



Corner Days & Regency Roads, Croydon Park

SOCIAL INFRASTRUCTURE REPORT

Supplement to Development Plan Amendment Report

Salandra Group
17-0086
October 2020



Social Infrastructure Report

October 2020

Lead consultant	URPS
Prepared for	Salandra Group
Consultant Project Manager	Dr Edoardo Rosso, Senior Associate Suite 12/154 Fullarton Road (cnr Alexandra Ave) Rose Park, SA 5067 Tel: (08) 8333 7999 Email: edoardo@urps.com.au
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1.0 Introduction

1.1 Purpose

The purpose of this report is to provide an overview of the current social infrastructure supporting the locality and to assess the impact of the proposed development on the local social infrastructure.

1.2 Social Infrastructure Definition

Following the definition provided by the Planning Institute of Australia, social infrastructure is defined here as the interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the standard of living and quality of life in a community.

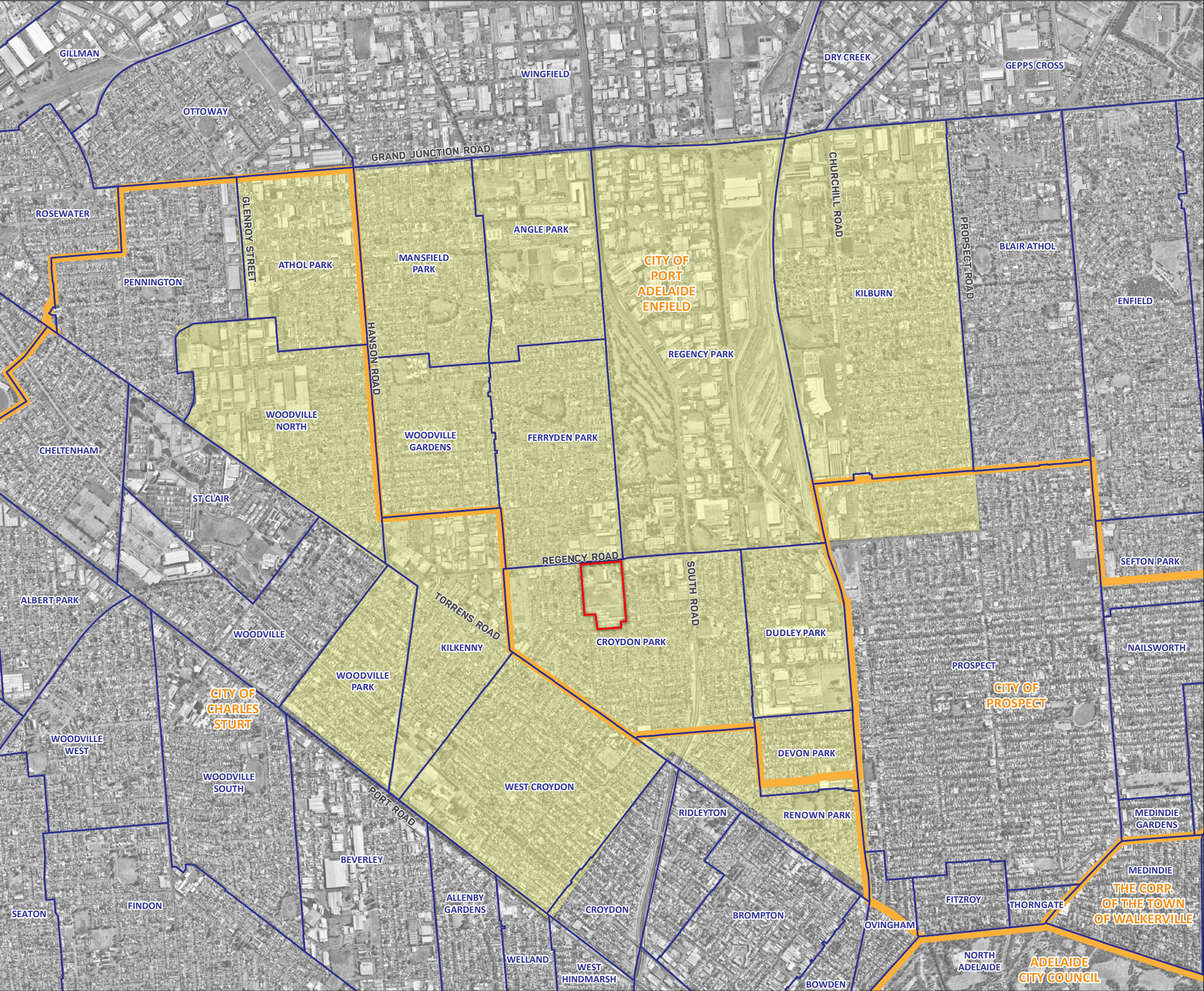
Examples of social infrastructure typically include health, education, public housing, civic and utility functions and transport.

1.3 The Study Area

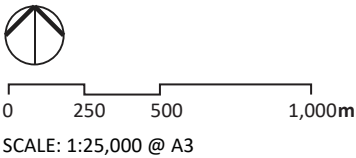
The study area extends roughly 2.5 km in each direction from the intersection of Days Road and Regency Road, incorporating whole suburbs by reference to their boundary, to form an irregular 20.7 km² shaped area as depicted on the following page. The study area includes suburbs in both the City of Port Adelaide Enfield and the City of Charles Sturt.

The study area is bisected east-west by Regency Road (roughly central) and north-south by Days Road (that converges into South Rd at the northern end of the study area).

Major roads dissecting the study area include South Road, Torrens Road and Regency Road. These roads may be perceived as barriers to accessing local social services, such that a future population in the subject site may not gravitate beyond those major roads. Nevertheless, the roads provide a means of access to social infrastructure beyond them, and are therefore considered as part of the study area by virtue of being within the geographic boundary of selected suburbs.



- LEGEND**
- Study area
 - Subject site
 - Suburb boundary
 - Council boundary



**SOCIAL
INFRASTRUCTURE
STUDY AREA**

Corner Regency & Days
Road, Croydon Park DPA

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The table below details each suburb that makes-up the study area (each suburb is considered in its entirety).

Suburb	LGA
Athol Park	City of Charles Sturt
Mansfield Park	City of Port Adelaide Enfield
Angle Park	City of Port Adelaide Enfield
Regency Park	City of Port Adelaide Enfield
Kilburn	City of Port Adelaide Enfield
Woodville North	City of Charles Sturt
Woodville Gardens	City of Port Adelaide Enfield
Ferryden Park	City of Port Adelaide Enfield
Woodville Park	City of Charles Sturt
Kilkenny	City of Charles Sturt
West Croydon	City of Charles Sturt
Renown Park	City of Charles Sturt
Croydon Park	City of Port Adelaide Enfield
Dudley Park	City of Port Adelaide Enfield
Devon Park	City of Port Adelaide Enfield

The study area does not extend to some adjacent suburban localities that tend to be regarded as more closely associated with other neighbourhoods, even though part of those geographical areas may be a similar radius from the site (ie such as Woodville, St Clair, Brompton, Ridleyton and Prospect).

The study area comprises several clusters of retail, civic, health and other community services. Among these, the two main concentrations of social infrastructure are around the Arndale Centre in Kilkenny and The Parks community and recreation hub.

Other areas of interest include the central area of Kilburn in the vicinity of the Churchill Centre, the northern end of Hanson Rd in Mansfield Park and the area around West Croydon Railway Station in the south of the study area.

The key social infrastructure assets within the above suburbs are summarised in Section 4 and are depicted generically on the Social Infrastructure figure in **Appendix A**.



2.0 Population

The study area sits in a region that is expected to experience population growth in the next decade. In 2016, the southern and far western parts of the study area had a population density of 2,000-2,499 people per km². The balance being the northern and eastern parts of the study area the density was of 1,000-1,499 people per km² (refer **Figure 1** and **Figure 2** next page).

Despite this, the area is entirely located within one of the regions where the annual percentage population change recorded among the highest in Adelaide in the 2011-2016 period, between 0.7% and 1.2%.

In the next decade, the population is projected to continue to grow in the study area, with the average annual population change fluctuating between 1.0% and 1.9% in the 2011-2031 period (refer **Figure 2** next page).

Estimated future population within the subject site in the study area can be generalised by a comparison with a nearby Port Adelaide Enfield Council (PAEC) ID district 'Ferryden Park – Mansfield Park and District' (source on-line community profile 2018) recording 29.34 persons per hectare. This district is immediately north of the DPA Area Affected and has experienced large areas of residential infill urban renewal. The density is theoretically similar to the opportunities envisaged for the subject site assuming it is rezoned to be developed for urban residential purposes. Although the dominant household type in the City of Port Adelaide Enfield in 2016 was one person households, the 'Ferryden Park – Mansfield Park and District' dominant type was couples with children, and an average household size of 2.7 persons.

By way of comparison, the Port Adelaide Enfield Council (PAEC) ID district Croydon Park-Devon Park—Dudley Park' within which the existing industrial 'DPA area affected' land sits, has a population density of 19.57 persons per hectare. The dominate household size in this district is one person households (32.6%, higher than PAEC overall at 29.1%) and 68.7% separate houses (no high density housing recorded in 2016) with the highest proportion being 3 bedroom dwellings (47.5%) followed by 2 bedroom dwellings (28.1%).

A general observation is that there are of fewer examples of larger scale urban renewal developments in the local ID District compared to the abovementioned district to the north, although there was a recorded growth in medium density housing (+80 dwellings between 2011-2016 recorded). The ID district to the north recorded an increase in medium density dwellings (+500) between 2011 and 2016, and a reduction in the number of separate houses (-187).

Although there is no development proposal for the subject site at this time, the DPA and the associated traffic impact investigations prepared in support of the DPA (Cirqa June 2019) estimated approximately 10 hectares (out of a total of 12 ha) using a Suburban Neighbourhood Zone average net density range of 45-70 dwellings per hectare could generate a theoretical yield of approximately 750 allotments.

On that basis a theoretical population could be in the order of 2,000 persons associated with rezoning for residential purposes.



Figure 1: 2016 Population Density per km² (Produced by SA Location Maps) – Regional scale

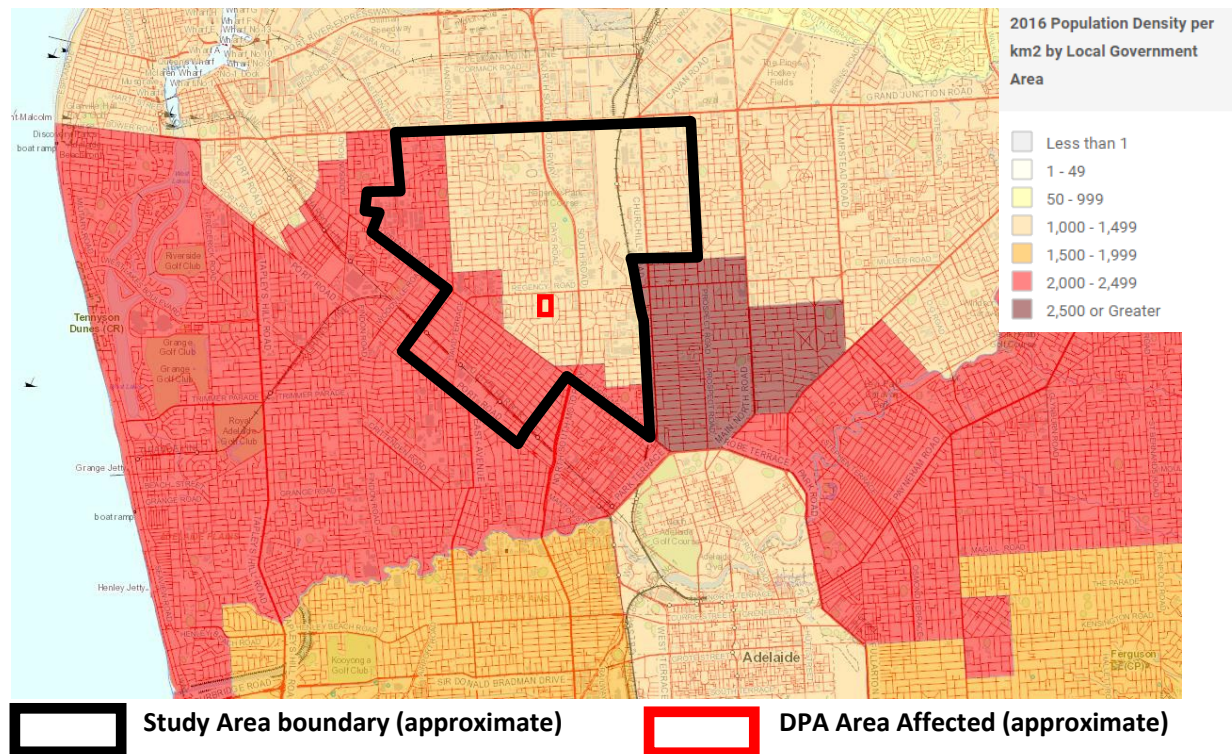


Figure 2: 2016 Population Density per km² (Produced by SA Location Maps) – Local scale

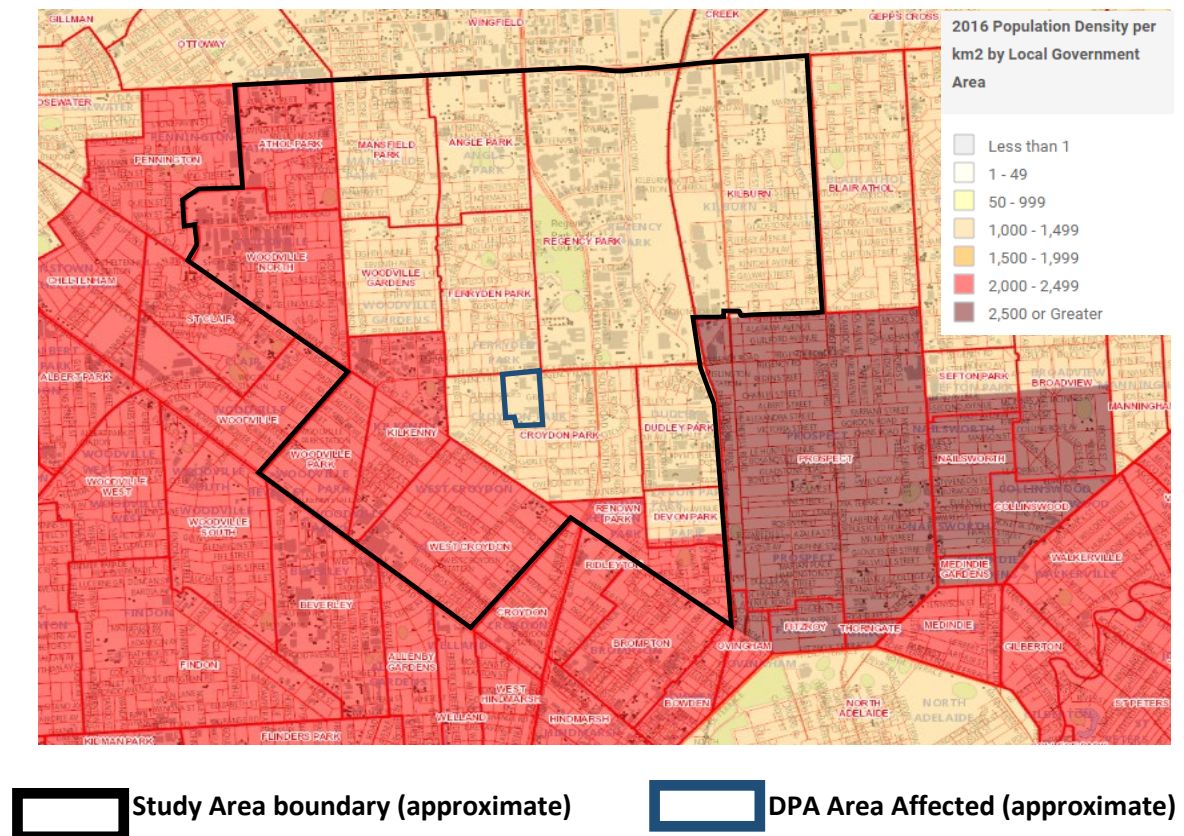
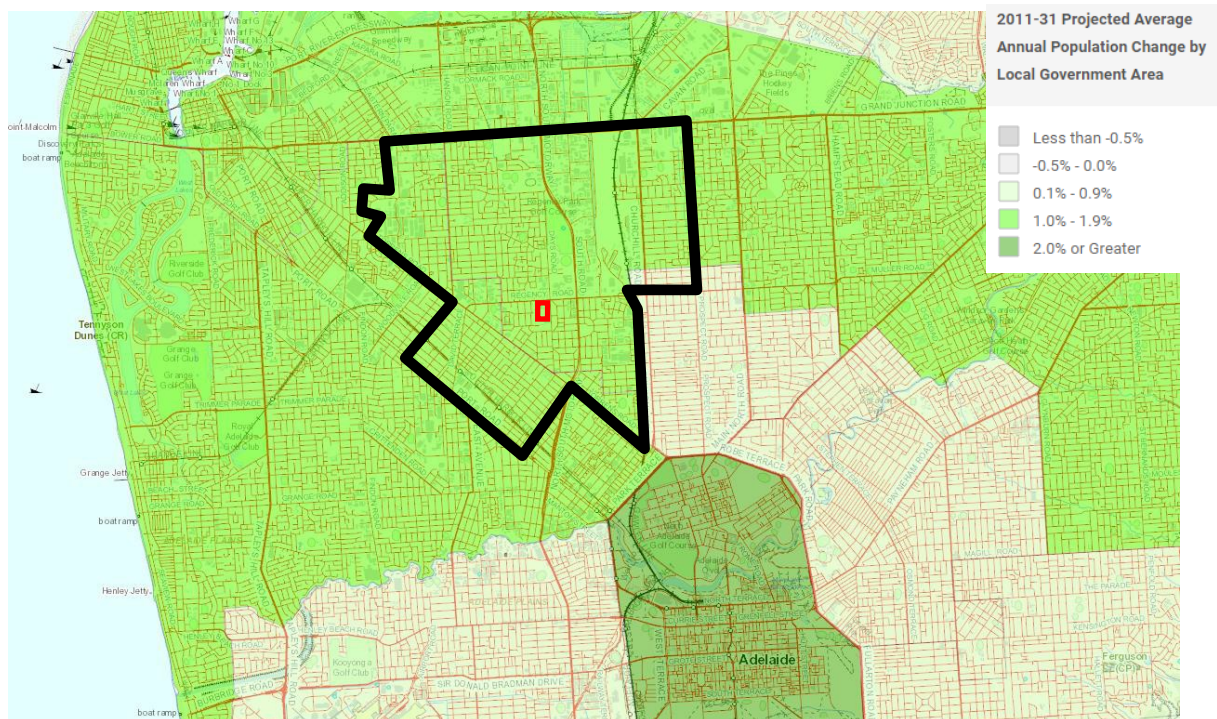




Figure 3: Projected Average population growth 2011-31 (Produced by SA Location Maps)



Study Area boundary (approximate)



DPA Area Affected (approximate)

It is possible that the population will not reach the theoretical yield based on various development scenarios including:

- there will be a range of allotment sizes and dwelling types (ie not all will be at the average site area of 144 square metres across the 10 hectares) and therefore potentially less total allotments/ dwelling units created to accommodate the theoretical number of persons
- although all dwelling types may be possible, the envisaged rezoning outcomes residential/mixed use will facilitate aged accommodation and retirement living which may result in less persons per household than the than the adopted 2.7 average relevant to the adjoining district
- if a 'residential only' lower density 'at grade' housing type (eg detached dwellings on individual allotments) was established over the 12 hectares (ie at an average site area of 240sqm which is still within the net medium density range of 35 to 70 dwelling units per hectare as defined in The 30-year Plan for Greater Metropolitan Adelaide) the theoretical threshold would be in the order of 400 dwellings, which almost halves theoretical population to 1,160 persons.



3.0 Transport

Public transport infrastructure within the Study area is mapped on the following page.

There are seven railway stations in the study area, served by the *Outer Harbor and Grange* line and by the *Gawler Central* line. The *Outer Harbor and Grange* line runs North-West from Adelaide Railway Station and it serves the southern part of the study area through the Woodville Park, Kilkenny and West Croydon railway stations. The *Gawler Central* line runs northwards from Adelaide Railway Station and it serves the eastern part of the study area (Ovingham, Dudley Park, Islington and Kilburn railway stations). This is classified as a High frequency station by Adelaide Metro. This classification is given to stations that offer services approximately every 15 minutes, 7.30am to 6.30pm Monday to Friday.

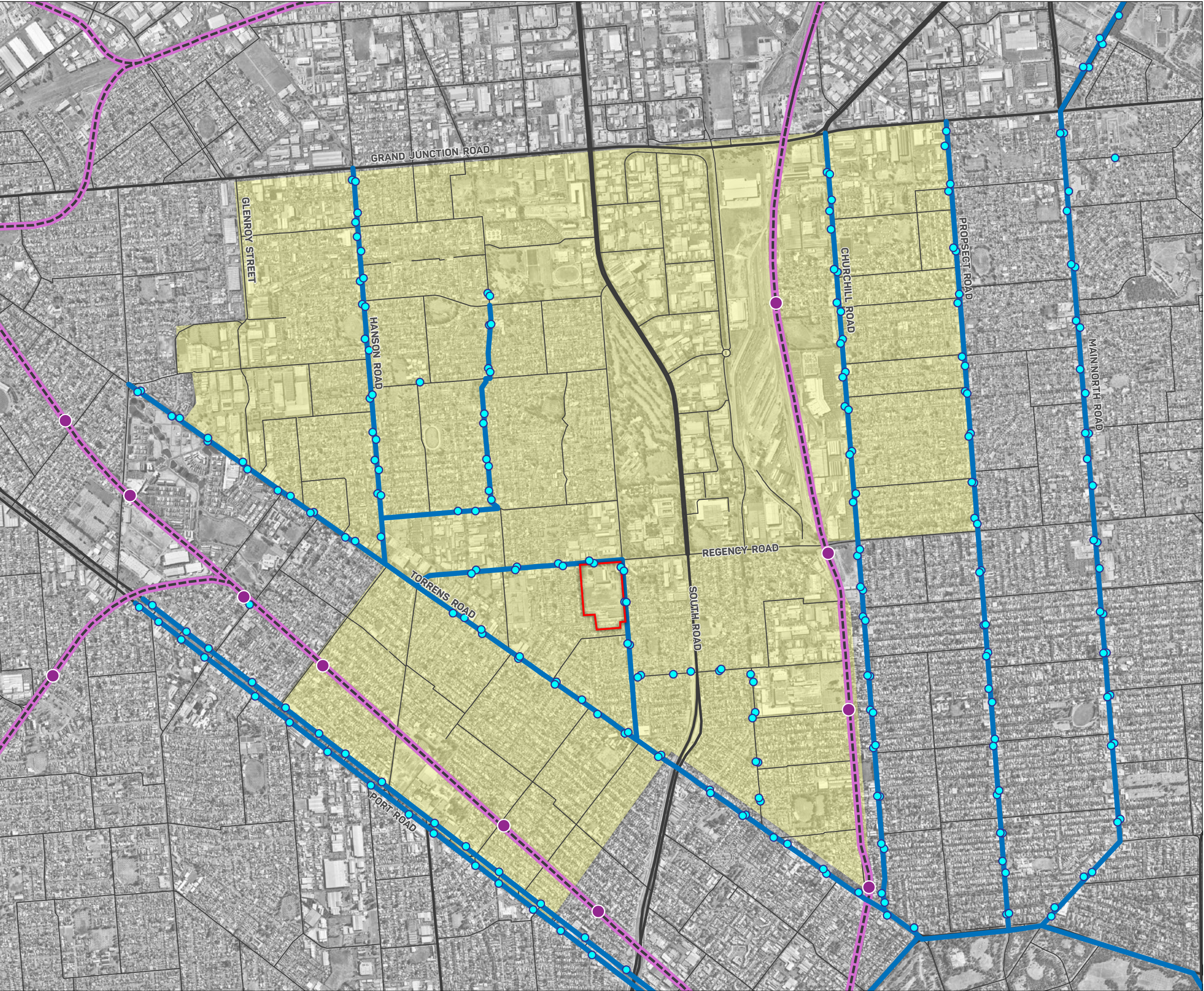
It is acknowledged that access to fixed route train services are not within a 400 metre walking distance from the 'DPA area affected' as defined in the 'walkable neighbourhood' targets in The 30-Year Plan (2017 update page 146).

The area is served by numerous other bus routes in each direction along Regency Rd (major routes being a high frequency service 'Go Zones') and Days Rd in the immediate vicinities of the 'DPA area affected'. There is a bus stop on both the Regency Road and Days Road frontages of the 'DPA area affected'.

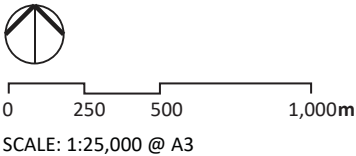
Example bus routes include services between Port Adelaide Interchange to the City (230 and 232), City of Rosewater (232R), Elizabeth to Adelaide Secondary School of English (949) and Rosewater to Adelaide Oval (A016).

Further afield the major bus routes (Go Zones) are along Port Road and Torrens Road in the south-west zone of the study area (running north-west) and Churchill Road in the eastern zone (running north-south). It is possible to connect to these via local bus services.

In this context the 'DPA area affected' is well served by public transport in terms of bus services. The proximity to Regency Road means the majority of the area proposed for future redevelopment is within 400 metres of a Go Zone, satisfying one of the 'walkable neighbourhood' targets in The 30-Year Plan.



- LEGEND**
- Study area
 - Subject site
 - Arterial and secondary arterial roads
 - Rail corridor
 - Railway station
 - Bus Go Zone
 - Bus Go Zone stop



PUBLIC TRANSPORT INFRASTRUCTURE

Corner Regency & Days Road, Croydon Park DPA

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REVISION.	1
DATA SOURCE.	Nearmap (28.03.19) data.sa.gov.au



Importantly, the City of Port Adelaide Enfield provides a fixed route Community Bus service for all residents, especially those who are unable to access public transport and unable to drive (e.g. have a limited income and/or mobility problems).

Two fixed circuits operate in the area, providing transport to shopping centres, libraries and other facilities. The closest service is approximately 150metres west of the north-west corner of the 'DPA area affected' on Regency Road/Nyonga Avenue (mapped in Green – refer Figure 3) which has a route that provides access to The Park Community Centre. The 'Parks' route can also be used to change to the Kilburn (The Central Circuit) route at the Churchill Centre, Wednesday to Friday.

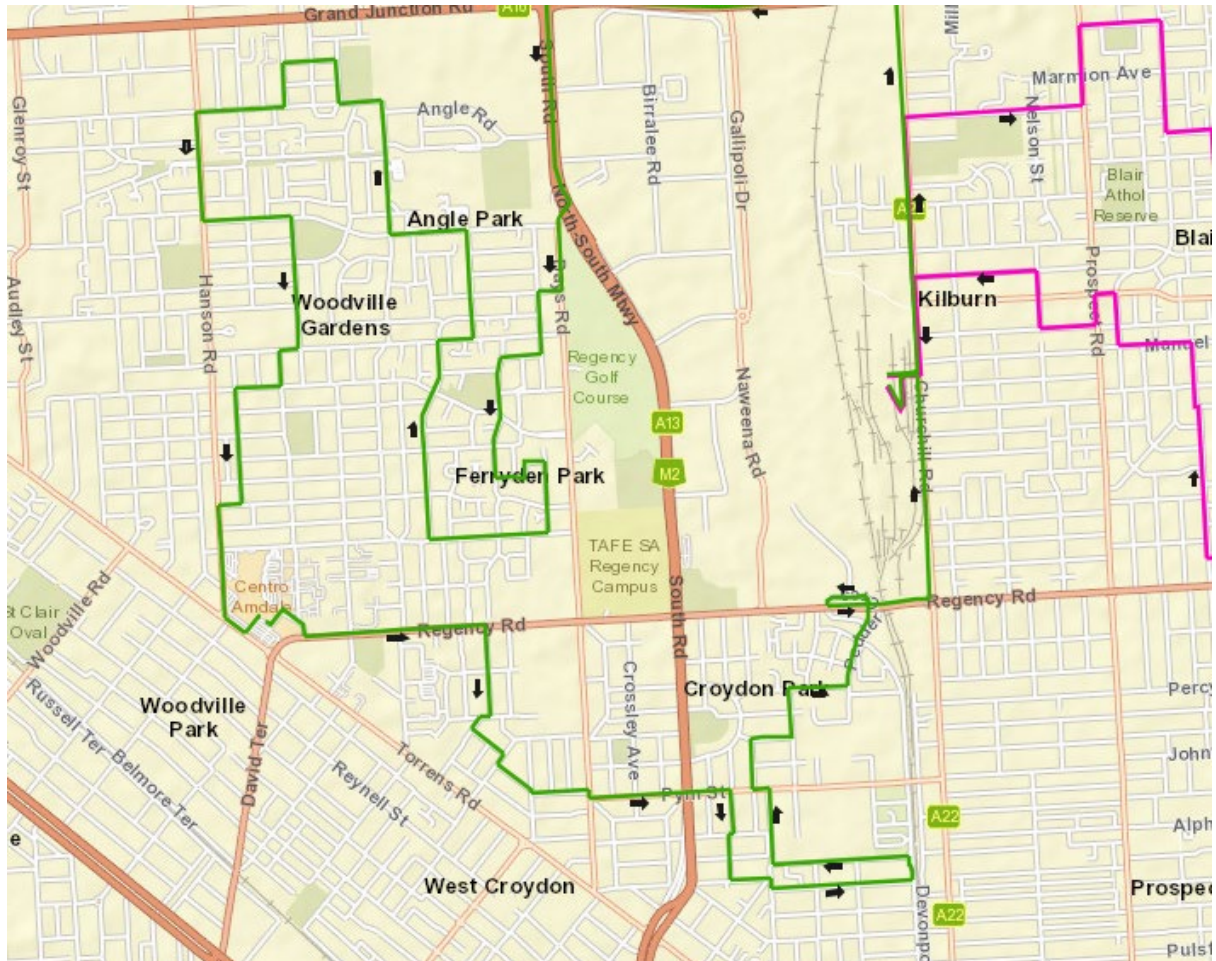
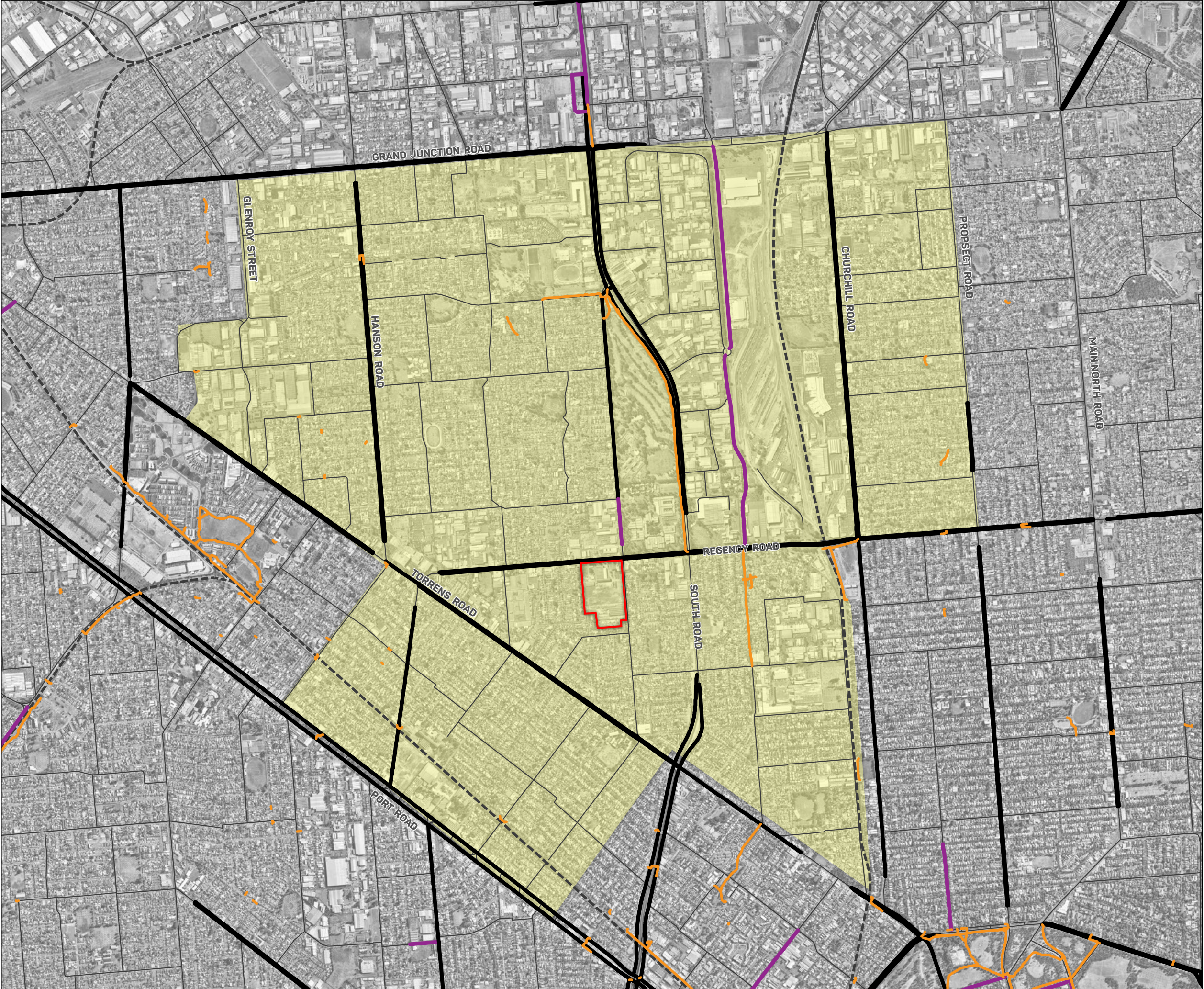


Figure 3 Port Adelaide Enfield Community Bus Map (fixed route circuit)

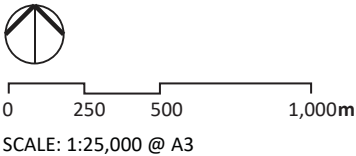
Green – Bus route 1 – The Parks (Wednesday-Friday)

Pink – Bus Route 2 – The Central Circuit (Monday – Friday)

The existing on-road and off-road bicycle network is illustrated on the following page. The network is either maintained by local government or in the case of main arterial roads, is the responsibility of State Government.



- LEGEND**
- Study area
 - Subject site
 - Main road with bicycle lane
 - Secondary road with bicycle lane
 - Off road sealed path



**BIKE DIRECT
NETWORK**

Corner Regency & Days
Road, Croydon Park DPA

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REVISION.	1
DATA SOURCE.	Nearmap (28.03.19) data.sa.gov.au





This network represents another means of navigating the study area apart from the public bus system or private vehicle. It is relevant to the context of the provision of community infrastructure and the accessibility of community assets and other parts of the study are generally.

The network includes sealed paths, on-road bicycle lanes (some within specified times) in the vicinity of the subject site and radiate into the wider study area and beyond. The 'DPA area affected' is well connected to the bike direct network on Regency Road. It is anticipated that the bike network will be maintained or potentially improved over time. Its existence and proximity to the subject site does not guarantee that people in the local area will utilise it, but it does increase the ways in which people can move within and around the study area. Increasing the resident population in locations such as the subject site, therefore places more people within reasonable distance to the bike direct network, potentially contributing to a reduction in the proportion of movements by private vehicle.



4.0 Community Assets

In the study area, approximately 170 community assets were identified across ten categories. The majority of these assets are mapped on the Social Infrastructure map in **Appendix A**.

The category groups are summarised as follows:

1. Education and Child Care/Development

- a. These include primary, secondary and tertiary education, child care, early learning and kindergartens, vocational and culture/language-specific schools, and the TAFE SA Regency Campus.
- b. 32 assets, including eight primary schools (four public and four catholic).

Telephone conversations with the schools and the early childhood centres in the study area indicate that, generally, they are not at full capacity.

- i. All kindergartens and early learning centres that responded indicated that they could cater for more students, despite several of these stating to be close to capacity.
- ii. Kilkenny Primary School and Brompton Primary School are currently at or close to full capacity.
- iii. Woodville Gardens Primary School experienced a steady decline in enrolments in the last few years, from 620 in 2013 to 564 in 2018.
- iv. Challa Gardens Primary School, St Patrick's School (catholic), St Margaret Mary School (catholic), Whitefriars Catholic School and St Brigid's School (catholic) indicated that they are comfortable with growth.
- v. Other schools, including the Islamic College SA and the Adelaide Secondary School of English are also able to accommodate growth.

2. Health, Ageing and Disability

- a. These include medical centres, surgeries, aged care residential facilities and support programs/organisations for people with disabilities or older people.
- b. 26 assets.

There is no hospital in the study area, with Queen Elizabeth Hospital, Woodville South being the closest to the study area boundary, approximately 10 minutes drive from the subject site:

- i. Queen Elizabeth Hospital was below capacity at the time of the inquiry (190 beds filled out of 208), but this was rare and the hospital was expected to reach full capacity in the following week.
- ii. In the previous few months, the hospital has run at capacity or above (up to 215 beds).
- iii. The norm seems to be that hospital is very often at full capacity and that in winter it often runs above capacity.

There are seven day health services at the Westwood Medical Centre (Angle Park, adjacent The Parks Community Centre) and Westwood Health Clinic (Hanson Road, Woodville Gardens, 2km/4 mins drive).

**3. Civic, Public Safety and Utility**

- a. These include post offices (Ferryden Park, Kilburn, Kilkenny, Kilburn North) and fire station (Angle Park), State Emergency Service SA (Prospect).
- b. 6 assets.

4. Religion and Spiritual

- a. These include churches and temples catering for a diverse array of spiritual affiliations.
- b. 14 assets.

5. Community, Social and Cultural

- a. Community halls, libraries, nationality clubs (e.g. Vietnamese, Spanish, Turkish, Slovenian, Serbian and Montenegro), RSL and Rotary club branches.
- b. 15 assets.

6. Personal/Family Support and Employment

- a. These are employment services (e.g. Centrelink, Kilkenny) and personal support organisations (e.g. gambling help services, Aboriginal Hostels Limited (Dudley Park)).
- b. 9 assets.

7. Accommodation and Independent Living

- a. These include hostels, shelter accommodation and independent living villages/units, for instance retirement villages.
- b. 9 assets.

8. Open Space

- a. 15 parks and reserves, including Durant Road Reserve and Hudson Avenue Reserve to the east and south-east of the subject site respectively; Regency Oval, Regency Park Golf Course and Regency Park reserve to the north-east; and further afield others such as Ferryden Park Reserve and Tao Dan Reserve (Ferryden Park), Frederick Street Reserve (Mansfield Park), Hanson Reserve, Velodrome and Playground (Woodville Gardens), Jack Watkins Reserve and Peter McKay Reserve (Kilburn), Veteran Memorial Reserve (Angle Park) and others.

9. Recreation and Sport

- a. These include sport and recreation clubs and centres and range from a football elite sports centre to Scout branches and enthusiasts' groups (eg indoor bowling, dance, aerobics, pony club, martial arts etc).
- b. 38 assets.

Many of the above are associated with or in the locality of The Parks Community Centre, including a Recreation and Sports Centre (incorporating various access and inclusion initiatives) including a swimming and gym facilities, other sports facilities (football, basketball, netball, badminton and soccer), child minding services and holiday programs, YMCA programs, The Parks Theatre and martial arts clubs.



10. Other

These include shopping centres (Armada Arndale, Churchill Shopping Centre), charity stores (Salvation Army, Angle Park and Arndale) and function centres (Sunnybrae Estate, Regency Park, Donato Reception Centre, Kilkenny).

In terms of the subject site:

- (a) the southern part of the area is within approximately 200m of public open space (Hudson Avenue Reserve >4000m²) and the northern part is within 400m from public open space (>4000m²) on Durant Road, east of Days Road
- (b) the majority of the site is within 400m of high frequency bus services on Regency Road
- (c) is opposite the existing Local Centre Zone on the south-east corner of the intersection of Regency and Days
- (d) there is only 1 primary school (Challa Gardens Primary School, Humphries Road, Kilkenny) within a kilometre radius of the Regency Road boundary of the 'DPA area affected'.

The above attributes relate to the "walkable neighbourhood" criteria in the 30-Year Plan, of which 3 out of 4 are to be met to qualify towards achieving that target. Based on the 30-Year Plan Map 17 (page 147), and consideration of the above attributes, the subject site satisfies 3 out of 4.

However the subject site only just falls short in satisfying the 1km /15 mins walk) to a primary school, as not all parts of the area proposed for rezoning are within 1 km walking distance. But overall other parts of the Study Area which also sit in the Middle Metropolitan region, also meet at three of the 4 criteria, making them 'walkable neighbourhoods' against the criteria.

The 30-Year Plan has a target of increasing walkable neighbourhoods by 25% by 2045 across Greater Metropolitan Adelaide. The baseline of residents within a 'walkable neighbourhood' for the Middle Metro Region (relevant to the Study Area) is 53% (2017) with the target to increase to 66%. A potential population increase within the subject development site arising from a theoretical range of 450-750 dwellings will increase the number of households within a walkable neighbourhood.

Importantly, the subject site is accessible via community bus to The Parks Community Centre that provides a wide range of community facilities (library, community hall, and there are other services in that locality such as child care/early learning. This destination is approximately 500m walk from the closest Days Rd public bus stop.

There is also a General Practice in the Local Centre Zone on Days Road to the east of the area affected.

The above summary of assets indicates there is reasonable access (if not all walkable) to social, primary education, health facilities and public open space in the neighbourhood of the subject site and the study area generally.



5.0 Conclusions

The study area comprises a varied mix of social infrastructure across ten identified categories. In the context of metropolitan Adelaide and, in particular, the study area, the proposed future development for residential/mixed use purposes is not expected to present significant capacity issues on major local social infrastructure such as primary schools, public transport and public open space.

The subject land is in a region experiencing an annual percentage population change among the highest in Adelaide, coupled with a projected further and more rapid population change until 2031 (again, among the highest in Adelaide). In this context it is envisaged that local social infrastructure will have to adapt well beyond the proposed future development of the subject site.

Subject to the zone selected, the rezoning of the subject site can in any case provide opportunities for new uses including (but not limited to) community centres, indoor recreation, consulting rooms/general practitioners and pre-school / child care facilities in the context of activity centre development to supplement the range of social infrastructure described in this report.



Appendix A – Social Infrastructure map

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LEGEND

- Study area
- Subject Site
- Recreation and Sport
- Education and Child Care / Development
- Health, Ageing and Disability
- Community, Social and Cultural
- Open Space
- Religion and Spiritual
- Accommodation and Independent Living
- Personal / Family Support and Employment
- Civic, Public Safety and Utility
- Other

0 250 500 1,000m
SCALE: 1:25,000 @ A3

**SOCIAL
INFRASTRUCTURE**
Regency Road DPA

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Appendix B – Literature Review

Name of document	Relevant policies, targets, etc
The 30-Year Plan for Greater Adelaide – 2017 Update	<p><i>Policy 1: Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.</i></p> <p>The area affected is an infill site that enjoys reasonable access to public transport. Services along Regency Road run regularly, with a Go Zone (served every 15 minutes) being provided for those travelling into the CBD along the north and eastern boundaries of the DPA. The 300 bus that is also the city loop bus runs along Regency Road, taking users on the one bus to Marion, Glenelg, Mitcham, Burnside, Marden, and Arndale.</p> <p><i>Policy 2: Increase residential and mixed use development in the walking catchment of:</i></p> <ul style="list-style-type: none"> • <i>strategic activity centres*</i> • <i>appropriate transit corridors</i> • <i>strategic railway stations.</i> <p><i>Policy 3: Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</i></p> <p>The Suburban Neighbour Zones seen across Port Adelaide Enfield Council all have a density around 35 or even slightly higher. Most notably West Wood to the north of the DPA site has a density between 35 and 38. This is a comparable density to those seen in the core areas of Lightview, Northgate and Northfield developments.</p> <p><i>Policy 4: Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise</i></p> <p>Low to medium rise development encompasses buildings of between one to six storeys in height. Both Suburban Neighbourhood Zone and Mixed Use Zone policies can support building heights of this range.</p> <p><i>Policy 10: Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.</i></p> <p>Suburban Neighbourhood Zone policies support these activities outside of designated centres, provided they comprise small scale uses that serve the local community. Mixed Use Zone policies also accommodate small-scale shop activities with offices also being an envisaged use.</p> <p><i>Policy 26: Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's</i></p>



changing housing needs, reflects its character and climate, and provides a diversity of price points.

Both Suburban Neighbourhood Zone and Mixed Use Zone policies support these aims, with the Mixed Use Zone supporting greater medium density residential development forms.

Policy 28: Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.

The redevelopment of the area affected will enable this policy to be achieved.

Policy 29: Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.

The redevelopment of the site can create opportunities for new physical connections (pathways/bikeways within new open space) between the subject site and established Croydon Park residential interface, as well achieving the above in the new development.

Policy 36: Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.

Both Suburban Neighbourhood Zone and Mixed Use Zone policies support this aim. The redevelopment of the Area Affected will enable this Policy to be achieved.

Policy 37: Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: ...

- *dependant accommodation such as nursing homes*
- *assisted living accommodation*
- *aged-specific accommodation such as retirement villages*
- *small lot housing types*
- *in-fill housing and renewal opportunities*

Both the Suburban Neighbourhood Zone and Mixed Use Zone policies support these aims.

Policy 46: Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).

The proposed rezoning of the Area Affected will assist by providing an additional 12 hectares for housing/employment development (over time).

Policy 47: Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:

- *diverse housing options that support affordability*



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

The redevelopment of the Area Affected will enable this Policy to be achieved.

Policy 50: Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.

The redevelopment of the Area Affected will enable this Policy to be achieved.

Policy 99: Ensure quality open space is within walking distance of all neighbourhoods to:

- *provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres*

The Area Affected is in reasonable proximity to the Regency Park Golf Course and playground area and Regency Oval via pedestrian paths along Days Road. Adopting the Suburban Neighbourhood Zone will encourage opportunities for new and existing residential areas to be connected to existing and proposed activity centres through internal walking and cycling linkages.

In summary, the proposal to redevelop the Area Affected at Regency Park for residential purposes is in accord with a number of policies in the *30-Year Plan*.

City Plan 2030

The proposed rezoning has the potential to positively impact on the following key areas identified in the City Plan:

- > Economy – A City of opportunity
- > Community – A City that supports community wellbeing
- > Environment – A City which cares for its natural environment and heritage
- > Place making – A City where people love to be.

Redevelopment of the Area Affected will provide opportunity for:

- > Increased employment through building construction and potentially longer term through jobs created by non-residential uses (i.e. shops, offices, etc).
- > Healthy living through creating walkable neighbourhoods and connections to adjoining open space facilities.
- > Increased sustainability through energy efficient building design, site layout and increased green cover through on-site landscaping.
- > People friendly place making, which is accessible and integrates with the surrounding recreation areas.



**Port Adelaide
Enfield Council
Suburban
Neighbourhood
Zone**

• **Port Adelaide Enfield Council Suburban Neighbourhood Zone**

The Port Adelaide Enfield Council Suburban Neighbourhood Zone has a list of objectives that outline how this zone should be built. A majority of the objectives can be seen in the Lightsview, Northfield and Northgate developments within the council that have a focus on increasing density and walkability. The objects outlined in the development plan are:

- > *A predominantly low and medium density residential area that comprises a range of dwelling types together with local and neighbourhood activity centres that are located within a walkable distance of most residents.*
- > *Provision of medium density residential development adjacent to activity centres, public transport stops and public open space.*
- > *Local and neighbourhood activity centres that provide a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.*
- > *The orderly expansion or intensification of urban areas to support the effective and economic provision of public infrastructure and community services.*
- > *Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.*
- > *Sensitive development designed to provide its occupants with acceptable levels of amenity and health protection when exposed to existing and future potential sources of noise and air emissions.*
- > *Sensitive development that does not unreasonably interfere with the operation of existing lawful commercial activity.*
- > *Development that contributes to the desired character of the zone.*

A development with this zoning along Days Road would provide:

- > Taking into consideration of the West Wood development to the north of the DPA site, which has a density of 36- 38 dwelling per hectare, Lightsview and Northgate that has an average dwelling density of 30- 35 dwellings per hectare, and the existing residential density of Ferryden Park of approximately 20 houses per hectare, the increase in density can be justified within the context of the site.
- > The Go Zone on Regency Road and Days Road borders directly onto the north and east of the site.

The desired character of the Suburban Neighbourhood Zone is:

A 'mixed use zone will be developed to provide a wide variety of dwelling types, at a range of densities, established around local and neighbourhood scale activity centres. The average net residential density will be in the order of 45 to 70 dwellings per hectare across the zone with pockets of development that may be lesser or greater than this target in order to achieve an overall average. Higher residential densities are contemplated adjacent Hampstead Road, Grand



Junction Road and along public transport routes, adjacent larger areas of public open space or in mixed use development within the designated activity centres.'

This zone would provide a much greater liveability to the area, not only within the development, but also for those that live in the residential zone to the immediate west of the area affected. Though local and neighbourhood pre-existing open space exists near the site, the ability to develop a higher density which will then be complemented by businesses and a more walkable and public transport oriented development.

Furthermore, the Development Plan outlines :

'The dominant character of the zone is expected to be low and medium density built forms of up to 3 storeys. Within Northgate taller buildings (up to 6 storeys), are envisaged either as part of or directly adjacent to mixed use activity centres which are to be located along public transport routes and adjacent open space.'

As this DPA area affected is opposite industrial and commercial zones it is unlikely that 6 storey built form is envisaged for Croydon Park as it was for the Northgate and Lightsview developments which this policy was designed for. Up to 3 storeys and a range of densities is envisaged for Croydon Park in the Development Plan context of:

The zone will offer an alternative form of lifestyle and a range of dwelling types to provide greater choice and variety in the regional context including:

- (a) a minimum of 15 per cent of residential dwellings for affordable housing*
- (b) a greater proportion and range of smaller dwelling types on smaller allotments that have access to open space, local and community services and public transport*
- (c) a range of densities, including higher density near centres, public transport routes and open space*
- (d) dwellings designed to cater for different household sizes, life cycle stages and housing preferences.*

Within the Principles of Development Control there are many points which are relevant to this development site. Most notably these are:

5. Non-residential development should be located within designated activity centres except where they:

- a) Comprise small scale uses that serve the local community*
- b) Are of a nature and scale consistent with the character of the locality*
- c) Do not compromise the capacity to achieve coordinated activity centre development*
- d) Do not detrimentally impact on the amenity of nearby residents.*
- e) Comprise the establishment of allied health services adjacent to the existing Hampstead Rehabilitation Centre or with frontage to Hampstead Road that complement and expand the existing health services provided*

The improvement of amenity not only within the DPA proposed zone but for the residential sites to the west of the DPA would help build a greater sense of community.



10. Dwellings within designated activity centres, directly abutting designated activity centres or directly abutting public open spaces greater than 2000 square metres should achieve a minimum net residential site density of 45 dwellings per hectare.

The site is intended to include an activity centre, so whether or not there is demand for new open space >200sqm (which can be considered through the land division process) it will be possible to consider density within the above range.

12. The visual massing and height of buildings in activity centres should be progressively reduced at the interface with lower density residential development.

The site is sufficiently large to enable a gradual change from the main road frontages to a more complementary scale at the interface of the established cares of Croydon Park, without unreasonably restricting opportunities for medium density residential development and/or medium rise buildings.

25. A dwelling should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Minimum area (square metres)	Minimum area (square metres)
Detached (except where constructed boundary to boundary)	200 minimum allotment area	8
Semi-detached	150 minimum allotment area	4.8
Row dwelling and detached dwelling constructed boundary to boundary	100 minimum allotment area	No minimum
Group dwellings and/residential flat building (1 and 2 storey)	100 average site area per dwelling	No minimum

26. The minimum site area requirements specified can be reduced where the division is accompanied by a building envelope plan detailing building footprints and wall heights that demonstrates that the development contributes to the desired character of the zone and where one of the following applies:

- (a) The allotment(s) is located within 300 metres of a neighbourhood activity centre*
- (b) The development includes 15 per cent affordable housing*
- (c) The allotment(s) is within 300 metres of public open space with a minimum area of 2000 square metres*
- (d) Immediately adjacent to an extensively landscape corridor linking public open space areas.*



Both Principles of Development control outline a more stringent ruling of square footage of dwelling sites within a development. Principle 26 (c) points out that if an allotment is within 300 metres of a public open space with a minimum area of 2000 square metres the size of the allotment can be reduced. Assessment against the principles can be considered in the context of one or more stages of future development.

**Port Adelaide
Enfield Council
Mixed Use Zone**

• **Port Adelaide Enfield Council Mixed Use (Islington) Zone**

The Port Adelaide Enfield Council Mixed Use (Islington) Zone has a list of objectives that outline how this zone should be built. The objects outlined in the development plan are:

- > *A functional and diverse zone accommodating a mix of commercial, community, light industrial, and retail land uses.*
- > *Development that minimises any adverse impacts upon the amenity of the locality within and adjacent the zone.*
- > *Activities that generate employment and economic vitality for the community.*
- > *Development that establishes an orderly transition of land uses between the interface of existing industrial and residential land uses.*
- > *Development that contributes to the desired character of the zone.*

A development with this zoning along Days Road would provide:

- > Taking into consideration of the West Wood development to the north of the DPA site, which has a density of 36- 38 dwelling per hectare as well as a new development to the west of site along Goodall Avenue with a similar density. Lightsvue and Northgate have an average dwelling density of 30-35 dwellings per hectare, and the existing residential density of Croydon Park of approximately 20 houses per hectare, the increase in density can be justified within the context of the site.
- > The Go Zone on Regency Road borders directly onto the site.
- > There is a soccer pitch 200 meters to the south east of the property with an adjoining reserve, as well as another reserve 100 meters to the direct east of the site.

The desired character of the Mixed Use (Islington) Zone is;

‘The zone is within the Adelaide to Gawler Major Transit Corridor. The zone will accommodate a range of business, commercial and retail uses to promote accessible, transit focused employment opportunities that rely on and support the adjacent public transport services. A mixed use development approach that facilitates the establishment varied land uses and complementary built form is envisaged for the zone. The zone has frontage to Churchill Road being an arterial road which links the inner northern metropolitan area with the central Adelaide region.’

Though the DPA is not within close proximity to the Adelaide to Gawler Major Transit Corridor, it is serviced by a bus network with high frequencies. The DPA

area affected also borders onto Regency Road which is identified as a secondary arterial. It is within close proximity of Churchill and South Road which are all Primary Arterial Roads, as well as Torrens Road which is a Secondary Arterial Road.

‘Locational attributes such as the main road frontage, high volumes of commuter traffic, accessibility to residential areas and good public transport networks contribute to the suitability of the zone for a range of retail and commercial uses as well as community uses. In particular, a range of retail facilities including bulky goods retailing, service trade premises, supermarket, discount department store and specialty shops are anticipated.’

This statement is consistent with the locational attributes of the proposed DPA site, thus the range of residential and non-residential opportunities are consistent with that envisaged.

‘Development along the Churchill Road frontage of the zone will significantly improve the amenity of the area by achieving high quality urban design outcomes, incorporating a variety of materials and strong articulation.

Buildings that are designed and sited:

(a) to accommodate the creative use of landscape treatments

(b) to promote active street frontages and be of a ‘human scale’

(c) according to bulk and scale (the bulkier the development the greater the set back).’

These design considerations would be complementary to the pre-existing scale of the community and help protect character and pre-existing business.

Within the Principles of Development Control there are many points which are relevant to this development site. Most notably these are:

1. The following forms of development are envisaged in the zone:

- > bulky goods outlet*
- > community facility*
- > consulting room*
- > discount department store*
- > institutional facility*
- > light industry*
- > motor repair station*
- > office*
- > petrol filling station*
- > service trade premises*



- > *service industry*
- > *shop*
- > *store*
- > *supermarket*
- > *warehouse*

The proposed form of the development within the DPA area affected complements the envisaged forms expressed in the development plan.

Land Use

2. Development should include a minimum of 15 percent of residential dwellings for affordable housing.

4. Residential development should only occur where it forms part of an integrated, mixed use development and it is located above non-residential uses on the same allotment.

With the size of the site the development and placement of residential dwellings can be changed as is seen fit. As the Mixed Use Zones within Port Adelaide Enfield Council is site specific (the two council zones are Oakden and Islington) there would be room for change within the DPA to provide the best outcome for all parties.

Form and Character

16. Development should not be undertaken unless it is consistent with the desired character for the zone.

18. Development should provide for a mixture of land uses, urban form and character.

The desired character of the zone encourages this mixture of residential and retail. The DPA envisaged is consistent with the above expressions of preferred outcome.

Non complying Development

<i>Form of Development</i>	<i>Exception</i>
<i>Dwelling</i>	<i>Except where it is located above ground level and in conjunction with a consulting room, office or shop</i>
<i>Fuel Depot</i>	
<i>General Industry</i>	

<i>Horse Keeping</i>	
<i>Horticulture</i>	
<i>Intensive Animal Keeping</i>	
<i>Prescribed mining operations</i>	
<i>Residential flat buildings</i>	
<i>Special industry</i>	
<i>Stock sales yard</i>	
<i>Stock Slaughter works</i>	
<i>Waste reception, storage, treatment or disposal</i>	
<i>Wrecking Yard</i>	

These non-complying matters **highlighted** above would need to be addressed by the DPA amendment specific to this site.

Section 30 Development Plan Review

Council's most recent Section 30 Development Plan Review was undertaken in March 2012. It is understood more recent events undertaken by the State Government in relation to planning reform, and the now impending introduction of the Planning and Design Code, has overtaken any imperative for an update review.

The 2012 review set out Council's then DPA program to prepare nine DPAs in the coming years, covering residential, heritage, centre, corridor and general matters as well as specific DPAs for development on Prospect Road and Hanson Road. This area affected was included in the investigations and summarised as one of 4 sites of "greatest strategic merit" (page 91) that "council may consider investigations for other uses, with residential being one option". The final list of Council proposed DPAs did not subsequently list the area as one of the priority DPAs.

Development Plan Amendments

The status of Council and Ministerial DPAs has been updated in the DPA Statement of Investigations since the original draft of the social infrastructure report.