounds/Reserve' at the north of the Core Area as depicted on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone will transition down to two storeys at the edges of the Core Area, particularly where the Core Area adjoins the Residential Zone along West Lakes Boulevard. This transition in building heights will provide a complementary built form to that of the adjoining residential areas. The Development on the eastern side of Frederick Road has a high prospect of redevelopment and should not unduly constrain development of the site.~~

The zone seeks to realise a compact and vibrant form, promoting integration of differing land uses and accessibility that complements and supports the adjacent District Centre. The zone will capitalise on the separation it enjoys from surrounding lower density areas by providing opportunity for buildings up to eight storeys (within the Core Area). A distinguishable contrast in the urban form to that of the surrounding residential areas is anticipated.

Retail development within the zone (excluding the Core Area and Main Street Policy Area 24) will be of small scale convenience stores and tenancies designed to service local community requirements. The amount of retail area within the zone (excluding the Core Area and Main Street Policy Area 24) will be in the order of 500 square metres of gross leasable floor area.

Retail development within the Core Area (excluding Main Street Policy Area 24) will be of a scale that supports an active, mixed use environment and supplements the function of the adjoining District Centre Zone as a key shopping destination. Shops and commercial uses will be primarily accommodated on the ground floor within mixed use buildings *and encouraged to activate both sides of the east-west streets connecting to Turner Drive, particularly the east-west road north of the oval.* The amount of retail area within the Core Area (excluding Main Street Policy Area 24) will be in the order of 5,500 square metres of gross leasable floor area. More intense retail, commercial and community uses are envisaged within the Main Street Policy Area 24, to complement and supplement the functioning of the adjoining District Centre.

Pre-schools, early learning centres, primary and secondary schools, along with aged care and retirement living, medical and allied health services are strongly encouraged within the Core Area and Main Street Policy Area 24 to create a multigenerational approach to community service provision and delivery within the West Lakes area.

Ideally, opportunities for public use and access to the existing football oval will be explored as the development of West Lakes proceeds. This significant sporting and recreational area, together with

incorporation of the Max Basher Reserve (central area of open space), will provide major recreational areas for the local and wider community of the region. The central area of open space (the Max Basheer Reserve) will be aligned with frontage to West Lakes Boulevard and of a size and dimension that allows for future sporting and playing fields. It is envisaged that the ongoing use of the existing football oval as a sporting facility and associated club rooms will continue. Additionally, it is envisaged that east – west, linear parks linking to pedestrian and cycling paths and these key recreational areas will be established, as reflected on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone. These shared pathways will provide pedestrian and greenway linkages that may extend beyond the zone. This will culminate in the order of some 15 per cent open space being provided as part of the total development of West Lakes.

Land directly fronting the Grange Golf Course should primarily be of an open space and linear park nature, unless otherwise indicated on [Concept Plan Map ChSt/25 - West Lakes Urban Core Zone](#).

There may be areas within the zone at West Lakes that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may therefore be required to ensure that sites are suitable and safe for their intended use.

Development Plan Amendment

By the Minister

Charles Sturt Council Development Plan

West Lakes (AAMI Stadium Precinct) Zoning and Policy Review Development Plan Amendment

The Amendment



Government of South Australia

Department of Planning,
Transport and Infrastructure

Amendment Instructions Table				
Name of Local Government Area: City of Charles Sturt				
Name of Development Plan: Charles Sturt Council				
Name of DPA: West Lakes (AAMI Stadium Precinct) Zoning and Policy Review				
<p><i>The following amendment instructions (at the time of drafting) relate to the Charles Sturt Council Development Plan consolidated on 5 May 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 in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	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): No				
General Section				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Urban Core Zone				
1.	Replace	The sub-heading West Lakes of the Desired Character and associated text up to the heading 'Principles of Development Control' with the contents of Attachment 1 .	N	N
2.	Insert	The following in alphabetical order into the list of envisaged uses associated with PDC 1: <i>'secondary school'</i>	N	N
3.	Delete	After the words 'primary school' in the list of envisaged uses in PDC 1, the following: <i>'(excluding West Lakes)'</i>	N	N
4.	Replace	In the table under PDC 25(b) and in the column headed 'Designated Area', the following wording under 'Core Area':	N	N

**West Lakes (AAMI Stadium Precinct) Zoning and Policy Review DPA
by the Minister
Amendment Instructions Table**

		<p><i>'(except the area at West Lakes within the portion of the Core Area adjoining the Residential Zone along West Lakes Boulevard and bounded by the Main Street Policy Area 24 to the East, the 'sports facilities' and the 'Public Sporting Grounds/Reserve' at the north of the Core Area as depicted on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone where a transition of buildings heights is required as described in the Desired Character Statement)'</i></p> <p>With:</p> <p><i>'(except on land adjoining West Lakes Boulevard where a transition of building heights is required as described in the Desired Character for West Lakes)'</i></p>		
5.	Insert	<p>After the last PDC under the subheading 'Land Division', the following new PDC:</p> <p><i>'To help maintain operational requirements of the adjacent golf course and for the amenity and safety of residents living in the zone, allotments for residential purposes should only be crated adjoining the southern boundary of the zone in a location generally south of and accessed from McCoy Place as indicated on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone.'</i></p> <p>(Numbering the new PDC in numerical order accordingly)</p>	N	N
Main Street Policy Area 24				
6.	Replace	<p>Under the sub-heading West Lakes of the Desired Character, the sixth paragraph which states:</p> <p><i>'Turner Drive will be a link joining the two key sites (the AAMI Stadium Precinct and the West Lakes District Centre) forming the West Lakes Transit Oriented Development Precinct. Turner Drive will be narrowed to one lane in each direction along the central portion to minimise its barrier effect and maximise opportunities for landscaping and other treatments to encourage pedestrian activity and enhance the Main Street feel. This may include wide footpaths to enable a blend of indoor and outdoor activities.'</i></p> <p>With the following:</p> <p><i>'Development should activate Turner Drive and establish connections to services and facilities located on the western side of this road. This will be achieved through a combination of treatments including wide footpaths (including a shared use pathway along Turner Drive) and the use of roundabouts or signalised intersections at access points into the District Centre Zone as indicated on Concept Plan ChSt/25 – West Lakes Urban Core Zone.'</i></p> <p><i>The road network treatments associated with development along Turner Drive should ensure vehicular traffic movements along the road and to / from adjacent development are appropriately maintained and enhanced.</i></p>	N	N

**West Lakes (AAMI Stadium Precinct) Zoning and Policy Review DPA
by the Minister
Amendment Instructions Table**

		<i>Development that activates both sides of a road perpendicular to Turner Drive will also be encouraged, particularly along the proposed northern road linkage connecting Turner Drive and West Lakes Boulevard. In this case, connections to existing public bus and potential future tram services should be maximised.'</i>		
7.	Insert	In the Non-Complying Development table, the following in the 'Exceptions' list in the same row as 'Store': <i>'Except where associated with an envisaged use.'</i>	N	N
Precinct				
TABLES				
Amendments required (Yes/No): No				
Table				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map Reference Table				
Map(s)				
8.	Replace	The following with new maps contained in Attachment 2 : <ul style="list-style-type: none"> • Overlay Map ChSt/6 - Noise and Air Emissions • Overlay Map ChSt/6 - Affordable Housing • Zone Map ChSt/6 • Policy Area Map ChSt/6 • Overlay Map ChSt/7 - Noise and Air Emissions • Overlay Map ChSt/7 - Affordable Housing • Zone Map ChSt/7 • Policy Area Map ChSt/7 	N	N
9.	Replace	Concept Plan ChSt/25 - West Lakes Urban Core Zone with a new Concept Plan contained in Attachment 3 .	N	N

ATTACHMENT 1

Replacement Desired Character – West Lakes

West Lakes

West Lakes will focus around a Core Area with a Main Street Policy Area 24 along Turner Drive, adjoining the West Lakes Shopping Centre as identified on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone.

Development will provide a high quality architectural backdrop to the adjacent golf course and provide views over the golf course. West Lakes Boulevard provides a transition of building heights to residential development to the north. Buildings heights within the Core Area directly adjoining West Lakes Boulevard will transition down to a maximum of four storeys. This transition in building heights will provide a complementary built form to that of the mixed-use central component of the Core Area. Development on the eastern side of Frederick Road has a high prospect of redevelopment and should not unduly constrain development of the site.

The zone seeks to realise a compact and vibrant form, promoting integration of differing land uses and accessibility that complements and supports the adjacent District Centre. The zone will capitalise on the separation it enjoys from surrounding lower density areas by providing opportunity for buildings up to eight storeys (within the Core Area). A distinguishable contrast in the urban form to that of the surrounding residential areas is anticipated.

Retail development within the zone (excluding the Core Area and Main Street Policy Area 24) will be of small scale convenience stores and tenancies designed to service local community requirements. The amount of retail area within the zone (excluding the Core Area and Main Street Policy Area 24) will be in the order of 500 square metres of gross leasable floor area.

Retail development within the Core Area (excluding Main Street Policy Area 24) will be of a scale that supports an active, mixed use environment and supplements the function of the adjoining District Centre Zone as a key shopping destination. Shops and commercial uses will be primarily accommodated on the ground floor within mixed use buildings and encouraged to activate both sides of the east-west streets connecting to Turner Drive, particularly the east-west road north of the oval. The amount of retail area within the Core Area (excluding Main Street Policy Area 24) will be in the order of 5,500 square metres of gross leasable floor area. More intense retail, commercial and community uses are envisaged within the Main Street Policy Area 24, to complement and supplement the functioning of the adjoining District Centre.

Pre-schools, early learning centres, primary and secondary schools, along with aged care and retirement living, medical and allied health services are strongly encouraged within the Core Area and Main Street Policy Area 24 to create a multigenerational approach to community service provision and delivery within the West Lakes area.

Ideally, opportunities for public use and access to the existing football oval will be explored as the development of West Lakes proceeds. This significant sporting and recreational area, together with incorporation of the Max Basher Reserve (central area of open space), will provide major recreational areas for the local and wider community of the region. The central area of open space (the Max Basheer Reserve) will be aligned with frontage to West Lakes Boulevard and of a size and dimension that allows for future sporting and playing fields. It is envisaged that the ongoing use of the existing football oval as a sporting facility and associated club rooms will continue. Additionally, it is envisaged that east – west, linear parks linking to pedestrian and cycling paths and these key recreational areas will be established, as reflected on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone. These shared pathways will provide pedestrian and greenway linkages that may extend beyond the zone. This will culminate in the order of some 15 per cent open space being provided as part of the total development of West Lakes.

Land directly fronting the Grange Golf Course should primarily be of an open space and linear park nature, unless otherwise indicated on [Concept Plan Map ChSt/25 - West Lakes Urban Core Zone](#).

There may be areas within the zone at West Lakes that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may therefore be required to ensure that sites are suitable and safe for their intended use.

ATTACHMENT 2

Replacement Maps:

Overlay Map ChSt/6 - Noise and Air Emissions

Overlay Map ChSt/6 - Affordable Housing

Zone Map ChSt/6

Policy Area Map ChSt/6

Overlay Map ChSt/7 - Noise and Air Emissions

Overlay Map ChSt/7 - Affordable Housing

Zone Map ChSt/7

Policy Area Map ChSt/7

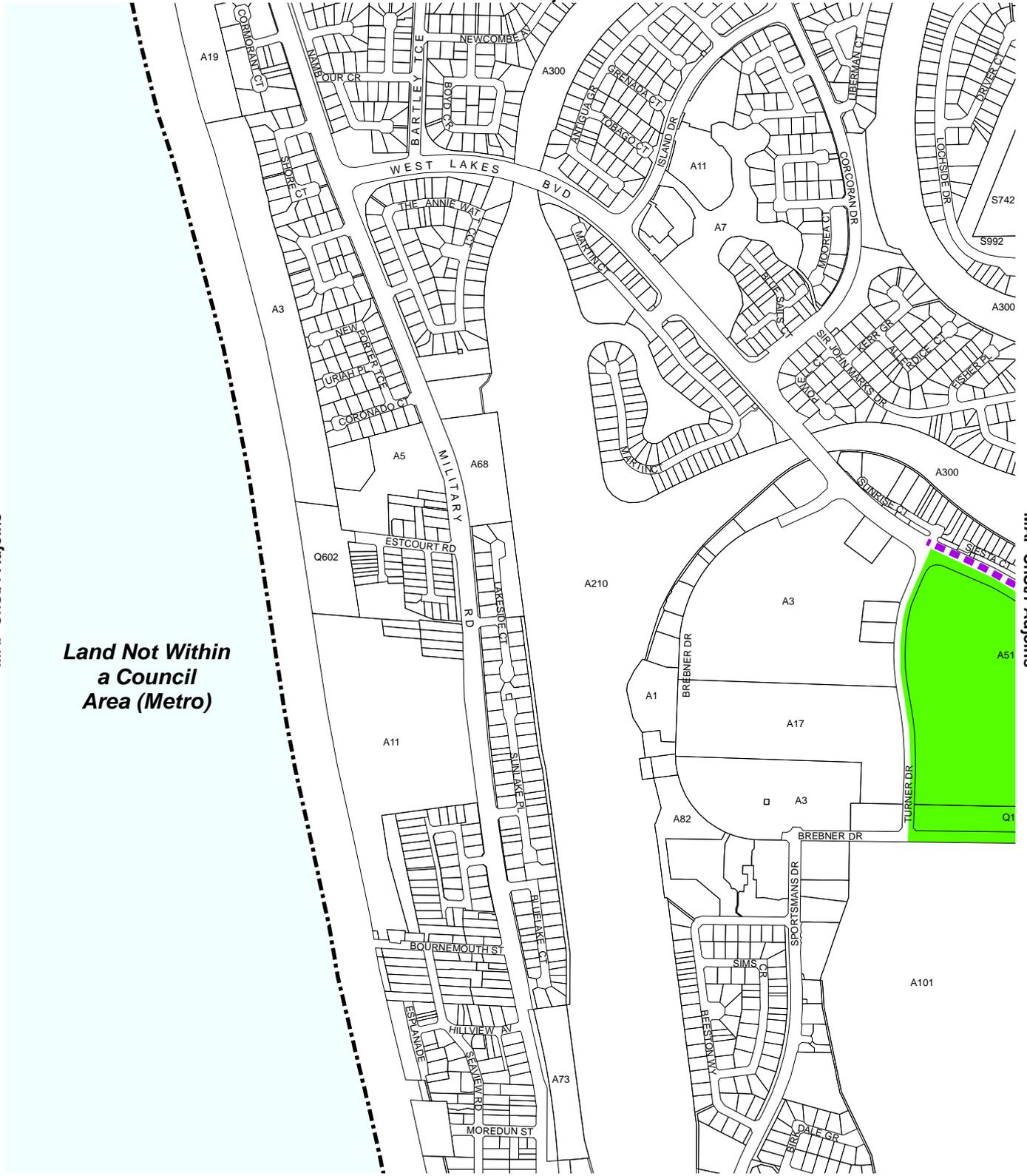
MAP ChSt/2 Adjoins

MAP ChSt/11 Adjoins

MAP ChSt/7 Adjoins

Land Not Within a Council Area (Metro)

MAP ChSt/1 Adjoins



-  Proposed Tram Line
-  Noise and Air Emissions Designated Area
-  Development Plan Boundary



Overlay Map ChSt/6

NOISE AND AIR EMISSIONS

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

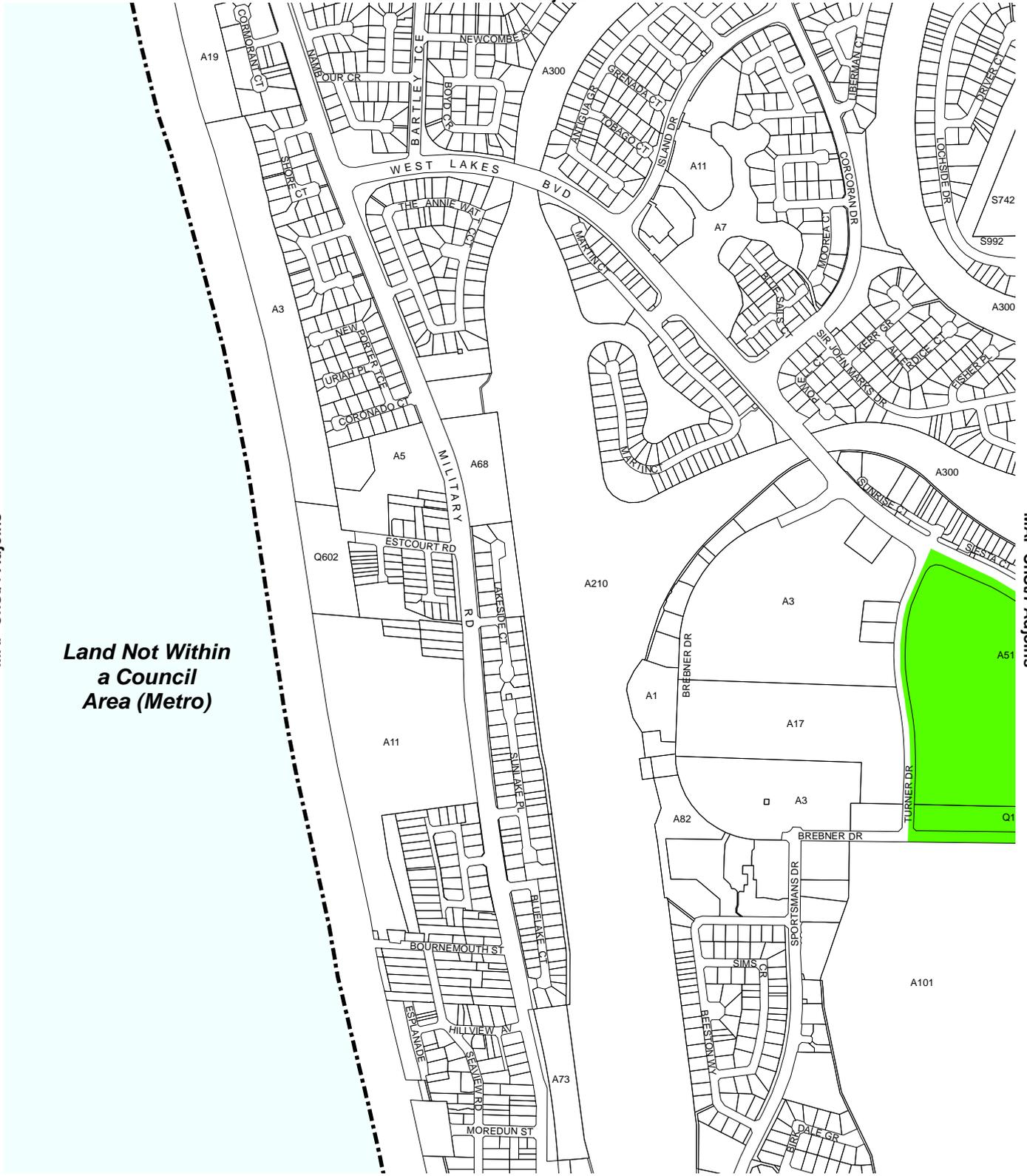
MAP ChSt/2 Adjoins

MAP ChSt/1 Adjoins

Land Not Within
a Council
Area (Metro)

MAP ChSt/11 Adjoins

MAP ChSt/7 Adjoins



Overlay Map ChSt/6

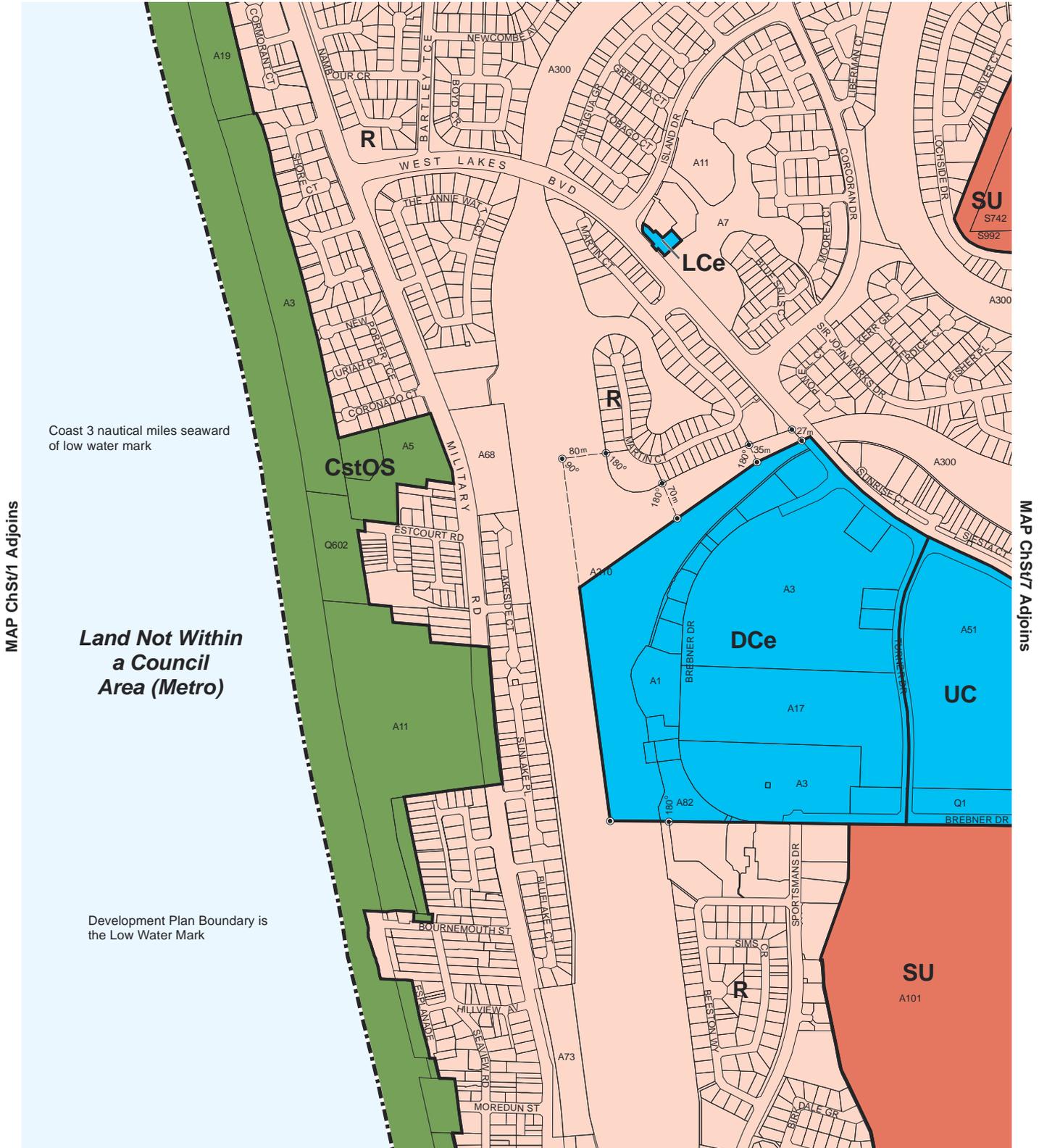
AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

MAP ChSt/2 Adjoins



MAP ChSt/11 Adjoins

Lamberts Conformal Conic Projection, GDA94

- Zones**
- CstOS Coastal Open Space
 - DCe District Centre
 - LCe Local Centre
 - R Residential
 - SU Special Use
 - UC Urban Core
 - Zone Boundary
 - Development Plan Boundary

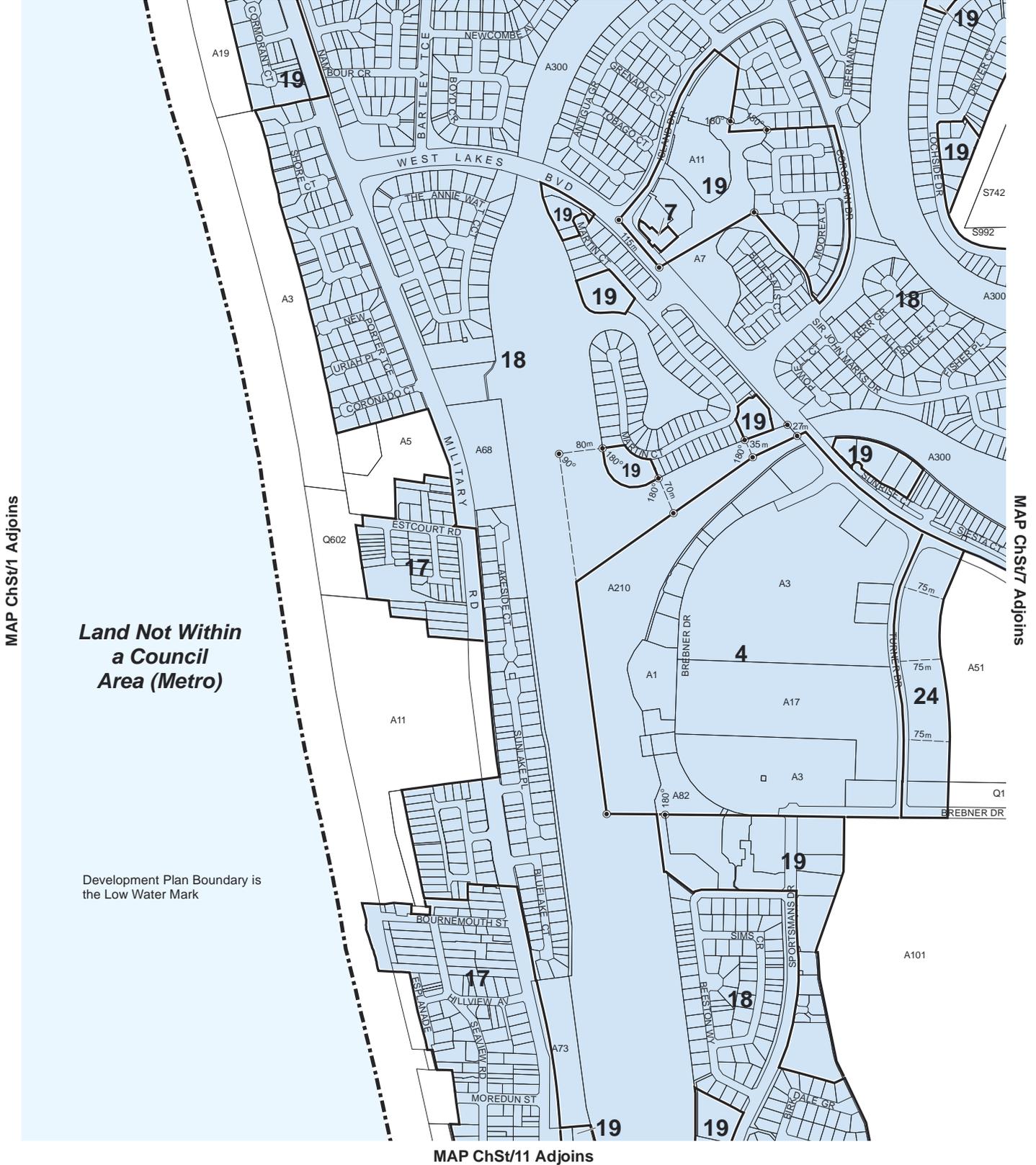


Zone Map ChSt/6

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

MAP ChSt/2 Adjoins



MAP ChSt/1 Adjoins

MAP ChSt/7 Adjoins

Land Not Within
a Council
Area (Metro)

Development Plan Boundary is
the Low Water Mark

MAP ChSt/11 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 17 Western Edge
- 18 West Lakes General
- 19 West Lakes Medium Density
- 24 Main Street
- 4 West Lakes
- 7 Local Shopping



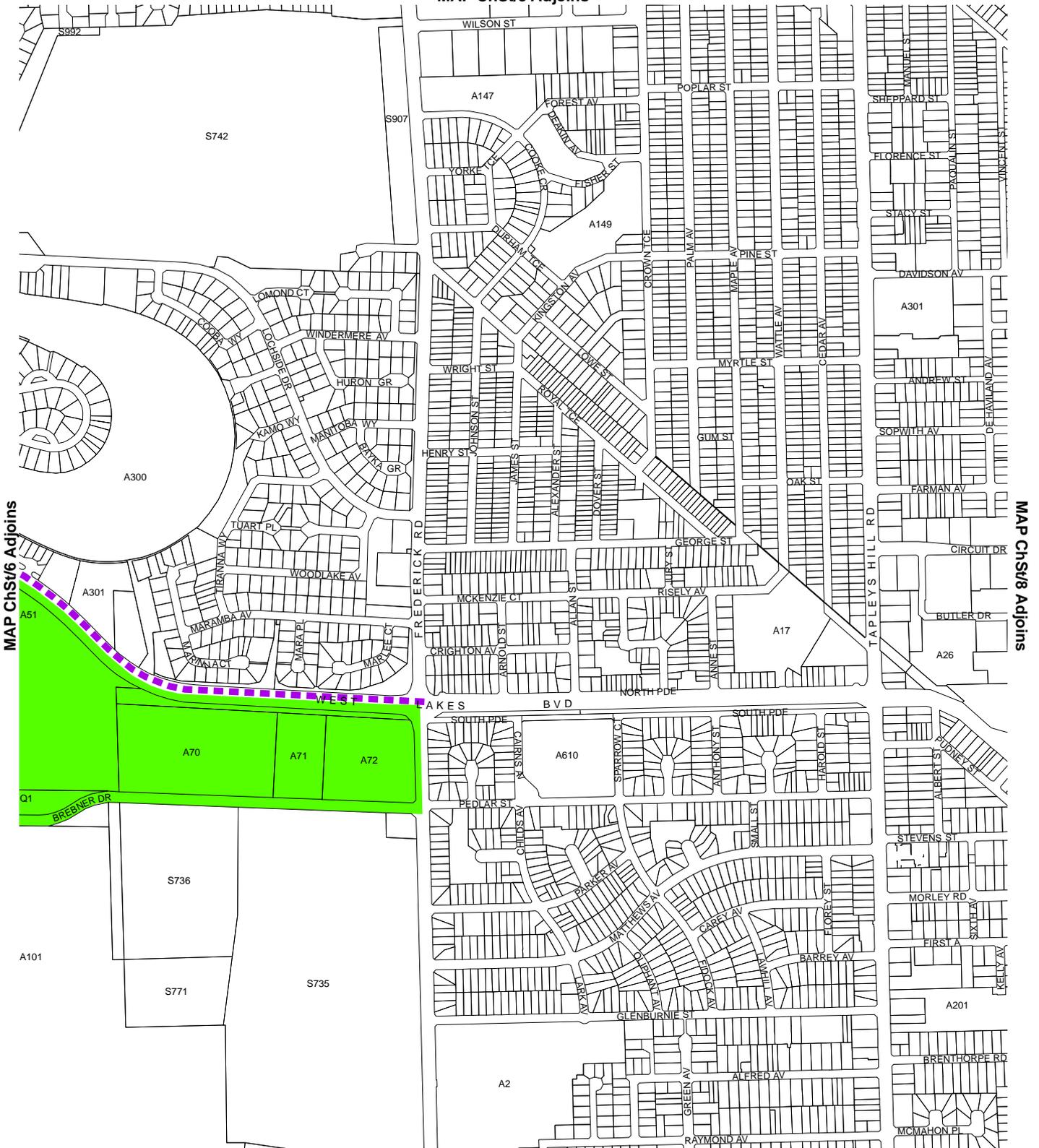
Policy Area Map ChSt/6

- Policy Area Boundary
- Development Plan Boundary

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

MAP ChSt/3 Adjoins



MAP ChSt/12 Adjoins

- - - - - Proposed Tram Line
- Noise and Air Emissions Designated Area



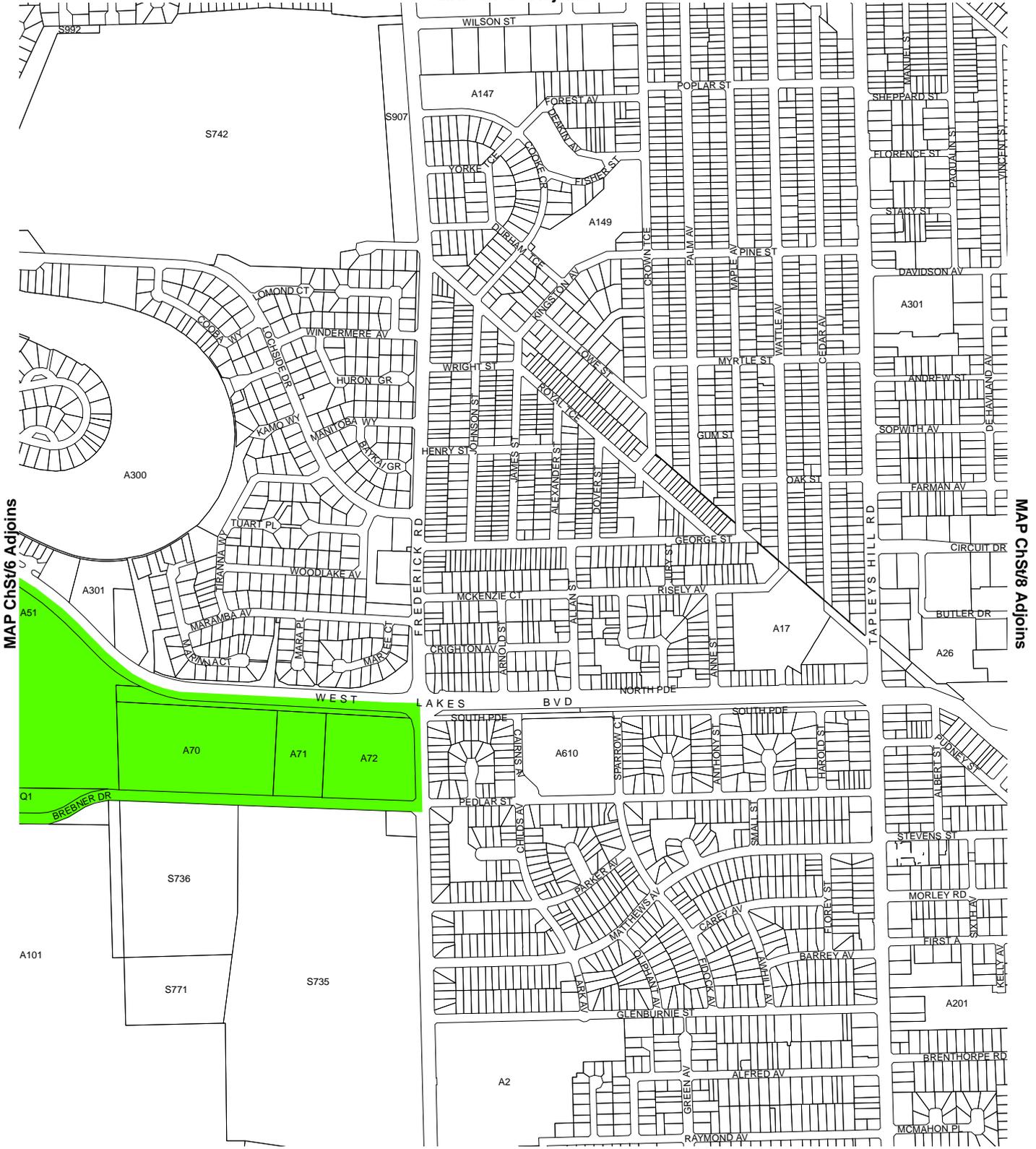
Overlay Map ChSt/7

NOISE AND AIR EMISSIONS

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

MAP ChSt/3 Adjoins



MAP ChSt/6 Adjoins

MAP ChSt/8 Adjoins

MAP ChSt/12 Adjoins

 Affordable Housing Designated Area



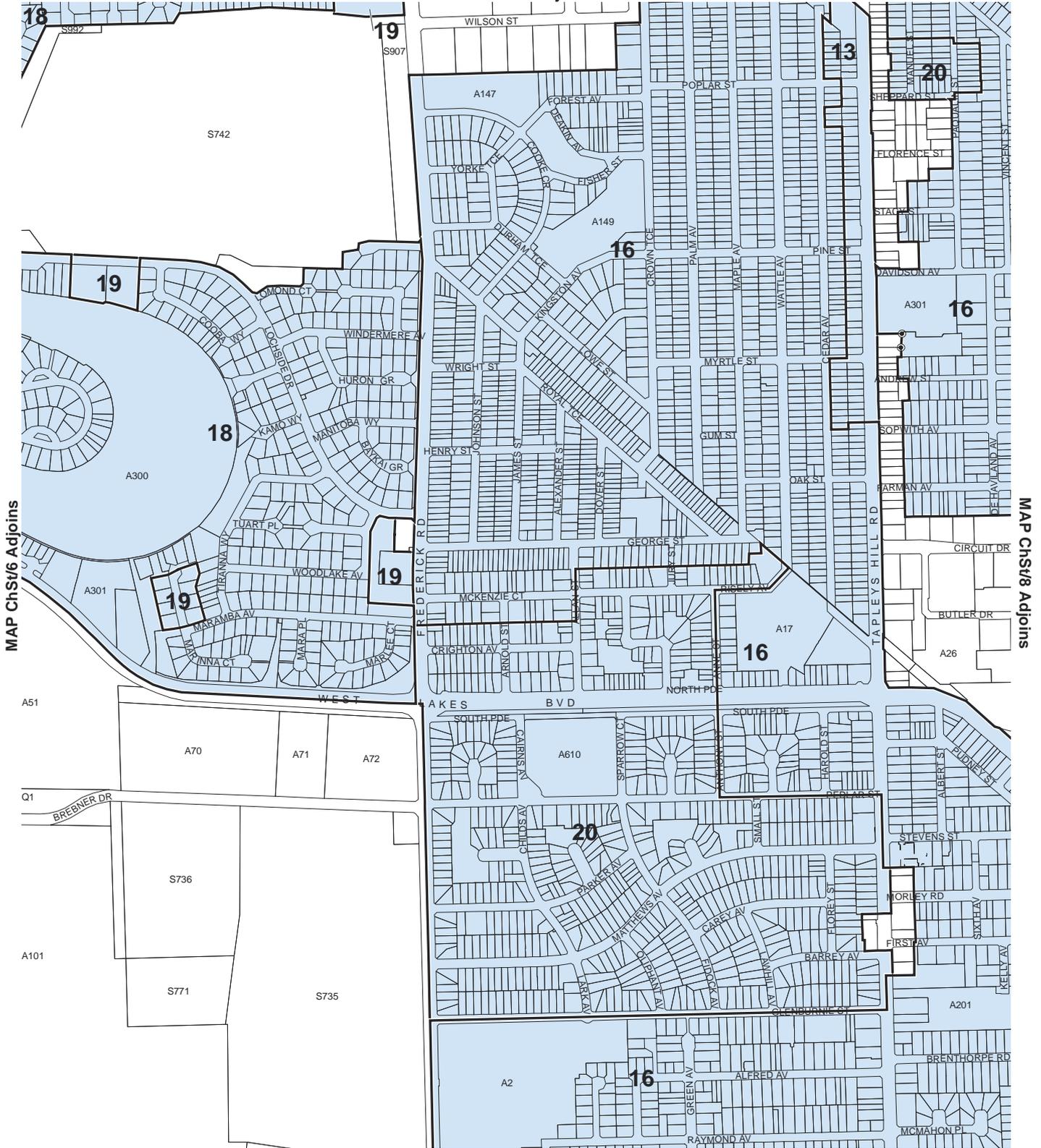
Overlay Map ChSt/7

AFFORDABLE HOUSING

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

MAP ChSt/3 Adjoins



MAP ChSt/12 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 13 Royal Park
- 16 Mid Suburban
- 18 West Lakes General
- 19 West Lakes Medium Density
- 20 Integrated Medium Density



Policy Area Map ChSt/7

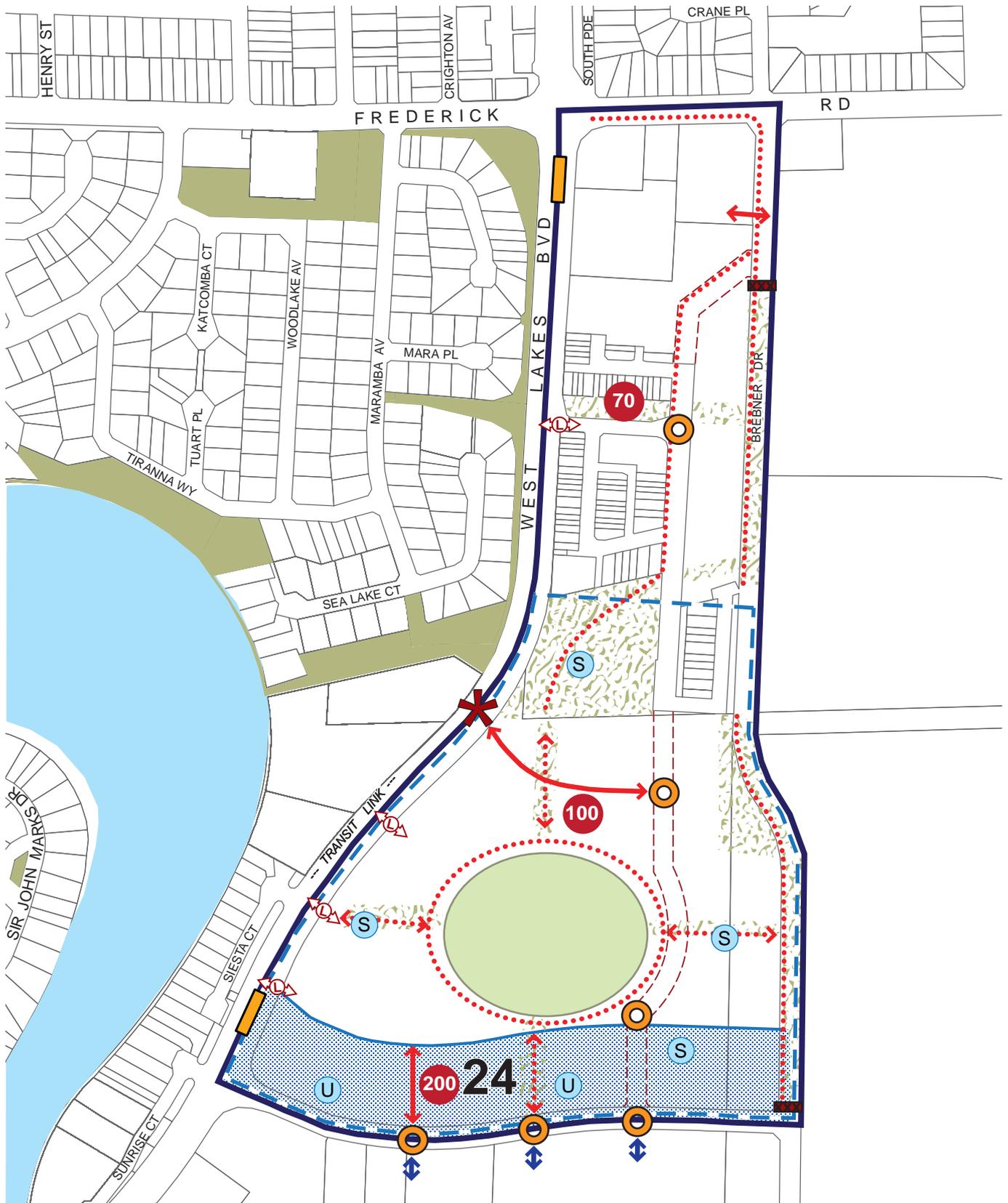
 Policy Area Boundary

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

ATTACHMENT 3

Replacement Plan: Concept Plan ChSt/25 - West Lakes Urban Core Zone



- | | | | | | | | |
|--|---|--|---|--|-----------------------|--|-------------|
| | Concept Plan Boundary | | Sports Facilities | | Local Reserves | | Waterbodies |
| | Core Area of the Urban Core Zone | | Potential Road Closure | | Open Space / Reserves | | |
| | 24 Main Street Policy Area | | Possible Mass Transit Stop | | | | |
| | 100 Housing Density (per ha) | | Potential Secondary Road | | | | |
| | Road Linkage | | Intersection Treatment (Traffic Signals/Roundabout) | | | | |
| | Shared Use Paths (Cycling / Pedestrian) | | Access Egress to Centre Zone | | | | |
| | Potential Signalised Intersection | | | | | | |
| | Stormwater Detention | | | | | | |
| | Underground Water Storage | | | | | | |



Concept Plan ChSt/25

WEST LAKES URBAN CORE ZONE

CHARLES STURT COUNCIL

On Public Consultation from 29 August 2017 to 25 September 2017

