

NOTICE OF MEETING

CITY SERVICES COMMITTEE AGENDA & REPORTS

for the meeting

commencing at 06:00 PM on Monday, 19 April 2021

Meeting Rooms CC2 & CC3

To All Members of City Services Committee

Councillor Alexandrides - Presiding Member
Councillor van den Nieuwelaar - Deputy Presiding Member
Her Worship the Mayor, Angela Evans (ex officio)
Councillor Mitchell
Councillor Ferrao
Councillor McGrath
Councillor Hibeljic
Councillor Watson

A white handwritten signature of Bruce Williams, located below the list of committee members.

BRUCE WILLIAMS
GENERAL MANAGER CITY SERVICES

Dated 15 April 2021

TABLE OF CONTENTS

1. COMMITTEE OPENING	4
1.1 ACKNOWLEDGEMENT	4
1.2 APOLOGIES AND LEAVE OF ABSENCE	4
2. CONFIRMATION OF MINUTES	4
2.1 CONFIRMATION OF MINUTES	4
Brief	
Confirmation of the minutes of the previous meeting held on Monday, 15 March 2021.	
3. DEPUTATIONS	5
4. BUSINESS	5
4.06 KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN AMENDMENT (PRIVATELY FUNDED) - FOR APPROVAL	5
Brief	
The Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment (DPA) (Privately Funded), was released for public and agency consultation between 6 February 2020 to 14 April 2020. A total of 76 written submissions were received. A further twelve (12) verbal submissions were made at the Public Meeting on 18 May 2020.	
Following a review of the submissions received, a final draft DPA is provided for the Committee's consideration prior to submitting the DPA to the Minister for Planning and Local Government for authorisation.	
APPENDIX 1	17
APPENDIX 2	401
APPENDIX 3	405
APPENDIX 4	436
4.07 FEES AND CHARGES (FACILITIES HIRE) REGISTER MODIFICATIONS	439
Brief	
There are currently several portfolios across the organisation that manage facility bookings using different processes, systems and fees as outlined within the current 2020/21 Fee's and Charges Register. The City of Charles Sturt has recently partnered with SpacetoCo (a venue management web platform) to connect community members with our available community spaces, halls and reserves for hire. This new approach allows Council to truly focus on the customer experience associated with this hire process, whilst reorienting staff to be proactive, rather than reactive to requests for hire, by implementing a user friendly software solution and reinventing our current processes. The purpose of this report is to seek endorsement of the recommended changes to Council's Fee's and Charges Register associated with the hire of community spaces, halls and reserves, to be effective from 1 July 2021.	
APPENDIX 1	444
APPENDIX 2	449

5. MOTIONS ON NOTICE516

6. QUESTIONS ON NOTICE516

7. MOTIONS WITHOUT NOTICE516

8. QUESTIONS WITHOUT NOTICE516

9. BUSINESS - PART II - CONFIDENTIAL ITEMS516

10. MEETING CLOSURE516

1. COMMITTEE OPENING

Nil.

1.1 ACKNOWLEDGEMENT

We acknowledge that the land we meet on today is the traditional land of the Kurna people. We respect their spiritual relationship with this land. We also acknowledge the Kurna people as the traditional custodians of the Kurna land. We will endeavour, as Council, to act in a way that respects Kurna heritage and the cultural beliefs of the Kurna people.

1.2 APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF MINUTES

Note: The Committee does not have the power to make final decisions, it considers reports and makes recommendations (which are included as the minutes of this meeting) to full Council. The power to make the final decision rests with Council. Council may alter a recommendation made by the committee as part of this process. These minutes will be considered by the Council at its meeting on (date).

2.1 CONFIRMATION OF MINUTES

Brief

Confirmation of the minutes of the previous meeting held on Monday, 15 March 2021.

Recommendation

That the minutes of the previous meeting held on Monday, 15 March 2021 be taken as read and confirmed.

3. DEPUTATIONS

Nil.

4. BUSINESS
4.06 KILKENNY MIXED USE (RESIDENTIAL AND COMMERCIAL) DRAFT DEVELOPMENT PLAN AMENDMENT (PRIVATELY FUNDED) - FOR APPROVAL

TO: City Services Committee

FROM: Senior Policy Planner - Jim Gronthos

DATE: 19 April 2021

Brief

The Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment (DPA) (Privately Funded), was released for public and agency consultation between 6 February 2020 to 14 April 2020. A total of 76 written submissions were received. A further twelve (12) verbal submissions were made at the Public Meeting on 18 May 2020.

Following a review of the submissions received, a final draft DPA is provided for the Committee's consideration prior to submitting the DPA to the Minister for Planning and Local Government for authorisation.

Recommendation

- 1. That the approval package for the Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment (Privately Funded), contained in Appendices A, B and C of this report, be endorsed and submitted to the Minister for Planning and Local Government for approval in accordance with Section 25(13) and (14) of the Development Act 1993.**
- 2. That the draft covering letter from the Chief Executive Officer contained in Appendix D be sent to the Minister for Planning and Local Government.**

Status

This report relates to or impacts upon the following Community Plan Objectives 2020-2027.

Our Community - A strong and connected community

In our City no one gets left behind; everyone has access to quality resources, services, programs, information and social infrastructure to fully participate in their community.

Our Liveability - A liveable City of great places

A well-designed urban environment that is adaptive to a diverse and growing City. Drive an integrated, responsive transport system and well-maintained network of roads and paths that facilitate safe, efficient and sustainable connections.

Our Environment - An environmentally responsible & sustainable City

Our city is greener to reduce heat island effects and enhance our biodiversity.

Our Economy - An economically thriving City

Businesses and industry sectors continue to grow and diversify.

Our Leadership - A leading & transformational Local Government organisation

Open and accountable governance.

Relevant Council policies are:

Charles Sturt Council Development Plan
Privately Funded Development Plan Amendments Policy

Relevant statutory provisions are:

Development Act 1993 and Development Regulations 2008

Executive Summary

The Kilkenny Mixed Use Draft Development Plan Amendment (Privately Funded) was initiated by Council in 2018, following a request from the proponent Gregsand Pty Ltd. A statement of Intent (SOI) was agreed to by the Minister for Planning on 17 October 2018.

Following investigations, a draft DPA was prepared. The draft DPA seeks to rezone the affected area from an employment zone to a zone that can facilitate residential and commercial land uses.

The draft DPA was released for consultation between February and April 2020. A total of 76 submissions were received during the consultation phase and 12 verbal representations were made at the Public Meeting.

A review of the issues expressed in the submissions received has been completed. A number of policy amendments are proposed in a revised draft DPA, which has now been prepared for the Committee's consideration.

Background

The Committee last considered this matter at its meeting on 18 May 2020, where a Public Meeting was held to hear verbal submissions (Item 4.12, 18 May 2020, City Services Committee). A total of twelve (12) persons provided verbal submissions.

Statutory consultation on the Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment (DPA) (Privately Funded), occurred between 6 February 2020 to 14 April 2020. A total of seventy six (76) written submissions were received.

The intent of the draft DPA (consultation version), was to investigate planning policy amendments to determine the suitability of the Affected Area to facilitate higher density residential and mixed use development.

In summary, the draft DPA that was consulted on, proposed the following key policy amendments to the Charles Sturt Council Development Plan in relation to the subject land:

- Rezone the land to a Suburban Activity Node Zone (a mixed use zone).
- Allow medium to high density residential development with a built form ranging from 2 to 5 storeys in different locations.
- Limit development along Mundulla Street to a maximum of 2 storeys (for a setback distance of 9.5m).
- Allow non-residential development to service the needs of the local area, concentrated along David and Wilpena Terraces.
- Apply the 'Noise and Air Emissions' and 'Affordable Housing' overlays to the land.
- Ensure pedestrian connections to MJ McInerney Reserve and the station platform.
- Allow for the location of the Outer Harbour Greenway through the subject land, adjacent to the railway corridor.

A 'privately funded' DPA is one which is funded by a private entity. In this case Peter Gregg, acting on behalf of Gregsand Pty Ltd, is the proponent.

Report

The intent of the draft DPA was to investigate planning policy amendments to determine the suitability of the Affected Area to facilitate mixed land use outcomes in the form of higher density residential uses and commercial opportunities. A copy of the location of the draft DPA Affected Area (shaded) is located below for Members' information (see **Figure 1**).



Figure 1: Location of the draft DPA affected area and extent of direct mail-out

Summary of Consultation

A total of 76 written submissions were received and 12 verbal representations were made at the Public Meeting.

The issues raised, and the recommended responses, are documented in **Appendix A** (Summary of Consultation and Proposed Amendments (SCPA) Report) and **Appendix B** (Summary and Response to Agency Submissions).

Following the Public Meeting further information was sought from the Environment Protection Authority (EPA), GTA (traffic engineers) and Sonus (acoustic engineers). This information is included in **Appendix A under Attachment F – Additional Investigations / Advice**. The additional investigations have assisted in the review and responses to the submissions received and to formulate policy amendments to the draft DPA.

In summary key issues that were raised in the submissions (written and verbal) include:

- Traffic management - concerns regarding the impact of increased traffic on the local road network
- Protection of established adjacent industries from an increase in more sensitive land uses (residential)
- Car parking - inadequacy of proposed on-site car parking standard for residential development
- Built form (building heights) more in keeping with the established residential area
- A desire for more public open space / green space to counter the impact of a higher density development in the locality.

Key issues raised in the submissions are summarised in further detail below:

Dwelling yield

Some submissions raised concerns regarding the anticipated yield to underpin future development of the draft DPA affected area. The 500 dwelling yield identified in the draft DPA was an estimated yield and was based on broad assumptions relating to an average net dwelling density and developable land (accounting for potential new roads).

This estimated yield was the basis for other investigations (eg transport investigations, capacity of existing infrastructure).

Following receipt of the submissions further analysis was undertaken specifically the consideration of a reduced yield based on a reduced developable area to take into account the desire for further public open space and to seek a reduction in the anticipated traffic volumes which is intrinsically linked to the dwelling yield.

The result was a reduction of the anticipated yield to 300 dwellings (a 40% reduction to the policy originally consulted on). The proposed reduction in the dwelling yield has significantly reduced the anticipated traffic volumes from the affected area which will be discussed further below.

The proposed reduction in the dwelling yield has not impacted the capacity of existing infrastructure as the draft DPA investigations already indicated that the original assumed dwelling yield can be serviced by the existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications.

With regards to the potential yield, it is important to note that location factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA. Opportunities to increase housing choices, dwelling densities within the established metropolitan area in close proximity to public infrastructure and other services directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017).

Policy amendments have been included in the draft DPA to reflect the desire for a reduced dwelling yield.

Building heights

A number of submissions received sought a desire for a reduced built form. The proposed building heights sought to achieve reasonable development yield and a mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Further consideration was given to the proposed height limits in response to the public submissions. The following policy amendments have been proposed to the draft DPA:

- A maximum of 2 storeys, south of Mundulla Street (noting that the draft DPA at the consultation stage also proposed a single storey form in this location within the first 7 metres of the Mundulla Street frontage), west of Arkaba Road (north side of Pinda Street) and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys) as originally consulted as part of the draft DPA.
- A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace (a reduction from proposed maximum of five storeys) as originally consulted as part of the draft DPA.
- A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA.

The proposed reduction in built form is considered to further improve the transition between the draft DPA Affected Area and the adjacent residential zoned area, noting that two-storey built form is also envisaged in this Zone.

The reduction in built form adjacent to the railway line is also considered appropriate to improve the interface with the adjacent non-residential land uses located south of the railway line.

Traffic Management

The draft DPA was accompanied by a Traffic Impact Assessment (TIA), which assumed a dwelling yield of around 500 dwellings and 2,800 square metres of retail/commercial floorspace. The assessment concluded that future development of the subject land is likely to generate in the order of 3,450 trips across the day and 360 trips in the peak hour. The TIA concluded that there was adequate capacity in the surrounding road network to cater for this additional traffic.

Numerous submissions were received which raised concerns on the capacity of the existing local road network based on the proposed traffic volumes. Based on the issues raised through the submissions, further investigations were undertaken by GTA, the traffic consultants that undertook the original traffic investigations. The additional investigations involved undertaking a review of an amended policy approach involving a reduction of the desired dwelling yield, a reduction of the desired floor area for potential non-residential land uses (retail and commercial land uses), as well as considering at a broader scale the anticipated vehicle movements through the local road

network. A copy of the additional investigations is located in **Appendix A under Attachment F - Additional Investigations** for Members' information.

The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:

- 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal).
- 196 trips in a peak hour period are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal).
- The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area.

On this basis, the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy. Council's Traffic Engineering Unit have assessed the revised traffic investigations and have indicated they are satisfied with its findings.

As originally consulted the draft DPA proposes policy that desires that future development of the former Bianco site will accommodate the Outer Harbour Greenway immediately adjacent to the railway corridor. This is supported by the Department of Infrastructure and Transport. Currently, because of site access restrictions, the route of the Greenway extends along Pinda Street.

The draft DPA also encourages the establishment of a pedestrian friendly environment and pedestrian connections to/from the Kilkenny train station platform and MJ McInerney Reserve through the subject land. This is also reflected in the proposed new Concept Plan along with the policy in the draft DPA.

Car parking

The issue of car parking is acknowledged as a common issue experienced within established residential areas.

Numerous submissions expressed concerns over the off-street car parking ratio expressing concern with the flow on effect for on-street car parking.

The Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. The intent within this draft DPA is to retain the same car parking standard that applies to the balance of the City of Charles Sturt for residential land uses.

The requirements for detached dwellings and semi-detached dwellings seek a minimum of 2 spaces on site. For other dwelling types such as row-dwellings, group dwellings and residential flat dwellings, the rate is reflective of the development's proximity to a district centre and public transport options, including high frequency services.

These standards are higher, for instance, than what is applied for residential development within the Bowden (RSA) development, which envisages 0.75 spaces per dwelling. This is because the zoning for the Bowden development is in a designated area which anticipates a lesser residential parking provision. The draft DPA does not propose a zone which will trigger a lesser off-street parking provision for residential development.

During the review of submissions, advice was also sought from the Department of Planning which indicated that any potential amendments to the draft DPA to increase car parking ratios beyond the existing policy would need to be consistent with the State Government's Planning and Design Code (Code). The intent of the Code is to provide policy uniformity across Metropolitan Adelaide, including off-street car parking standards. While the policy in the Code is generally consistent with policy in the Charles Sturt Council Development Plan, it does provide a higher ratio expectation for certain developments such as group dwellings and residential flat buildings, which propose 3-bedroom designs. Should the draft DPA be authorised future development would be bound by this policy in the Code.

While a greater ratio of off-street car parking could not be considered as part of this draft DPA, policy amendments are proposed to reduce the overall desired dwelling yield from what was originally consulted (ie from around 500 dwellings to 300 dwellings). The proposed reduction in yield seeks to address issues raised in the submissions on matters regarding potential traffic congestion but also indirectly addresses the concerns relating to car parking.

Policy is also proposed within the zone (and reinforced in the proposed concept plan), that seeks for development along Mundulla Street to be rear loaded, meaning that there would be minimal driveways along Mundulla Street, in order to maximise on-street parking potential in this location.

Public Open Space and 'Green' Space

Through the consultation process the draft DPA investigations highlighted that the affected area lies adjacent to an existing 2.45 hectare reserve (MJ McInerney Reserve). Council's Open Space Strategy 2025, also identified Kilkenny as an area which was not considered to have a gap in the provision of public open space. The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).

Notwithstanding this, through the consultation process numerous submissions received sought greater provision of public open space to counter the proposed rezoning which seeks a higher residential density than that of the adjacent residential area. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical public open space contribution (ie 12.5% of the development area) . The draft policy is reflected in the proposed zone and is also shown spatially in a proposed new draft concept plan.

The detailed design of any future public open space is not a matter that the draft DPA can address (other than the desired approximate location as shown in the draft concept plan). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.

Environmental assessment

In reference to environmental matters, Council was provided with a submission from the EPA on the draft DPA and its proposed policies.

The EPA in its submission indicated that there is sufficient policy within the *Charles Sturt Council Development Plan* (Consolidated 13 February 2020) and proposed within the draft DPA to enable assessment of noise and air quality issues at the development application stage.

Following a submission from Visy Glass, (previously known as OI Glass during the consultation stage), further advice was sought from the EPA to reaffirm its original submission advice based on the issues raised in OI's submission.

The EPA advised that following a review of the draft DPA and the OI submission it confirmed its previous advice, *'that there is sufficient policy proposed in the DPA and within the Charles Sturt Council Development Plan to enable noise and air quality issues to be considered when assessing future development applications'*.

The EPA did indicate in their additional advice that *'Council may wish to seek from the proponent further details as to how noise impacts from industrial noise sources would be addressed to ensure that external amenity from industrial noise can be achieved'*. However, the draft DPA is a rezoning process and its intent is to identify issues through investigations and provide sufficient policy to address these matters at a future development application stage. The proponent approached Council to investigate the potential rezoning of the area but may or may not be the actual future developer.

The EPA also suggested to explore the potential use of the 'Significant Industry Interface Overlay' which has been incorporated within the live version of the (at that time) Phase 2 Planning and Design Code in rural areas of the state. The potential transition of the draft DPA (if authorised) into the Government's Planning and Design Code (Code) will be discussed further in the report.

Following a review of submissions, concerns were expressed from Visy Glass that the draft DPA had potential to impact its ability to operate from the site under current licence conditions. It is not considered that the draft DPA will alter this due to the range of policy measures put in place within the draft DPA relating to noise and this position has been confirmed by the EPA. Further response on this matter was sought from the EPA. The EPA acknowledged the concerns from Visy Glass and stated that the, *'investigations into the potential impacts of air and noise emissions have been undertaken and the EPA's review and assessment of those investigations gives us some level of confidence that they are either not likely to be an issue (in the case of air quality) or could be addressed through careful application of planning policy and design and engineering solutions (in the case of noise)'*.

The EPA also advised that, *'whilst the modelling gives a good understanding of the potential impacts of air and noise emissions, there is no guarantee that there wouldn't be complaints from future residents should the DPA be approved and subsequent development occurs on the affected area. However, with proper planning and design of any future developments the risk can be mitigated. The EPA does not consider that approval of the DPA would automatically lead to changes to the O-I licence'*.

Noise

The draft DPA was accompanied by an Environmental Noise Assessment, which considered potential noise impacts from various sources, including David Terrace, the Outer Harbour railway, the O-I glass factory to the south east, a new warehouse being constructed (at the time) to the south, and potential internal noise sources given that the proposed zone will allow a degree of mixed use development.

As part of the draft DPA, the affected area is proposed to be contained within a Noise and Air Emissions Overlay, which will trigger certain planning policies already in the Development Plan. These policies will require noise and air quality sensitive development located adjacent to high noise and/or air pollution sources to be sited and designed to mitigate these potential impacts. It also activates the Minister's Specification SA 78B for the

Construction Requirements for the Control of External Sound for new Class 1, 2, 3, 4 and 9C dwellings. The Minister's Specification contains different construction requirements depending on the distance from the noise source.

In other words, the onus of addressing future noise and air emission impacts from external and internal sources will rest with the developer(s) of the subject land and will need to occur at both the planning and building approval stages of the development approval process.

Concerns raised in the OI submission that the Minister's Specification SA78B does not include external amenity and is not required to be implemented for impacts from industrial noise sources is acknowledged and confirmed by the EPA.

The EPA indicates that the warehouse to the south of the subject site operates 24 hours per day and will be serviced by semi-trailer trucks loading and unloading on the north loading dock and potentially exposes the subject site to a significant amount of noise during the night time hours. The advice indicates however, that *'with sufficient siting and land use planning, this issue may be alleviated'*. As a draft DPA and not a development proposal, the EPA does acknowledge that without detail the draft DPA *'may be potentially exposing its future residents in the area to excessive noise from industrial land use that is proposed to operate 24 hours a day'*.

Notwithstanding this, the EPA's response reaffirmed the advice through its submission that *'it is noted that the Desired Character statement for the Suburban Activity Node Zone identifies that development should be sited, designed and constructed to mitigate potential impacts from the O-I Australia glass manufacturing facility. It is also proposed that the Noise and Air Emissions Overlay be applied to the site. In addition, the Charles Sturt Council Development Plan (consolidated 13 February 2020) contains Interface between Land Uses policies to ensure noise matters are assessed in any future development applications. The EPA notes that there is sufficient policy proposed within the DPA and already existing within the Charles Sturt Council Development Plan to enable the potential impacts of noise to be assessed at the development application stage'*.

To provide further policy protection to the Visy Glass facility and other surrounding non-residential land uses, a new draft Concept Plan is proposed to reflect the sound exposure classification levels identified by Sonus in their draft DPA investigations across the site. The inclusion of this policy in addition to existing draft policy further enables interpretation and understanding of potential noise impacts and mitigation measures easier to interpret and understand for both proponents, and assessing planners in a future development application scenario.

The amendments in the proposed Concept Plan were referred to the EPA for advice. The EPA supports the inclusion of the predicted sound exposure classifications within the draft concept plan. The Agency has indicated that *'the inclusion of the predicted sound exposure categories within the concept plan would allow developers to easily refer to the requirements and ensure that any residential use closer to noise sources have the requirements of SA78B Construction requirements for the control of external sound applied'*.

The EPA further advised that *'as worst case noise level predictions are between 57-65 dB(A), external noise may be an issue especially for sensitive receivers fronting the noise source and is unlikely to meet the requirements of the Noise Policy as noted above. Therefore, if the rezoning is approved, the EPA recommends that a qualified acoustic engineer should be engaged to ensure that any future development within the zone is appropriately located, designed and constructed to protect potential residences from such worst case noise levels'*.

It is acknowledged that future proposals will need to be accompanied by expert advice which demonstrates achievement with the policy proposed in the draft DPA including the proposed draft Concept Plan. However, given the site is likely to be largely developed as a single master planned development, this is not considered an unreasonable or onerous requirement. Receiving such advice is not unusual as part of an application process and is commonly received for mixed use development and developments adjacent to noise sources.

The Minister's Specification applies to all Class1, 2, 3, 4 and 9B buildings, all of which would accommodate sensitive land uses (as outlined within Development Regulations, 2008). As such, the applicability of the overlay is appropriate to address the forms of development envisaged within the draft DPA. While the intent of the Minister's Specification is to mitigate road and rail noise for sensitive land uses, it aims to achieve an indoor occupant amenity that would be consistent with managing an external industrial noise source, and therefore its application is appropriate.

No single planning policy is mandatory, and rather, an assessment on balance by the assessing authority is undertaken. This is no different to any forms of development (and Development Plan policy for that matter). However, there is considered to be sufficient strength in the policy relating to the importance in addressing noise impacts from the Visy Glass facility to ensure sufficient weight and consideration is given to the policy and Concept Plan Map measures. In addition, measures are reinforced through the Building Code Assessment.

It is acknowledged that the Minister's Specification only relates to mitigating noise from internal noise sources and not external spaces, such as balconies and private and communal open space. In this regard, there is policy support within the Noise and Air Emissions Overlay that addresses design responses to this, including, the careful location and placement of balconies and yard spaces so that they are shielded from the noise source.

Overall, the EPA has indicated its support for the originally drafted DPA policy following consultation and the additional policy proposed to address concerns raised in the submissions.

Air quality

By way of background it is worth reiterating that the draft DPA was only initiated following the preparation of the O-I Adelaide Plant Air Quality Impact Assessment Report (March 2018) by Enviroscan Industrial & Marine Surveys for the proponent. This was considered by the Committee at its meeting on 18 June 2018, Item 3.22. The modelling indicated that the O-I site emissions will have an insignificant impact on any proposed residential development on the subject land, having assumed multi storey buildings up to 8 storeys. The EPA confirmed in a letter to Council dated 24 August 2018 that it was satisfied with the findings of the Enviroscan report and that it met EPA requirements.

The previous air modelling was based on multi-storey buildings up to 8 storeys for residential development and the modelling indicated that the O-I site emissions have an insignificant impact on a proposed residential development. It should be noted that the building heights during the draft DPA consultation stage were proposed at a maximum of 5 storeys and following a review of the submissions are now proposed to be reduced to a maximum of 4 storeys in one portion of the area with the remainder at a maximum three and two storeys.

Following the review of submissions, further advice was sought from the EPA to confirm the adequacy of the policy proposed in the draft DPA in relation to the issue of air quality. The EPA's response on this matter is located in **Appendix A** under **Attachment F**.

In summary, the EPA has advised that, *'Air dispersion modelling remains the best available method to undertake such predictions, and the EPA still believes that AE's concerns do not sway the basic findings of the predictions of the Enviroscan report in support of the rezoning. As advised in the EPA's response to the DPA on 5 May 2020, it is noted that the Desired Character statement for the Suburban Activity Node Zone identifies that development should be sited, designed and constructed to mitigate potential impacts from the O-I Australia glass manufacturing facility. It is also proposed that the Noise and Air Emissions Overlay be applied to the site. In addition, the Charles Sturt Council Development Plan (consolidated 13 February 2020) contains the appropriate Interface between Land Uses policies to ensure air quality matters are assessed in any future development applications. The EPA notes that there is sufficient policy proposed within the DPA and already existing within the Charles Sturt Council Development Plan to enable the potential impacts of air quality to be assessed at the development application stage'*.

Proposed Changes to the DPA

A revised 'tracked change' version of the draft DPA, including all maps, is provided in **Appendix C**. In response to several issues raised in the submissions, a number of proposed policy amendments (post consultation) are recommended and highlighted in purple text within the draft DPA. Key proposed changes are summarised as follows:

- revised desired character statement and insert of new PDC addressing densities sought for the different parts of the zone at Kilkenny (150 dwellings per hectare for the land south of Pinda Street and east of Wilpena Terrace and 70 dwellings per hectare for other areas)
- revised desired character statement and adapted existing PDC to express revised building heights applying across the zone at Kilkenny (reflecting maximum height of 4 storeys, plus reduced maximums at other locations across the zone)
- revising the desired character statement to add additional direction for the scale and function of non-residential development at Kilkenny
- revised desired character statement and insertion of an additional PDC referencing the Sound Exposure Category Levels and new Concept Plan Map showing these across the site
- revised the desired character statement and PDC to reflect the desire to provide additional public open space as an expansion of MJ McInerney Reserve, and referencing the new Concept Plan Map
- revise desired character statement and PDC to include reference to public parks and public plaza
- Adapt PDC 7 to better express desired forms of development and mixture of uses across the zone at Kilkenny
- Adapt PDC 10 table to reflect the reduced shop and commercial floor space areas desired at Kilkenny
- insertion of a new Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny.

Proposed draft DPA policy during consultation	Proposed draft DPA policy amendments - post consultation
Public open space - desired Greenway connection	Public open space - desired Greenway connection

adjacent to the railway line.	adjacent to the railway line and desired expansion of MJ McInerney Reserve, for the full 12.5% legislative requirement.
Assumed dwelling yield 500 dwelling.	Assumed dwelling yield 300 dwellings.
Building height - Mundulla Street - maximum of 3 storeys.	Building height - Mundulla Street - maximum of 2 storeys (with single storey form within the first 7 metres of the Mundulla Street frontage).
Building height - north of Pinda Street - maximum of 5 storeys.	Building height - north of Pinda Street - maximum of 3 storeys.
Building height - south of Pinda Street - maximum of 5 storeys.	Building height - south of Pinda Street - maximum of 3 storeys between Arkaba Road and Wilpena Terrace and maximum of 4 storeys east of Arkaba Road.
Building height - between David Terrace and Wilpena Terrace - maximum of 5 storeys.	Building height - between David Terrace and Wilpena Terrace - maximum of 2 storeys.
Anticipated total vehicle movements (based on proposed dwelling yield and non-residential land uses) - 3,417 trips (daily) and (356 trips (peak hour)).	Anticipated total vehicle movements (based on proposed dwelling yield and non-residential land uses) - 1,863 trips (daily) and 196 trips (peak hour).
Estimated daily traffic movements along Mundulla Street - 2,580vpd.	Estimated daily traffic movements along Mundulla Street (1,449vpd) and broader road network below 1,500vpd consistent with Council's Transport Strategy for local roads.
Identification of Visy Glass (formerly identified as OI Glass) as a key noise source and the need for development to respond.	Additional policy including revised desired character statement and insertion of an additional PDC referencing the Sound Exposure Category Levels and new Concept Plan Map showing these across the site.

Next Stage

Assuming the draft DPA is endorsed by Council, the DPA documents will be submitted to the Minister for Planning for his consideration. The Minister can then opt to approve the DPA as submitted, make further changes to the DPA, or refuse to approve the DPA.

Government's draft Planning and Design Code

Should Council endorse the draft DPA, the Minister for Planning (rather than Council), makes the final decision whether or not to gazette the DPA so that the changes it proposes can become effective.

More broadly, the draft DPA is being undertaken at a time when the South Australian planning system is undergoing significant reform. As part of the Planning, Development and Infrastructure Act 2016, the draft DPA process has occurred during a time where the Government has introduced its Planning Reforms, which has included the replacement of all State-wide Development Plans by a single, state-wide Planning and Design Code (Code) as of 19 March 2021.

There are potentially significant implications for the surrounding community if the draft DPA is approved. These matters have been considered throughout the draft DPA process. Measures have been identified and proposed as part of the draft DPA to ensure that any adverse impacts are minimised and/or mitigated (eg reduced density, height limits and environmental considerations regarding potential noise impacts).

The potential transition of an authorised DPA into the Code has been discussed with the Minister's Planning and Land Use Services Department (Department), to understand how an authorised DPA and its policies could be appropriately transitioned into the Code. Should the draft DPA be approved, the following proposal to transition the draft DPA policy is recommended to the Department:

- For the land fronting David Terrace and adjacent to Wilpena Street a transition to the Suburban Business Zone under the Code.

- the zone contemplates commercial type land uses with potential for residential as subordinate desired in the draft DPA
 - desires two storey building height proposed in the draft DPA
 - provide for inclusion of a concept plan as proposed in the draft DPA.
 - identified as being for commercial purposes on the draft Concept Plan
- Remainder of the draft DPA affected area a transition to the Housing Diversity Neighbourhood Zone.
- desires medium density residential development and provides for non-residential uses more broadly – small-scale
 - ability to set local policy on minimum allotment sizes to address the desired density sought in the draft DPA - with policy addressing for higher density closer to public open space, public transport stations etc)
 - ability to set local policy on minimum building heights to address the desired building heights proposed in the draft DPA
 - The inclusion of policy to address interface for development of 3 storeys or more if the Housing Diversity Neighbourhood Zone is to be considered as it currently lacks policy which is included in other zones such as the Urban Neighbourhood Zone to address building massing adjacent to other residential zones.
 - provides for inclusion of a concept plan as proposed in the draft DPA to reflect specific policy such as the sound exposure categories, desired vehicle/pedestrian/cycle linkages and the desired location of the Greenway and future public open space.
- Transition the proposed Noise and Air Emissions and Affordable Housing Overlays as proposed in the draft DPA.

A significant issue relates to the concerns from Visy Glass on its future operations with potential dwellings to be developed on land north of the railway line. The EPA through the course of the draft DPA process has supported the draft zone and the proposed policies to assist with mitigating this issue. The following are key policies from the draft DPA that need to be transitioned into the Code and existing policy within the Code that should also be included:

- The inclusion of the sound exposure categories in the draft Concept Plan requires transition into the Code. This policy is supported by the EPA to address and mitigate the interface with Visy Glass.
- Inclusion of the Interface Management Overlay over the draft DPA affected area to address the draft DPA policy seeking sensitive receivers are carefully sited and designed to mitigate adverse impacts of hazards, noise, dust, odour, light spill or other emissions from existing legally operating land uses through design techniques. The inclusion of this Overlay will complement the sound exposure categories proposed in the draft Concept Plan.

Should the draft DPA be approved by Council and authorised by the Minister, Council staff will continue to liaise with the Department to ensure key policy proposed under the draft DPA is given proper consideration through the transition to the Code. To this end, a draft letter to the Minister for Planning is contained in **Appendix D** for Council's consideration. The letter will accompany the DPA package to the Minister explaining the key policy amendments (post consultation) and the importance of retaining these amendments through the transition into the Code.

Financial and Resource Implications

The financial and resource implications for Council of the DPA are considered to be minimal. Ultimately, and over time, development of the DPA affected area may have some ongoing infrastructure maintenance and upgrade implications for Council (e.g. upgrade of adjacent public realm). These will be considered as development proceeds and needs arise over time, and in accordance with the usual budgetary processes.

Customer Service and Community Implications

There are potentially significant implications for the surrounding community if the draft DPA is approved. These matters have been considered through the draft DPA process. Measures have been identified and proposed as part of the draft DPA to ensure that any adverse impacts are minimised and/or mitigated (e.g. density, built form, policy to protect existing non-residential development from future sensitive development) as development proceeds within the draft DPA affected area.

Environmental Implications

The environmental implications of the proposed re-zoning are expected to be positive overall. For example, potentially contaminated sites will be remediated as part of future proposed development stages to a standard necessary to allow envisaged land uses. The draft DPA also contains policy seeking an expansion of public open space and the desire for the Greenway extension through the affected area adjacent to the railway line.

Community Engagement/Consultation (including with community, Council members and staff)

The draft DPA consultation strategy included the following components:

- A Government Gazette notice and formal notices in the Advertiser and Messenger newspapers.
- Further reminder notice in the Messenger newspapers.
- Letters to relevant Government agencies/departments, adjoining Councils, and Members of Parliament.
- Letters to 868 property owners and occupants within and adjacent to the draft DPA Affected Area with an accompanying information brochure.
- A 'yoursay' web page with information brochure, link to the draft DPA, the ability to ask questions and an online submission option accessed through Council's web site.
- Hard copies of the draft DPA and information brochures provided at all Council libraries and the Civic Centre as well as a display board at the Civic Centre.

There were 405 'unique visitors' on the 'yoursay' web page during the course of the consultation period. Forty seven (47) submissions were lodged directly on the site and 38 visitors have subscribed to follow the project.

A community briefing session was also arranged by Kilkenny residents on 3 March 2020 at the Kilkenny Community Centre and was attended by Council staff by invitation. Council staff outlined key aspects of the draft DPA policy and answered questions to assist informing the community in preparation of their submissions on the draft DPA.

A Public Meeting was also held on 18 May 2020 to hear verbal submissions.

Risk Management/Legislative Implications

The draft DPA has been prepared and processed in accordance with all statutory requirements. Ultimately, the final version of the draft DPA will need to be approved by the Minister for Planning and Local Government and scrutinised by the ERD Committee of Parliament.

Conclusion

Increasing housing choices, dwelling densities within the established metropolitan area in close proximity to existing services including public transport services, directly aligns with the South Australian Planning Strategy, aimed at protecting resources beyond the metropolitan area. Concerns raised for higher densities has been acknowledged and a reduced yield and built form (height), has been proposed to address these concerns and lower the volume of local traffic movements through the local road network. Additional policy is also proposed to protect neighbouring established non-residential land uses from future residential land uses.

The attached draft DPA is the result of thorough investigations and consultation both with the public, State Government and the affected land owners. The resultant policy framework is considered to represent an appropriate basis for encouraging future development outcomes while protecting broader community interests and is commended to Council for endorsement.

Appendices

#	Attachment
1	Appendix A - SCPA Report - April 2021
2	Appendix B - Agency Summary and Response Table - March 2021
3	Appendix C - The Amendment - Kilkenny Draft Mixed Use DPA Final Amendment - Post Consultation - April 2021 - Track Change Version
4	Appendix D - Letter to Minister - Draft

APPENDIX A

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded)

Summary of Consultation and Proposed Amendments (SCPA) Report

April 2021

Table of Contents

Introduction	1
Consultation	1
Consultation Process	1
Public Notification	1
Public and Agency Submissions	3
Public Submissions	3
Agency Submissions	4
Review of Submissions and Public Meeting	4
Additional Matters and Investigations.....	5
Timeframe Report.....	6
CEO’s Certification	6
Summary of Recommended Changes to the Amendment following Consultation	7
Attachment A – Summary and Response to Public Submissions	9
Attachment B – Summary and Response to Public Meeting Submissions.....	352
Attachment C – Timeframe Report.....	360
Attachment D – Schedule 4A Certificate.....	361
Attachment E – Schedule 4B Certificate.....	363
Attachment F – Additional Investigations and Agency Advice	364

Note: Do not delete the Section Breaks within this document as they maintain the header information
 Ensure that you have the Show All  button on

↑
 ↑.....: Section Break (Odd Page)

Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

Consultation

Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B (with consultation approval) and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- (a) Peter Malinauskas MP (Member for Croydon)
- (b) Joe Szakacs MP (Member for Cheltenham)
- (c) Hon Mark Butler MP (Federal member for Hindmarsh)
- (d) Hon Steve Georganas MP (Federal member for Adelaide)

The response(s) are included within **Attachment A**.

The consultation period ran from **Thursday 6 February 2020 to Tuesday 14 April 2020**.

Public Notification

Notices were published in the 'The Advertiser' on 6 February 2020, the Government Gazette on 6 February 2020 and The Messenger (Westside Weekly) on 5 February 2020. A further reminder notice was placed in the Messenger on 19 February 2020.

Council also had a web page dedicated to this project on the www.yoursaycharlessturt.com.au public consultation website, which included links to the DPA, Investigations Report and information brochure, as well as the ability to ask online questions and/or submit an online submission.

In addition, Council wrote to approximately **868 property owners and occupants** within and adjacent to the Affected Area (see **Figure 1**). The letter and information brochure provided details of the DPA and consultation process and dates.

The DPA documents were also made available at Council's Civic Centre and five libraries.

A copy of the DPA was forwarded to the Department of Planning, Transport and Infrastructure on 22 January 2020.

Charles Sturt Council
Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded)
Development Plan Amendment
SCPA Report

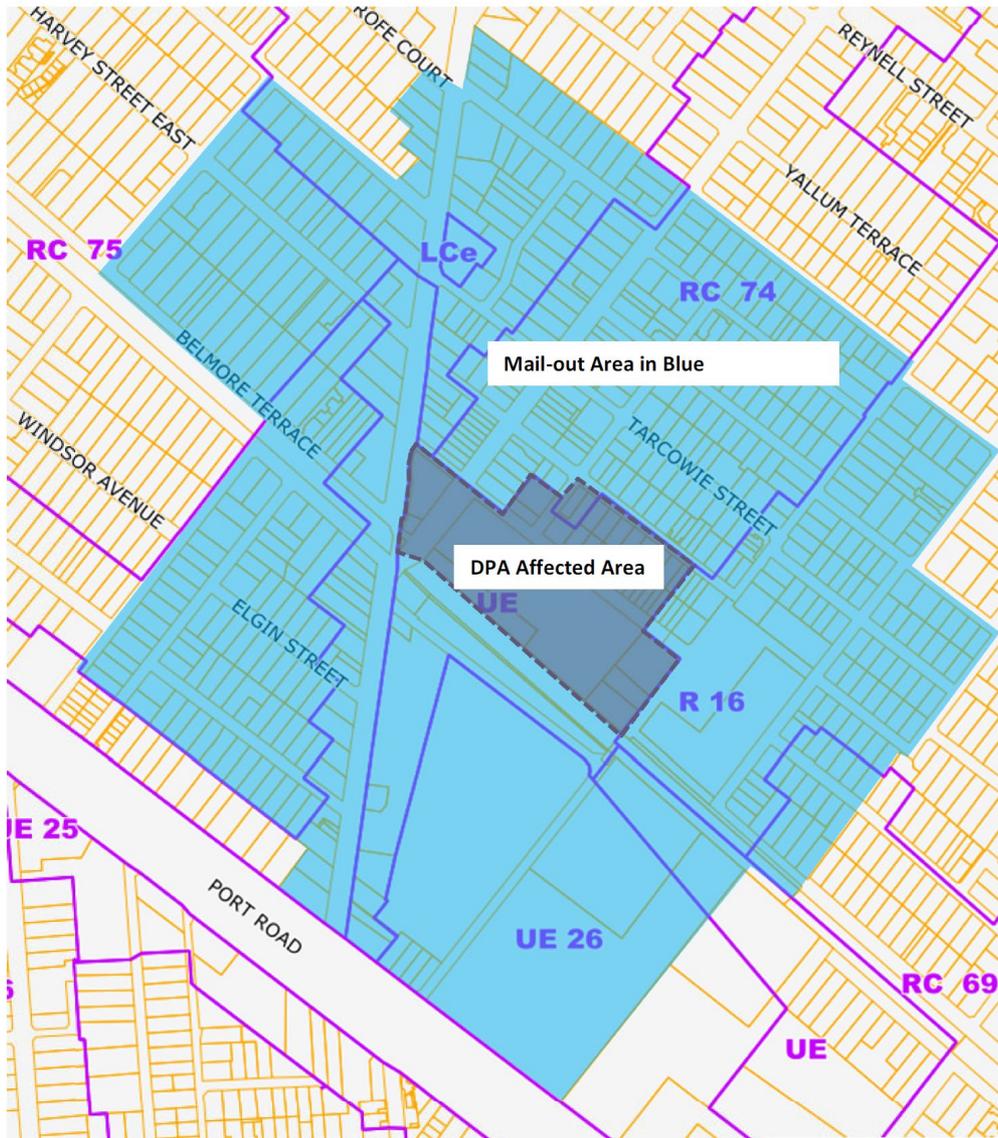


Figure 1: Extent of Mail-out to Owners and Occupants

Public and Agency Submissions

Public Submissions

Sixty nine (69) public submissions were received. Key issues raised in the submissions are summarised as follows:

- (a) The draft DPA provided for too much density within the affected area with potential capacity for 500 dwellings. Concerns with this related principally to the impacts of traffic within the local road network. A reduced intensity across the site was sought which did not impact on the local street network.
- (b) The draft DPA provided for too much building height with concerns about the impact with the established character of the neighbourhood (as well as facilitating the density / yield). The concern also related to the scale and visual appearance of taller buildings in this location. Suggestions included limiting heights to 3 storeys and reducing heights to 1 or 2 storeys at the periphery adjacent existing neighbourhood.
- (c) Concerns of additional vehicles on the local road network, including additional truck movements from commercial development, and the difficulty this will create given the narrow widths and existing reliance on on-street parking for existing dwellings in surrounding streets (through concerns with potential lack of off-street parking from future development). Concerns also related to the accuracy of the assumptions for the distribution of traffic within the traffic investigations noting movements and rat-running occurs beyond what was suggested.
- (d) Lack of public open space provision provided within the site with additional reliance placed on MJ McInerney Reserve which is already very popular and busy at times. Submissions sought greater public open space included in the draft DPA affected area.
- (e) Concerns relating to higher residential density residential development may pose on existing significant industry known as Visy Glass (at the time of consultation it was known as OI Glass) manufacturing facility and adjacent allied warehouse and distribution centre. Concerns related specifically to conflict in land uses not being suitable and supported by strategic planning, inability to manage air and noise emissions, and the likely increase in complaints impacting operations and ongoing costs for OI Glass.
- (f) Concerns about the ability for infrastructure to handle the additional demands and capacities from new residential development, including additional stormwater from increased impervious areas, with a desire to include requirements for WSUD and rainwater tanks for development.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Agency Submissions

Seven (7) responses were received from agencies. There was either general support or no specific comments from agencies and neighbouring Councils. Key issues raised in the responses are summarised as follows:

- (a) land within the draft DPA interfacing with the railway should support the provision of the Outer Harbour Greenway route;
- (b) the draft DPA should consider safe access for evacuation for flooding from the site in a flood event and stormwater management for peak flow rates on pre and post development so as not to exacerbate flooding;
- (c) better identify the function and how development should address the proposed plaza space;
- (d) proposals within future development should include the provision of new public open space and WSUD infrastructure to contribute to the increase in tree canopy sought by the 30 Year Plan for Greater Adelaide.

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from Wednesday 15 April 2020 to 18 May 2020 on the Council website and at the Council offices.

Fourteen submitters requested in writing to be heard, and therefore a public meeting was held on 18 May 2020. The meeting was also held digitally through teleconferencing facilities, due to the Covid-19 pandemic restrictions. People participated online where available, with only a few attending the meeting in person. Of those expressing a desire to be heard, nine attended and spoke at the meeting, and two additional people came forward and made a verbal presentation.

Additional Matters and Investigations

The following additional investigations were conducted after the consultation process to inform the review of submissions and the preparation of further policy amendments to the draft DPA:

- (a) Further assessment of the desired building heights across the affected area, responding to the community's concerns. This included reducing the heights overall, as well as reducing heights at the interface with the Historic Conservation Area along section of Pinda Street and Mundulla Street;
- (b) Further assessment of the traffic impacts from development having regard to community comments relating to rat-running and assumptions relating to distribution of traffic within the GTA assessment, as well as aligning volumes to the maximum 1500 vehicles per day as identified by Council's Transport Strategy for streets of a local function (in response to community concerns relating to volumes);
- (c) Further examination of the potential desired maximum yield for the site having regard to the revised traffic conditions sought within the local streets. This included the mix and size of retail and commercial facilities, as well as dwelling numbers across the affected area.
- (d) Consideration for inclusion of additional public open space within the site, having regard to feedback received in the submissions.
- (e) Further consideration to strengthen interface policy to address concerns received through the submissions on the potential impacts to the on-going operations of the adjacent licenced activity.

Additional advice was sought with the Environment Protection Authority (EPA) specifically in response to the issues raised by Visy Glass within their submission. Council sought to seek confirmation of the suitability of the methodology, assumptions and recommendations within the technical air emission and noise assessment investigations supporting the draft DPA that were challenged in the submission to confirm from the EPA that the assertions relating to licence limitations and additional conditions as a result of the draft DPA were correct and, in particular, the EPA's position on this matter.

The EPA's confirmation of the suitability of the investigations undertaken, the policy response proposed and that the draft DPA is not considered to impact the licence of OI has provided confidence to Council of the suitability of the policy direction for the draft DPA.

- (f) Further clarification of the ability to integrate the potential amendments into the Planning and Design Code so that important local policy is not lost. This included the ability to introduce a Concept Plan Map for this location (which had previously not been advised as an option during the investigations for the draft DPA).

A copy of the additional GTA Traffic Assessment and further advice from the Environment Protection Authority is provided in **Attachment F**

Timeframe Report

Delay(s) occurred because:

- (a) the complexity of some of the investigations, particularly the assessment of noise and the implications of the interface. This included engagement with Visy Glass as part of the Investigation.
- (b) the number and complexity of issues raised as a result of the consultation process. This required further examination of the desired development intent and potential yields within the affected area.
- (c) additional investigations undertaken to inform the traffic impacts and potential revised yields in response to the community concerns.
- (d) negotiations with the proponent in relation to agreement of additional costs associated with additional investigations and work involved in finalising the draft DPA.

CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the draft DPA following consultation and in response to public submissions and/or agency comments:

- (a) revised desired character statement and insert of new PDC addressing densities sought for the different parts of the zone at Kilkenny (150 dwellings per hectare for the land south of Pinda Street and east of Wilpena Terrace and 70 dwellings per hectare for other areas)
- (b) revised desired character statement and adapted existing PDC to express revised building heights applying across the zone at Kilkenny (reflecting maximum height of 4 storeys, plus reduced maximums at other locations across the zone)
- (c) revising the desired character statement to add additional direction for the scale and function of non-residential development at Kilkenny
- (d) revised desired character statement and insertion of an additional PDC referencing the Sound Exposure Category Levels and new Concept Plan Map showing these across the site
- (e) revised the desired character statement and PDC to reflect the desire to provide additional public open space as an expansion of MJ McInerney Reserve, and referencing the new Concept Plan Map
- (f) revise desired character statement and PDC to include reference to public parks and public plaza
- (g) Adapt PDC 7 to better express desired forms of development and mixture of uses across the zone at Kilkenny
- (h) Adapt PDC 10 table to reflect the reduced shop and commercial floor space areas desired at Kilkenny
- (i) insertion of a new Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny.

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Name/Address	Submission Summary	Comment	Council Response
1.	Rebecca Gurr 6 Cavendish Street, West Croydon	<i>1.1 Concerns raised that the development will provide no additional greenspace and will place pressure on the MJ McInerney Reserve.</i>	<p>1.1 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Draft policy amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider</p>	1.1 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			existing Development Plan policy as well as the proposed draft policy.	
		1.2 <i>Concerns raised over the increase in traffic of over 400% on the adjacent streets by the draft DPA in the local area which will cause traffic congestion at both peak and non-peak times.</i>	<p>1.2 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). 	1.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>1.3 <i>Concerns regarding the requirement for sufficient car parking to address impacts experienced from existing on-street visitor parking.</i></p>	<p>1.3 The issue of car parking is acknowledged as a common issue experienced within established residential areas. The Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. The existing provisions were reflected in the draft DPA investigations under Section 3.2.5, Car Parking.</p> <p>The intent is to retain the same car parking standard that applies to the balance of the City for residential land uses.</p> <p>The requirements for detached dwellings and semi-detached dwellings seek a minimum of 2 spaces on site. For other dwelling types such a row-dwellings, group dwellings and residential flat dwellings the rate is reflective of the development's proximity to a district centre and public transport options, including high frequency services.</p> <p>These standards are higher, for instance, than what is applied for residential development within the Bowden (RSA) development, which envisages 0.75 spaces per dwelling. This is because the zoning for the Bowden development is in a designated area which anticipates a lesser residential parking</p>	<p>1.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>provision. The draft DPA does not propose a zone which will trigger a lesser off-street parking provision for residential development.</p> <p>During the review of submissions, advice was also sought from the Department of Planning which indicated that any potential amendments to the draft DPA to increase car parking ratios beyond the existing policy would need to be consistent with the State Government’s Planning and Design Code (Code). The intent of the Code is to provide policy uniformity across Metropolitan Adelaide, including off-street car parking standards. While the policy in the Code is generally consistent with policy in the Charles Sturt Council Development Plan, it does provide a higher ratio expectation for certain developments such as group dwellings and residential flat buildings which propose 3-bedroom designs. Should the draft DPA be authorised future development would be bound by this policy in the Code.</p> <p>While a greater ratio of off-street car parking cannot be considered as part of this draft DPA, policy amendments are proposed to reduce the overall desired dwelling yield from what was originally consulted (ie from around 500 dwellings to 300 dwellings). The</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>proposed reduction in yield seeks to address issues raised in the submissions on matters regarding potential traffic congestion but also indirectly addresses the concerns relating to car parking.</p> <p>Policy also exists in the Development Plan to address on-street visitor parking, contained in the Land Division module of the General Section, which seeks that land division proposals should provide sufficient space for on-street visitor car parking (<i>at least one on-street visitor car parking space being provided for every two residential allotments</i>). The assessment of suitability of on-street car parking and off-street car parking would occur at a development assessment stage, which follows the draft DPA process.</p>	
		<p>1.4 <i>Concerns raised with regards to property values of surrounding houses will decrease due to the Affordable Housing Overlay.</i></p>	<p>1.4 The desire for affordable housing opportunities within the established metropolitan area is in line with the Council's Community Plan to provide an urban environment that is adaptive to a changing and growing City. The issue of affordable housing is also an important direction in the State Government's Strategic Plan, and the South Australian Planning Strategy (the 30-Year Plan).</p> <p>Government's at all levels have a social obligation to ensure all household types can</p>	<p>1.4 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>be provided with opportunities to be located in areas close to public transport and other services and offer an integrated housing mix to cater for the varied needs of the community.</p> <p>The Affordable Housing Overlay policies are not unique to this draft DPA and already exist in the Charles Sturt Development Plan. These policies have been consistently applied to all new major rezoning development proposals across the City, which seek an increase in dwelling yield.</p> <p>These policies provide guidance for the provision of affordable housing for developments that comprise more than 20 dwellings which is likely to be the case for the proposed draft DPA Affected Area.</p> <p>Courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.</p>	
2.	Dean Earle 59 Harvey Street, Woodville Park	2.1 <i>Seeking a maximum two-storey built form.</i>	2.1 The proposed height limits seek to achieve reasonable development yields and a mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.	2.1 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Following submissions received proposed amendments to building heights is proposed in the draft DPA including:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), west of Arkaba Road (north side of Pinda Street) and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace (a reduction from proposed maximum of five storeys as originally consulted as part of the draft DPA. • A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA. <p>The proposed reduction in built form is considered appropriate to further improve the</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>transition between the draft DPA Affected Area and the adjacent residential area.</p> <p>The reduction in built form adjacent to the railway line is also considered appropriate to improve the interface with the adjacent non-residential land uses located south of the railway line.</p>	
		<p>2.2 <i>Concerns raised regarding insufficient green space.</i></p>	<p>2.2 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Draft policy amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider</p>	<p>2.2 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>existing Development Plan policy as well as the proposed draft policy.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p>	
		<p>2.3 <i>Concerns raised with potential for an increase in traffic.</i></p>	<p>2.3 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p>	<p>2.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA, the wider local road network and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with Council's Transport Strategy for local roads such as those within this location. <p>On this basis the revised policy scenario presents a reduced impact on the local road</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.	
		2.4 <i>Concerns raised with overpopulating the area.</i>	<p>2.4 Locational factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017).</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised</p>	2.4 Amend the draft DPA policy relating to desired dwelling yield to address concerns raised through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			through the submissions received on the impacts from potential traffic on the local road network.	
		2.5 <i>Seeking a door to door survey to seek views from the community on the draft DPA.</i>	<p>2.5 The draft DPA underwent a comprehensive statutory consultation process for eight weeks. The consultation process involved a mailout of 868 letters to property owners and occupants within and adjacent to the draft DPA Affected Area with an accompanying information brochure, seeking their input.</p> <p>The consultation process also involved:</p> <ul style="list-style-type: none"> • A Government Gazette notice and formal notices in the Advertiser and Messenger newspapers. • A 'yoursay' web page with information brochure, link to the draft DPA, the ability to ask questions and an online submission option accessed through Council's web site. • Hard copies of the draft DPA and information brochures provided at all Council libraries and the Civic Centre as well as a display board at the Civic Centre. <p>There were 405 'unique visitors' on the 'yoursay' web page during the course of the consultation period. Forty-seven (47) submissions were lodged directly on the site</p>	2.5 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>and 38 visitors have subscribed to follow the project.</p> <p>A community briefing session was also arranged by Kilkenny residents on 3 March 2020 at the Kilkenny Community Centre and was attended by Council staff by invitation. Council staff outlined key aspects of the draft DPA policy and answered questions to assist informing the community in preparation of their submissions on the draft DPA.</p>	
3.	Victor Sebastiao 11 Shirley Avenue, Croydon Park	<p>3.1 <i>Raised concerns with multi-storey medium to high density living in the area and should be limited to two-storey built form.</i></p> <p>3.2 <i>Seeking the area is rehabilitated for future home owners to grow their own produce in a safe manner.</i></p>	<p>3.1 Refer to comments in row 2.1.</p> <p>3.2 Concerns in relation to contamination and future remediation are noted. The draft DPA environmental investigations identifies that in 2004 a site contamination investigation was undertaken for the former Bianco site by Adelaide Environmental Consulting. The investigation identified potentially contaminating activities that had been undertaken at the site and it is considered likely that there is a level of site contamination present. A further visual assessment was undertaken in 2015.</p> <p>The draft DPA includes policy in the Zone Desired Character statement for the Suburban Activity Node Zone to address the need for</p>	<p>3.1 Refer to response in row 2.1.</p> <p>3.2 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>remediation to be undertaken. The Charles Sturt Development Plan also contains existing policy in the General Section to ensure site contamination matters are assessed in any future development applications.</p> <p>The draft DPA has also been reviewed by the Environment Protection Authority (EPA). The Agency has confirmed in their submission that site contamination issues have been suitably addressed through the draft DPA policy.</p> <p>Future remediation process to ensure the land is suitable for its intended land use would occur at a development application stage, which would follow this draft DPA should it be endorsed by Council and ultimately authorised by the Minister for Planning.</p>	
4.	Toni Simpson 71 Alfred Road, West Croydon	<p><i>Supports a redevelopment of the former Bianco site but the following concerns:</i></p> <p><i>4.1 Concerned with 5 storey dwellings along the railway line and the high number of dwellings proposed.</i></p> <p><i>Concerned that the potential for the Kilkenny population to double in size without any known plans to upgrade the current infrastructure.</i></p> <p><i>Raised concerns regarding increased traffic congestion on streets that are</i></p>	<p>4.1 The concerns raised in the submissions regarding built form, population increase and traffic issues are noted.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed</p>	<p>4.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>already overcrowded with on-street parking.</i></p> <p><i>Raised an issue that Alfred Road is already utilised as a thoroughfare to bypass the David Terrace/Kilkenny Road train line to use the underpass in Rosetta Street.</i></p>	<p>likely development scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network as well as reduce the proposed building height.</p> <p>As a result of the traffic issues raised through the consultation process additional investigations were undertaken based on reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space.</p> <p>A revised yield has been supported by a revised TIA to understand the anticipated traffic volumes and impacts to the surround local road network based on a reduced dwelling yield of around 300 dwellings and a reduction in potential commercial and retail floor area. The revised TIA has concluded that:</p>	

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
5.	Matt Lazarus 2/195 Military Road, Henley Beach South	5.1 <i>Supports the draft DPA and opportunity for young families to move into an area close to the City.</i>	5.2 Support for the draft DAP is noted.	5.2 No amendments proposed to the draft DPA.
6.	Shannon Linke 22 Burke Street, West Croydon	6.1 <i>Concerns raised that the increased population won't be accommodated by the small footprint of the DPA area.</i>	6.1 The concerns raised in the submission regarding population increase is noted.	6.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield, and commercial/retail floor area to

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network as well as reduce the proposed building height.</p>	<p>address the traffic impact concerns received through the consultation process.</p>
		<p>6.2 <i>Concerns raised over the pressure placed on existing infrastructure such as stormwater and sewer with the predicted increase in population.</i></p>	<p>6.2 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to</p>	<p>6.2 Amend the draft DPA policy relating to building heights, anticipated dwelling yield (based on desired density) and commercial/retail floor area to address the traffic</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network as well as reduce the proposed building height.</p>	<p>impact concerns received through the consultation process.</p>
		<p><i>6.3 Concerns raised regarding traffic congestion on narrow surrounding streets and increased demand for on-street parking.</i></p>	<p>6.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised 	<p>6.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 1,554 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>6.4 <i>Seeking the provision of public open space be applied to the area and not rely on the adjacent park as open.</i></p>	<p>6.4 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other</p>	<p>6.4 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>6.5 <i>Raised concerns regarding rainwater mitigation and how it will be addressed from the increased roof area.</i></p>	<p>6.5 Concerns are noted. In terms of rainwater mitigation, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the</p>	<p>6.5 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			assessment of a development application. The zone policy in the draft DPA also addresses the need for future development to incorporate Water Sensitive Urban Design systems. No additional policy amendments in relation to stormwater management are considered necessary in the draft DPA.	
		6.6 <i>Sought clarification behind the existing off-street car parking provision in relation to 1.25 spaces per dwelling proposed for off-street parking.</i>	6.6 Refer to comments in Row 1.3.	6.6 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		6.7 <i>Sought information on building design / preliminary building plans available to provide detail on the proposed off and on street parking?</i>	6.7 The draft DPA process seeks to consider the suitability of rezoning the affected area in order to facilitate future mixed-use development including residential development. The detail of future land division and/or buildings designs are dealt with as part of future development proposals and therefore do not form part of the draft DPA process.	6.7 No further amendments proposed to the draft DPA.
		6.8 <i>Querying the energy rating of new buildings as new rules came into effect as of March.</i>	6.8 Council's Development Plan contains existing policies in the General Section, relation to Energy Efficiency matters. The policies seek development through design at a planning assessment stage to provide for efficient solar	6.8 No further amendments proposed to the draft DPA.

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>access to buildings and open space, consideration of siting of buildings to allow open spaces associated with the main activity areas face north for exposure to winter sun and ensure design considers adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings. The policies also encourage roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells. The design of buildings to improve energy efficiency will also resonate through future policy under the Government's pending State-wide Planning and Design Code.</p> <p>The energy efficiency of future development is also considered at the building assessment stage through energy efficiency performance requirements for new buildings under the National Construction Code. This matter is dealt with appropriately at a future development assessment stage and no additional policy amendments are considered warranted in the draft DPA.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		6.9 <i>Raise concerns that the maximum 5 storey building height is too high for this location as surrounding homes are two-storey maximum. This building height would also limit sunlight to the park.</i>	6.9 Policy addressing building siting and design, building envelopes and staggered setbacks are well articulated in the Development Plan to ensure interface, bulk and scale, design and overshadowing impacts are minimal. To address concerns raised, the maximum 5 storey building height (south of Pinda Street) as proposed in the consultation version of the draft DPA is proposed to be amended to a maximum of 4 storeys maximum for buildings located south of Pinda Street and a maximum of 3 storeys adjacent to the existing Local Heritage Place (also south of Pinda Street) and north of Pinda Street with the remaining portion of the affected area which interfaces the existing Residential Character Zone proposed at a maximum of 2 storeys. The policy amendments proposed therefore seek a further graduation of building height profile scaling down towards the interface with the neighbouring Residential Character Zone.	6.9 Amend the draft DPA policy relating to building heights, to address concerns received through the consultation process.
		6.10 <i>Raised concerns that the proposed commercial retail uses would contribute to congestion in the surrounding narrow street network.</i>	6.10 Given the traffic concerns raised through a number of the submissions received, associated with commercial floor area the potential retail scale has been reduced to 250m ² and commercial to 1000m ² . The reduced floor areas have been reviewed through the revised TIA which has concluded that with the reduced residential yield there is adequate capacity in the surrounding local	6.10 Amend the draft DPA policy relating to commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			road network to cater for the additional traffic based on the amended policy.	
		<p>6.11 <i>The submitter proposed two alternative redevelopment suggestions:</i></p> <ul style="list-style-type: none"> • <i>A smaller scale apartment development of a maximum of three storeys with the inclusion of ample greenways and small retail uses in the existing heritage structure.</i> • <i>Subdivide into residential blocks for the development of housing that suits the residential character guidelines of the area.</i> 	6.11 The suggestions are noted. Amendments are proposed in the draft DPA policy to address concerns raised through the submissions e.g. reduced building heights, residential yield, retail floor area and policy seeking greater level of public open space similar to these submitter's concepts.	6.11 Amend the draft DPA, to address the desire for additional public open space and amend draft policy to reflect the proposed reduction in building heights and desired yield.
7.	Ricky Charles 4 Burke Street, West Croydon	7.1 <i>Supports a redevelopment of the former Bianco site into a residential use however concerns raised in relation the potential residential yield.</i>	<p>7.1 The concerns raised in the submissions regarding the proposed yield is acknowledged.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings and concluded that existing infrastructure such</p>	7.1 Amend the draft DPA policy relating to anticipated dwelling yield and commercial/retail floor area to address concerns raised such as traffic impacts received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.</p>	
		<p>7.2 <i>Concerns raised that MJ McInerney Reserve is currently a very busy park and will not be able to accommodate another 500+ people.</i></p>	<p>7.2 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location).</p>	<p>7.2 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>7.3 Concerns raised regarding increased traffic.</p>	<p>7.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in 	<p>7.3 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>relation to acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		7.4 <i>Concerns raised over the appearance of multi-storey development.</i>	<p>7.4 Policy addressing building siting and design, building envelopes and staggered setbacks are well articulated in the Development Plan to ensure interface, bulk and scale and overshadowing impacts are minimised. The assessment of future development proposals is not subject to this draft DPA but will be subject to the development assessment process when individual development applications are lodged in the future to address any design and appearance issues.</p> <p>In terms of building heights, the maximum 5 storey building height (south of Pinda Street) as which was proposed in the consultation version of the draft DPA is proposed to be amended to address concerns raised through the submissions received to 4 storeys maximum for buildings located south of Pinda Street and a maximum of 3 storeys adjacent to the existing Local Heritage Place (also south of Pinda Street) and north of Pinda Street with the</p>	7.4 Amend the draft DPA policy relating to building heights, to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			remaining portion of the affected area which interfaces the existing residential area proposed at a maximum of 2 storeys. The policy amendments proposed in the draft DPA therefore seek a further graduation of building height profile whereby building height and densities are to scale down towards the interfaces of the neighbouring residential areas.	
8.	Maween Malheson 9 Castle Street, West Croydon	<i>8.1 Opposes the proposal as the scale/size of the multi-story development is unreasonable.</i>	<p>8.1 The concerns raised in the submissions regarding the proposed scale and size is acknowledged.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the</p>	8.1 Amend the draft DPA policy relating to building heights and yield to address concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>potential yield from 500 to around 300 dwellings and reduced building heights.</p> <p>The policy amendments proposed in the draft DPA therefore seek a further graduation of building height profile whereby building height and densities are to scale down towards the interfaces of the neighbouring residential areas.</p>	
9.	Shirley and Lindsay Cullinan 90 Harvey Street East, Woodville Park	<p>9.1 <i>Raises several concerns regarding the potential increase in traffic and parking the proposal may create, specifically:</i></p> <ul style="list-style-type: none"> • <i>New residents may take-up existing on-street parking and playground parking around the McInerney Reserve.</i> • <i>New residents will create additional traffic on David Terrace/Kilkenny Road which can become quite congested at certain times.</i> • <i>Harvey Street on weekends is already busy with cars parked on both sides of the street due to people attending the temple on David Terrace or the garden shop on the corner.</i> 	<p>9.1 Concerns around car parking is noted and acknowledged as a common issue experienced within established residential areas. Refer to comments in Row 1.3.</p> <p>In relation to potential impacts to David Terrace / Kilkenny Road, no issues were raised through the Department of Infrastructure and Transport (DIT) in their submission. The draft DPA traffic investigations indicated that David Terrace currently carries around 19,900 vehicles per day, while the potential development could generate in the order of 2,760 vehicle trips per day that are anticipated to use David Terrace the analysis indicated the traffic generation associated with the potential development of the affected area will be able to be catered for within the road network.</p> <p>While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is</p>	9.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield (based on desired density) and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>adequate capacity in the surrounding local road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>As a result of the traffic issues raised through the consultation process additional investigations were undertaken based on reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space.</p> <p>A revised TIA was undertaken to understand the anticipated traffic volumes and impacts to the surround local road network based on a reduced dwelling yield of around 300 dwellings and a reduction in potential commercial and retail floor area. The revised TIA has concluded that:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, 	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
10.	Nogol Salehi 15 Tarcowie Street, Kilkenny	<p>10.1 Supports the redevelopment of the Bianco site into a mixed-use development but raises concerns in relation to the impact on the existing traffic and parking in the area based on the proposed yield.</p> <p>Recommends that each dwelling have 1 carpark as a minimum and 2 car parks for any dwelling that has more than one bedroom.</p>	<p>10.1 Concerns around car parking is noted and acknowledged as a common issue experienced within established residential areas. Refer to comments in 1.3.</p> <p>While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding local road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights,</p>	<p>10.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield (based on desired density) and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			the surrounding road network to cater for the additional traffic based on the amended policy.	
11.	Sean Healy 20 Yallum Terrace, Kilkenny Bronwyn Loechel 15 Elizabeth Street, Croydon	11.1 <i>Concerns raised on the potential traffic congestion in the local street network surrounding the development.</i>	<p>11.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic 	11.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>11.2 <i>Proposed re-routing Aroona Rd underneath the railway line to connect with Port Road to alleviate pressure on the streets north of the development site.</i></p>	<p>11.2 The proposal to re-routing Aroona Road underneath the railway line to connect with Port Road is unlikely to be a feasible option to address the scale of traffic envisaged.</p> <p>As detailed in Row 11.1 a revised TIA based on a reduce yield has been undertaken. The findings demonstrate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the amended policy.</p>	<p>11.2 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p>11.3 <i>Concerns that the proposed 5-storey development will have a significant aesthetic impact upon the surrounding heritage area and suggests that a 3-storey development would be more suitable.</i></p>	<p>11.3 Refer to comments in Row 2.1.</p>	<p>11.3 Amend the draft DPA policy relating to building heights, to address concerns received through the consultation process.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
13.		<p>13.1 <i>Concerns raised about the increase in pollution and heat due to the increased traffic that the proposal will create as well as the disruption to the local environment/amenity by the increased noise and activity.</i></p> <p><i>Suggestions made to offset the raised issues by completing the street tree planting that was started during drought season. Advised that street tree planting will be important as the proposal will not contain adequate additional green space to balance the increased population it will create.</i></p> <p><i>Consideration should be made to ensure there is trees and vegetation to shade the greenway continuing through the subject site.</i></p>	<p>13.1 The additional vehicular activity generated by the new development is unlikely to significantly increase pollution and impair air quality of the locality when considering the volume and nature of existing vehicle movements along Kilkenny Road / David Terrace and Port Road.</p> <p>The consideration of completing street tree planting within the locality is noted and should be pursued through Council's Open Space Unit as it is outside the scope of this draft DPA.</p> <p>In terms of public open space policy amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides</p>	<p>13.1 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>provide opportunity for trees and smaller vegetation to be planted.</p> <p>The detailed design of the public open space is however not a matter that the draft DPA can address (other than the desired approximate location and size). This ordinarily occurs at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>new roads are proposed to provide wide footpaths for sufficient space for street trees.</p>	
14.	Chris Matty 7 Wilpena Terrace, Kilkenny	<p>14.1 <i>Opposes the rezoning as parking on the adjacent streets is already quite limited and the addition of a large-scale housing complex will only congest these streets further.</i></p>	<p>14.1 Concerns around car parking is noted and acknowledged as a common issue experienced within established residential areas. Refer to comments in Row 1.3.</p> <p>While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding local road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development 	<p>14.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield (based on desired density) and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>mix (reduction of 1,554 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
15.	Eugene and Vera Melnitchouk 20 Tarcowie Street, Kilkenny	15.1 <i>Supports the draft DPA rezoning to rejuvenate the dilapidated, graffiti covered site that has been a dreadful eye sore for many years to increase safety of the area.</i>	15.1 Support for the draft DPA and associated policies are noted.	15.1 No further amendments proposed to the draft DPA.
		15.2 <i>Indicated it is an opportunity to provide much needed homes for families within close proximity to the city.</i>	15.2 Comments noted. The draft DPA envisages a variety of dwelling types to cater for the needs of different households in close proximity to	15.2 No further amendments proposed to the draft DPA.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			public transport services, other services and the City.	
16.	Jean Chinca 13a Yallum Terrace, Kilkenny	<p>16.1 <i>Indicates supports for the former Bianco site being developed but concerns with building heights and density.</i></p> <p><i>Considers the 5-storey built form is too high for the area and the proposed 500 dwellings will create overcrowded conditions. Suggests a 3-storey development is far more acceptable.</i></p>	<p>16.1 Support for a form of redevelopment of the former Bianco site but concerns raised in the submissions regarding built form and density are acknowledged.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network as well as reduce the proposed building height.</p> <p>As a result of the traffic issues raised through the consultation process additional investigations were undertaken based on</p>	<p>16.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space.</p> <p>A revised yield has been supported by a revised traffic impact assessment to understand the anticipated traffic volumes and impacts to the surround local road network based on a reduced dwelling yield of around 300 dwellings and a reduction in potential commercial and retail floor area. The revised assessment has concluded that:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. 	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>16.2 <i>Concerns raised regarding overlooking into existing properties from top storey windows.</i></p>	<p>16.2 Overlooking and privacy issues are addressed through building design and screening techniques that are well articulated in the existing Development Plan policies within the General Section and in the Desired Character statement policy within the proposed zone. This issue is assessed at the development application stage.</p>	<p>16.2 No further amendments proposed to the draft DPA.</p>
		<p>16.3 <i>Seeking gardens area for development to plant trees.</i></p>	<p>16.3 Noted and agreed. With respect to green space, the Charles Sturt Council Development Plan contains existing policy in the General Section of the Plan, which seeks residential development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage from a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings. Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p>	<p>16.3 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		16.4 <i>Raised concerns regarding utility services such as gas and electricity indicating that supply issues in the area need to be considered as the representor has experienced a reduction in electricity at times.</i>	16.4 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.	16.4 No further amendments proposed to the draft DPA.
		16.5 <i>Concerns raised that the narrow streets of Kilkenny will become unsafe with extra vehicles parked within the on-street spaces. Suggestion made to convert certain streets to one-way with on-street parking on one side of the street. In addition, limited time parking for signed 'residential parking only' spaces could be introduced.</i>	16.5 Concerns around car parking is noted and acknowledged as a common issue experienced within established residential areas. Refer to comments in Row 1.3. Suggestions regarding one-way street designs and/or limited time parking are beyond the scope of the draft DPA.	16.5 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		16.6 <i>Concerns raised on the anticipated volume of traffic and congestion along</i>	16.6 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A	16.6 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>the local road network and arterial roads.</i></p>	<p>revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in</p>	<p>commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			the surrounding road network to cater for the additional traffic based on the amended policy.	
		16.7 <i>Raised concerns around development providing for visitor car parking.</i>	16.7 Refer to comments in Row 1.3,	16.7 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		16.8 <i>Concerns raised regarding waste collection trucks already having difficulty getting down the narrow streets when cars are parked on both sides of the street.</i> <i>Also raised concerns regarding emergency service vehicles that may find it difficult to access any house in the adjacent streets if these streets are full with parked cars.</i>	16.8 Refer to response in Row 16.7 regarding the provision of off-street parking. Further, any new development involving a new road system within the draft DPA affected area will require through existing policies its design to provide width that can provide for the safe and convenient movement and parking of projected volumes and allow the efficient movement of services and emergency vehicles. As part of the consultation of the draft DPA the Metropolitan Fire Services and State Emergency Services were also consulted.	16.8 No amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>16.9 <i>Indicated that rainwater tanks must be installed for each proposed dwelling and stormwater storage areas implemented to conserve water that could be used to water green areas. Water should be saved and recycled wherever possible.</i></p>	<p>16.9 In terms of rainwater mitigation, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p> <p>The zone policy in the draft DPA also addresses the need for future development to incorporate Water Sensitive Urban Design systems. No additional policy amendments in relation to stormwater management are considered necessary in the draft DPA.</p>	<p>16.9 No further amendments proposed to the draft DPA.</p>
		<p>16.10 <i>Seeking more green areas that incorporate trees to reduce the 'heat island effect.'</i></p>	<p>16.10 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public</p>	<p>16.10 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan. The desired greenway and additional public open space will provide opportunity for trees and smaller vegetation to be planted.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>16.11 <i>Seeking future development to reflect existing materiality and built form of the Kilkenny historical area.</i></p> <p><i>Concerns that recent trends of dark grey or black bricks and roofs will</i></p>	<p>16.11 The existing Development Plan does not contain policy that requires development proposals in a zone adjacent to the Residential Character Zone to compliment the style or finishes of this zone. This is not typical just for the draft DPA affected area.</p>	<p>16.11 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>absorb heat and make the dwellings 'hot boxes' to live in.</i></p>	<p>The draft DPA affected area does (as identified during the consultation) contain two allotments that are already located in the Historic Conservation Area. Notwithstanding a proposed new zoning, development over these sites will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exists in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>Council's Development Plan contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		16.12 <i>Queried as to how the existing heritage listed buildings in the area would be protected from damage during the construction phase?</i>	16.12 While Council can control that a development is built in accordance with the approved plans the protection of adjacent buildings during construction is the responsibility of the developer.	16.13 No further amendments proposed to the draft DPA.
		16.13 <i>Not wishing to see a large shopping complex and consider a café and restaurant appropriate as part of the mixed-use component of the draft DPA.</i>	16.13 The draft DPA policy seeks uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes.	16.13 Amend the draft DPA policy to reduce desired commercial/retail floor areas.
		16.14 <i>Seeking more parking spaces such as parking bays along MJ McInerney Reserve.</i>	16.14 Comments noted. Off street and on-street car parking as part of the draft DPA has been discussed in Rows 16.5 and 16.7. Consideration of additional parking areas around the existing reserve is outside the scope of this draft DPA.	16.14 No further amendments proposed to the draft DPA.
		16.15 <i>Indicated that the existing Community Centre on Wilpena Terrace will need to be extended/include more facilities to accommodate the increased number of residents in the area.</i>	16.15 Upgrading community services in the area are subject to Council's on-going review, prioritisation and budgeting processes. While the draft DPA investigations concluded that the affected area is well serviced by a range of community uses, the draft DPA facilitates a range of non-residential community land uses which serve the local population. This is reflected in the draft policy.	16.15 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
17.	Gino Chinca 13a Yallum Terrace, Kilkenny	17.1 <i>Indicated support for the area to be utilised but objects to the proposed heights and density. Seeking a maximum of 3 storeys.</i>	<p>17.1 Concerns raised in the submissions regarding built form and density are acknowledged.</p> <p>In light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network as well as reduce the proposed building height.</p> <p>To address concerns raised, the maximum 5 storey building height (south of Pinda Street) as proposed in the consultation version of the draft DPA is proposed to be amended to a maximum of 4 storeys maximum for buildings located south of Pinda Street and a maximum of 3 storeys adjacent to the existing Local Heritage Place (also south of Pinda Street) and north of Pinda Street with the remaining portion of the affected area which interfaces the existing Residential Character Zone proposed at a maximum of 2 storeys. The policy amendments proposed therefore seek a further graduation of building height profile scaling down towards the interface with the neighbouring Residential Character Zone.</p>	17.1 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address concerns received through the consultation process.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>17.2 <i>Indicated concerns with the potential in increase in traffic congestion in surrounding narrow street network.</i></p>	<p>17.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. 	<p>17.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>17.2 <i>Raised the issues of limited on-street parking currently in the area. Indicated that present residents should be considered for on-street parking as many houses in the area are single fronted and don't have a driveway for off-street parking.</i></p>	<p>17.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>17.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p>17.4 <i>Questioned whether the surrounding schools would cope with the extra number of children that are likely to enrol that may live in the new development?</i></p>	<p>17.4 Through the investigations the draft DPA concluded that the affected area is well serviced by a range of community uses including schools within a 2.0-kilometre radius of the draft DPA Affected Area.</p> <p>The demand on public schools is a State Government matter and its response to upgrades would be based on current and future likely demand for services. The</p>	<p>17.4 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the draft DPA. No submission was received by the Department.</p>	
		<p>17.5 <i>Concerns raised regarding the capacity of the existing essential services to accommodate the proposal e.g. electricity, gas, sewage, deep drainage, waste management.</i></p>	<p>17.5 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p> <p>Further, any new development in addition to development involving a new road system within the draft DPA affected area will require through existing policies the design of driveway crossovers, parking areas, accessways and elements that interact with the public realm should safely and efficiently accommodate the collection of waste and recycling materials as well as roads to be designed of a width that can provide for the safe and convenient movement and parking of projected volumes</p>	<p>17.5 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			and allow the efficient movement of services and emergency vehicles.	
		17.6 <i>Indicated that Council should consider increasing the amount of facilities within the MJ McInerney Reserve such as extra parking, BBQ's, seating and toilets to accommodate the anticipated influx of people in the area.</i>	17.6 The MJ McInerney Reserve was recently significantly updated to respond to higher order recreation provisions. Further upgrades would be dependent on the level of increased future demand.	17.6 No amendments proposed to the draft DPA.
		17.7 <i>Indicated the unsuccessful track record of the various types of shops that have attempted to establish themselves in the local area and considers the proposed new shops within the mixed-use development would not survive partly due to competition with the nearby shopping centres.</i>	17.7 The local focussed shops envisaged within the draft DPA site is not intended to parallel the scale or function of the larger shopping centres within the locality. The draft DPA policy seeks uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes.	17.7 Amend the draft DPA policy to reduce desired commercial/retail floor areas.
		17.8 <i>Queried whether the State Government would provide more trains to cater for the anticipated new residents of Kilkenny?</i>	17.8 The provision for additional train services to cater for the increase in commuter trips by new residents is a State Government public transport issue and would likely be based on an assessment of future demand for this service. The Department of Planning, Transport and Infrastructure were consulted as part of the draft DPA consultation process.	17.7 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			The Department's submission did not indicate the potential for increased services at this stage, however raised the potential for future changes to the station and indicated support for the draft DPA to facilitate the protection of land in the affected area interfacing the railway station with the desired location for the Outer Harbor Greenway route.	
18.	Pamela Thackray 73 Wilpena Terrace, Kilkenny	<i>18.1 Supports a redevelopment of the former Bianco site however has concerns with regards to the potential for 5-storey buildings and 3-storeys should be limited.</i>	18.1 Refer to comments in Row 2.1.	18.1 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		<i>18.2 Concerns with the increase in traffic and considers it unacceptable as the existing congestion of the current traffic levels won't cope, especially along David Terrace. Considers future plans for a railway overpass should be considered.</i>	18.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development 	18.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>mix (reduction of 1,554 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>With regards to a potential overpass suggestion, as detailed above, based on a reduce yield the findings demonstrate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the amended policy.</p>	

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		18.3 <i>Indicated that traffic lights would be needed at the Wilpena Terrace and Torrens Road intersection.</i>	<p>18.3 The Department of Planning, Transport and Infrastructure were consulted as part of the draft DPA consultation process. Based on the previous investigations, the Department's submission did not indicate the need for a potential traffic light system at the intersection with Wilpena Terrace and Torrens Road.</p> <p>As detailed above based on a reduce yield the findings demonstrate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the amended policy.</p>	18.3 No further amendments proposed to the draft DPA.
		18.4 <i>Concerned with increase in delivery vehicles with retail proposed.</i>	18.4 Concerns with the increase of delivery vehicles with retail proposed is noted. The revised TIA has involved a policy reduction for potential retail and commercial land uses. The reduced floor area has been factored into the revised TIA traffic volumes. The findings demonstrate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the amended policy.	18.5 Amend the draft DPA policy to reduce desired commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		18.5 <i>Indicated that train services need to be increased to and from the city to cope with increased commuting needs.</i>	<p>18.5 The provision for additional train services to cater for the increase in commuter trips by new residents is a State Government public transport issue and would likely be based on an assessment of future demand for this service. The Department of Planning, Transport and Infrastructure were consulted as part of the draft DPA consultation process.</p> <p>The Department's submission did not indicate the potential for increased services at this stage, however raised the potential for future changes to the station and indicated support for the draft DPA to facilitate the protection of land in the affected area interfacing the railway station with the desired location for the Outer Harbor Greenway route.</p>	18.5 No further amendments proposed to the draft DPA.
		18.6 <i>Indicated that the MJ McInerney Reserve is not large enough to cater for the open space recreation needs of the new residents and small green spaces should be included in the development.</i>	<p>18.6 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA</p>	18.6 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
19.	Eugene Lamnek 75 Alfred Road, West Croydon	19.1 <i>Opposed with the proposed high density living not considered consistent with the surrounding residential areas.</i>	<p>19.1 The proposed height limits applying to this area have been derived on the basis of a range of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p>	19.1 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p>	
		<p>19.2 Concerns raised with increasing traffic volumes. Indicated that the traffic impact study didn't include the impact on West Croydon area roads such as Alfred Road and Rosetta Street and concerned that Alfred Road will become a major exit/entry route for the new development.</p>	<p>19.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, 	<p>19.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area.</p> <p>The revised TIA also provided a revised distribution model to consider the anticipated vehicle movements to the broader local road network including Alfred Road.</p> <p>The findings indicated that 15% of vehicles arriving/departing from the draft DPA affected area is anticipated to use Alfred Road. The increase of traffic volumes on Alfred Road (specifically near the intersection with Rosetta Street) is expected to approach 1,500 vehicles per day, however, a high proportion of the total traffic in this location is existing road users already on the network. The additional traffic volume from the proposed DPA site is considered to be accommodated without a significant negative impact on the wider local road network.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>19.3 <i>Raised concerns that the proposal to waive the standard 12.5% public open space requirement is not consistent with the current body of knowledge on the importance of open space for general wellbeing and mental health (several studies listed). Indicated that the proposed greenway re-alignment and the small plaza are not adequate to mitigate the need for new open space included as part of any future development and recommends additional open space at the north-western end of the development to provide buffering from traffic on David Terrace.</i></p>	<p>19.3 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider</p>	<p>19.3 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			existing Development Plan policy as well as the proposed draft policy.	
20.	David Arkins 99 Day Terrace, West Croydon	20.1 <i>Indicated that car parking is already a problem on Day Terrace, especially at school drop off and pick up times.</i>	20.1 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	20.1 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		20.2 <i>Indicated that since the re-opening of the MJ McInerney Reserve it has become quite overcrowded and carparking has become an issue, often leading to cars parking on both sides of neighbouring streets, particularly on Sackville Street. Indicated that more green space is needed to cope with the additional number of residents.</i>	20.2 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown	20.2 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>20.3 <i>Concerns raised with traffic. Indicated that current traffic issues along David Terrace close to the Kilkenny railway line will exacerbate as enormous pressure will be put on the exit roads to the main arterial roads. Concerned that bottle necks on David Terrace will make drivers use other back streets to get out which will put pressure on the existing narrow streets.</i></p>	<p>20.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). 	<p>20.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
21.	Kip Fuller & Tony Williams 19 Rowell Crescent, West Croydon	21.1 <i>In principle in favour of changes for rezoning the land. Indicated that the industrial site has been a terrible ugly blight on the Kilkenny neighbourhood.</i>	21.1 In principle support for the rezoning noted.	21.1 No amendments proposed to the draft DPA.
		21.2 <i>Indicated in favour of the retention of the heritage listed "The Austral Picture Palace" building for a repurposed non-residential commercial use.</i>	21.2 Comments Noted. The building in question is identified as a Local Heritage Place in the Charles Sturt Council Development Plan. The Development Plan contains existing policies to address future development of Local Heritage listed buildings. With regards to future land uses the draft DPA provide flexibility for mixed use purposes. The future proposed use of the building is not within the scope of this draft	21.2 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			DPA but will be determined by a future development application, if the draft DPA is authorised.	
		21.3 <i>Concerns with the proposed density and building height and considers the proposal is too constrained by the area's limited footprint.</i>	<p>21.3 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, the intent of this and other submissions to review and modify building heights have been considered and resulted in policy amendments to the draft DPA resulting in a lower form. Refer to comments in Row 2.1.</p> <p>The draft density is also proposed to be amended following a revised Traffic Impact Assessment (TIA) undertaken to understand the anticipated traffic volumes and impacts to the immediate and surrounding local road network based on a reduced dwelling yield of around 300 dwellings and a reduction in potential commercial and retail floor area.</p>	21.3 Amend the draft DPA policy relating to building heights, anticipated dwelling yield (based on desired density) and commercial/retail floor area to address concerns received through the consultation process.
		21.4 <i>Opposes the addition of a large commercial and retail areas.</i>	21.4 The draft DPA policy seeks uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses	21.4 Amend the draft DPA policy to reduce desired commercial/retail floor areas and desired location.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			has been amended to also reduce the potential traffic volumes.	
		21.5 <i>Strongly disagrees that there is no need for additional public open space due to the proximity of the MJ McInerney Reserve.</i>	<p>21.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	21.5 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		21.6 <i>Raised concerns that during construction it will be highly disruptive for residents as there is widespread concern for the standard of management of asbestos removal, soil contamination remediation, earthworks, traffic movements and noise generated.</i>	21.6 Concerns regarding disruptions during construction and the safe remediation of the land are noted. These are all matters outside the scope of the draft DPA. With regards to future demolition, construction noise, future remediation of the affected area and traffic management during construction, these matters will be dealt with following any future development approvals for proposed land uses in accordance with an approved remediation plan, traffic management plan and the requirements of relevant legislation such as the <i>Environment Protection Act 1993</i> .	21.6 No further amendments proposed to the draft DPA.
		21.7 <i>Concerns raised that the modern development will contrast with and detract from the existing character of the older dwellings in the two adjacent suburbs.</i>	21.7 It should be acknowledged that the draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments. The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings. The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.	21.7 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		21.8 <i>The ability of the area's existing essential infrastructure and utilities to cope with the influx of new residents.</i>	21.8 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.	21.8 No further amendments proposed to the draft DPA.
		21.9 <i>Indicated that there is inadequate off-street parking allocated for occupants of the new dwellings and their visitors, plus, limited parking for staff, customers and deliveries for the commercial and retail areas.</i>	21.9 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3. In relation to future commercial land uses the proposed zone will require a minimum of 3 car park spaces for every 100m ² of gross leasable floor area. The draft DPA investigations indicate this ratio is reflective of the proximity	21.9 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>and high accessibility of the proposed zone to frequent public transport. In relation to these land uses the draft DPA proposes a reduction in the desired floor areas from originally consulted 1400m² for retail and commercial to 250m² for retail and 1000m² for commercial to focus on the day to day needs of local residents and address submission concerns to reduce the potential traffic volumes.</p>	
		<p>21.10 <i>Raised concerns regarding emergency and waste collection vehicle access to the site will be constrained due to on-street parked cars on the already narrow Kilkenny streets.</i></p>	<p>21.10 Refer to response in Row 21.9 regarding the provision of off-street parking.</p> <p>Further, any new development involving a new road system within the draft DPA affected area will require through existing policies a design that can provide an appropriate width for the safe and convenient movement and parking of projected volumes and allow the efficient movement of services and emergency vehicles. Future, development proposals will be required to demonstrate how waste can be managed on site and removed. The Development Plan contains existing policies to assess this matter.</p> <p>As part of the consultation process for the draft DPA the Metropolitan Fire Services and State Emergency Services were also consulted.</p>	<p>21.10 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			With regard to parking congestion in local streets in the area, Council staff are happy to investigate on a needs-basis. Council has not received any advice from Emergency Services or it's waste contractor that they are having difficulties with access under the existing parking arrangements and we would be happy to respond to those service providers or indeed any residents if they seek Council intervention to address issues relating to parking congestion.	
		21.11 <i>A car and traffic master plan for the Kilkenny and West Croydon areas is needed.</i>	21.11A Local Area Traffic Management Plan for the Croydon, West Croydon and Kilkenny areas has been undertaken by Council in 2006 and have since implemented most of its recommendations. Currently, there are no plans to undertake additional area-wide traffic studies in this area in the foreseeable future.	21.11 No further amendments proposed to the draft DPA.
		21.12 <i>Raised concerns that the population growth will increase traffic movements in the area which will have a negative impact on the amenity of the area as traffic congestion increases.</i> <i>Indicated that the draft DPA traffic report didn't consider the impact on</i>	21.12 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic	21.12 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>adjacent West Croydon narrow streets. These streets will be negatively affected by rat-running vehicles seeking alternative routes to arterial roads in hope to avoid David Terrace bottlenecks and frequent delays.</i></p> <p><i>The proposed pedestrian bikeway crossing by the railway crossing will contribute to further traffic delay queues on the already busy David Terrace.</i></p>	<p>investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>In terms of traffic distribution on West Croydon streets, the revised traffic investigations estimate that 15% of vehicles departing/arriving from the draft DPA site will use Alfred Road and Rosetta Street, and 5% will use Aroona Road. The increase of traffic volumes on Alfred Road (specifically near the intersection with Rosetta Street) is expected to approach 1,400 vehicles per day, however this figure is still within the acceptable limits for a local street and therefore the additional traffic volume from the proposed draft DPA site is not considered to result in any significant negative impact on the wider local road network.</p> <p>With regard to the intersection of David Terrace and the proposed pedestrian bikeway, the infrastructure for the Outer Harbor Greenway crossing across David Terrace is already in place, constructed by the Department in 2014/15.</p> <p>The Draft DPA traffic investigations considered the intersection functions along David Terrace and within the affected area with the proposed additional volumes (proposed during consultation) and the advice indicated that <i>additional traffic volumes at the Mundulla Street/David</i></p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<i>Terrace intersection will increase queues in the channelised right turn lane on David Terrace (for vehicles waiting to turn right) but remain within the capacity of the existing channelised turning lane (even with additional traffic volumes diverted from right turn restrictions at the Pinda Street intersection).</i>	
		21.13 <i>Not supportive of 5-storey building heights.</i>	21.13 Comments noted. Refer to comments in Row 21.3.	21.13 Refer to response in Row 21.3.
		21.14 <i>Consider reducing the proposed floor space area and type of services to be operating from the commercial and retail spaces within the development. Large commercial/retail businesses will increase daily visitation traffic and this will have a negative impact on the adjacent residents.</i>	21.14 Comments noted, refer to comments in Row 21.4.	21.14 Refer to response in 21.4.
		21.15 <i>Raised concerns regarding noise disturbances and increases in air pollution due to increase in traffic and commercial areas.</i>	21.15 Comments noted. The extra vehicular activity generated by the new development is unlikely to significantly increase pollution that impairs air quality of the locality when considering the volume and nature of existing vehicle movements along Kilkenny Road / David Terrace and Port Road. As detailed above a revised suite of policy is proposed to address the traffic concerns received.	21.15 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>21.16 <i>Queried what is considered to be a “low impact and low intensity non-residential development to service the needs of the area?”. Local residents already have access to established commercial/retail precincts in close proximity.</i></p>	<p>21.16 Comments noted. The draft DPA outlined the types of land uses envisaged in the zone under Principle of Development Control 1. Examples of non-residential land uses envisaged include shops, offices and consulting rooms.</p> <p>The draft zone also contains policy in the Desired Character statement which envisages that these uses will cater for the day to day needs of local residents and workers and will be at its greatest intensity closest to the public transit (near the railway station).</p> <p>What is not envisaged is bulky goods outlets and large-scale retail and commercial shops as there are suitable in other locations in the City for these types of uses.</p> <p>Also refer to comments in Row 21.4 with regards to proposed policy amendments to the envisaged floor areas for non-residential land uses.</p>	<p>21.16 Amend the draft DPA policy to reduce commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p>21.17 <i>Queried whether the residents of the development will be long-term owners/tenants rather than casual occupiers like “Airbnb” or short-term rent.</i></p>	<p>21.17 The future tenure cannot be known through the draft DPA process. The Development Plan is a statutory instrument to guide development applications and contains policy to address desired land uses such as types of dwelling forms or non-residential land uses.</p>	<p>21.17 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Short term accommodation is separately defined as tourist accommodation which is assessed differently to that of a dwelling eg. parking provisions. Consideration of tenure for the proposed built form is not a matter that Council can control under current planning legislation.</p>	
		<p>21.18 <i>Queried what % of up to 500 proposed dwellings are envisaged to be reserved for affordable housing due to the overlay requirements?</i></p>	<p>21.18 The Affordable Housing Overlay policies are not unique to this draft DPA and already exist in the Charles Sturt Development Plan. These policies have been consistently applied to all new major rezoning development proposals across the City, which seek an increase in dwelling yield.</p> <p>The policy envisages a minimum of 15% affordable housing be included where a development comprises 20 or more dwellings which is likely to be the case for the proposed draft DPA Affected Area.</p> <p>The desire for affordable housing opportunities within the established metropolitan area is in line with the Council's Community Plan to provide an urban environment that is adaptive to a changing and growing City. The issue of affordable housing is also an important direction in the State Government's Strategic Plan, and the</p>	<p>21.18 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>South Australian Planning Strategy (the 30-Year Plan).</p> <p>Government's at all levels have a social obligation to ensure all household types can be provided with opportunities to be located in areas close to public transport and other services and offer an integrated housing mix to cater for the varied needs of the community.</p>	
		<p>21.19 <i>Queried how will development display quality urban design, built form and be sustainable?</i></p>	<p>21.19 Assessing the appearance, urban design elements and built form of a building form an important part of the development assessment process which will occur when individual development applications are lodged in the future. Existing Development Plan policies address building sustainability measures to ensure quality outcomes are achieved.</p>	<p>21.19 No further amendments proposed to the draft DPA.</p>
		<p>21.20 Seeking Council to remain as the manager of waste collection from the completed site, not the future strata title and commercial managements due to Council's current efficient service for maximising the green waste removal for recycling instead of going to landfill.</p>	<p>21.20 Most residential developments that have street frontage utilise Council's standard 3 bin system Future developments will be assessed against existing policy contained in the Development Plan seeking designs to ensure the safe and efficient collection of waste and recycling materials.</p> <p>As a general rule, it is expected that most residential developments will make use of</p>	<p>21.20 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Council's waste and recycling services. There are, however, some circumstances in which severe spatial restrictions and/or high or unusual waste volumes or types at a given site may mean that a Council service is not the most effective or efficient approach.</p> <p>A private service provision may also be required where a developer is unable to provide sufficient space and access for bin storage and presentation.</p> <p>Whether or not a Council service is used, waste and recycling systems for developments of this size and complexity require careful thought and planning demonstrate to Council that a flexible solution can be made for waste management.</p> <p>Collection from a private road or property may be considered by Council where extra assistance is required by elderly and infirm residents, where Council agrees to its waste collection vehicles using a private road or vehicular areas on a property to access a collection point (noting that this will require that internal roads comply with road design requirements for Council's waste collection vehicles).</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>In either of the cases above, Council will require the specific agreement of its waste and recycling contractor. Council will also require documentation from the landholder to indemnify Council and its contractor from any damage that may be caused to private property during the collection process.</p> <p>In relation to commercial (non-residential land uses, Council does not provide a waste collection service for commercial and industrial properties. Applicants must provide details of their proposals to Council as part of the assessment of a development proposal to ensure the development can safely and efficiently store and dispose of its waste, including the pick-up hours for waste disposal units.</p>	
		<p>21.21 <i>Concerns raised regarding visitor traffic and car parking to M J McInerney Reserve from the proposed combined residential and commercial development occupants and visitors.</i></p>	<p>21.21 Consideration of additional parking areas around the existing reserve is outside the scope of this draft DPA.</p> <p>The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing</p>	<p>21.21 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>Traffic issues have been raised earlier and response provided. Amendments are proposed to the draft DPA to reduce the potential yield to address traffic issues raised during the consultation process.</p>	
		<p>21.22 <i>Concerns raised that the increased resident population will overcrowd the MJ McInerney Reserve and the reserve should be increased in size.</i></p>	<p>21.22 Comments noted. Refer to comments in Row 21.5.</p>	<p>21.22 Refer to response in Row 21.5.</p>
		<p>21.23 <i>Concerns raised with regards to wind tunnelling and shade created by the large height of the proposed buildings. It is not best practise for landscaping and urban design.</i></p>	<p>21.23 Existing Development Plan policies and provisions proposed within the draft DPA work to limit development to a scale and form that does not unreasonably dominate or overshadow nearby established residences and the public streetscape generally e.g. graduated building height profile.</p> <p>Following submissions received a review to modify building heights has also been considered and resulted in further amendments to the draft DPA.</p> <p>The proposed reduction in built form is considered appropriate to improve the</p>	<p>21.23 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p>	
		<p>21.24 <i>Concerns raised regarding heat islands created by no additional trees or open space within the development.</i></p>	<p>21.24 In terms of public open space policy amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>The detailed design of the public open space is however not a matter that the draft DPA can address (other than the desired approximate location and size). This</p>	<p>21.24 Amend the draft DPA, to address the desire for additional public open space.</p>

**Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>ordinarily occurs at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p>	

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		21.25 <i>Indicated support for the proposed air and noise emissions policy indicating their disappointment with ongoing air and noise problems from nearby non-residential land uses.</i>	21.25 Support for the proposed air and emission policy is noted. The Environment Protection Authority (EPA) in its submission has also supported the propose policy in the draft DPA.	21.25 No further amendments proposed to the draft DPA.
		21.26 <i>Consider upgrading the underutilised Kilkenny Community Hall and the heritage listed Tam O'Shanter Gallery for services, programs and increased ve</i>	21.26 Upgrading community services in the area are subject to Council's on-going review, prioritisation and budgeting processes. While the draft DPA investigations concluded that the affected area is well serviced by a range of community uses, the draft DPA facilitates a range of non-residential community land uses which serve the local population. This is reflected in the draft policy.	21.26 No further amendments proposed to the draft DPA.
		21.27 <i>Indicated that since the mergers of the past three Councils, it is anticipated that that there would be an ongoing process of continuing improvement for our street, neighbourhood and City, consistent with the formal Agreements of the two mergers and ongoing benefits to residents. We seek Council's commitment to maintaining and improving the amenity and services for Kilkenny and West Croydon residents.</i>	21.27 Comments noted. Council's commitment to maintain the City's amenity and services for its community is reflected in its Community Plan 2016 – 2027.	21.27 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
22.	Brett Stafford 37 Aroona Road, Kilkenny	22.1 <i>In favour of the redevelopment of the former Bianco site however has several concerns detailed below.</i>	22.1 Noted.	22.1 No amendments proposed to the draft DPA.
		22.2 <i>Opposed to high density development considered aesthetically unacceptable, detrimental to the psychological and physical well-being of residents and ruins the heritage 'village' feel of Kilkenny.</i>	22.2 The proposed density/building heights sought to achieve a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Nevertheless, the intent of this and other submissions to review and modify building heights have been considered and resulted in policy amendments to the draft DPA resulting in a lower form (maximum of 2 storeys, south of Mundulla Street, north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA.. A maximum of three storey-built form is proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace. A maximum of four storeys is proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA.	22.2 Amend the draft DPA policy relating to building heights, anticipated dwelling yield and commercial/retail floor area to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The proposed reduction in built form is considered appropriate and will further improve the transition between the draft DPA Affected Area and the adjacent residential area.</p> <p>The draft density is proposed to be amended following a revised Traffic Impact Assessment (TIA) undertaken to understand the anticipated traffic volumes and impacts to the immediate and surrounding local road network based on a reduced dwelling yield of around 300 dwellings and a reduction in potential commercial and retail floor area.</p>	
		<p>22.3 <i>Raised concerns regarding increase in traffic on Aroona Road and other local streets which are narrow and not designed for easy service truck access as well.</i></p>	<p>22.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised 	<p>22.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 1,554 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. • In terms of traffic distribution on West Croydon streets, the revised traffic investigations estimate that 15% of vehicles departing/arriving from the draft DPA site will use Alfred Road and Rosetta Street, and 5% will use Aroona Road. The increase of traffic volumes on Alfred Road (specifically near the intersection with Rosetta Street) is expected to approach 1,400 vehicles per day, however this figure is still within the acceptable limits for a local street and therefore the additional traffic volume from the proposed draft DPA site is not considered to result in any significant negative impact on the wider local road network. 	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.	
		22.4 <i>Indicated that parking issues will increase. Advised that some streets are often impassable forcing some residents to park two wheels illegally on footpaths which impedes wheelchair and pedestrian access.</i>	22.4 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	22.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		22.5 <i>Concerns raised with the lack of local shops/supermarkets in walking distance.</i>	22.5 The draft DPA envisages does envisage a mixed-use zone and proposes policy which desires small-scale commercial and retail development that serves only the day-to-day needs of the local community. The proposed floor areas have been amended following the consultation process to reduce the anticipated traffic volumes in the area. 22.6	22.5 Amend the draft DPA policy to reduce desired commercial/retail floor areas.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>22.6 <i>Queried why the proposed development is exempt from the Heritage Area planning provisions that existing residents in the area must follow when renovating or planning additions?</i></p>	<p>22.6 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-</p>	<p>22.6 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			storey built form is also envisaged in this existing Zone.	
		22.7 <i>Raised environmental concerns such as access to the train station, greenways, communal gardens and efficient water catchment.</i>	<p>22.7 Comments noted. The draft DPA proposes greater housing type and density to take advantage of the affected areas location to the Kilkenny train station. The draft DPA also proposes policy for future development to provide space for a proposed greenway connection. The Development Plan also contains existing policy to assess design around proposed communal open space, which is shared between more than dwelling but excludes the private open space of an individual dwelling.</p> <p>With regards to water catchment, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the</p>	22.7 No further amendments proposed to the draft DPA.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>potential for stormwater harvesting through various methods including storing in tanks.</p> <p>The zone policy in the draft DPA also addresses the need for future development to incorporate Water Sensitive Urban Design systems. No additional policy amendments in relation to stormwater management are considered necessary in the draft DPA.</p>	
		<p>22.8 <i>Suggested that a new underpass/overpass on the railway line crossing on David Terrace to accommodate for the increase in traffic/population and reduce the traffic load off the already congested local streets.</i></p>	<p>22.8 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised 	<p>22.8 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 160 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
23.	Melanie Ford and Lloyd Gedling 6 Wilpena Terrace, Kilkenny	<p>23.1 <i>Indicated that the existing streets in the immediate vicinity of the proposal are narrow, congested and often have cars parked on either side of the street. Raised concerns that the proposal will only cause further time delays and safety issues.</i></p> <p><i>Suggested an additional point of access/egress from Port Road via Aroona Road to the south of the current former Bianco site should be fully investigated.</i></p>	<p>23.1 A revised Traffic Impact Assessment has been undertaken based on the issues raised in the consultation process based on a reduce yield. The findings indicate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the draft amended policy.</p> <p>The suggested additional point of access/egress from Port Road via Aroona</p>	<p>23.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			Road to the south of the draft DPA affected area is unlikely to be a feasible option to address the scale of traffic envisaged. Further advice from the Department of Infrastructure and Transport (DIT) indicates that the Department's levels crossing policy will not permit any new level crossings. Consequently, a new crossing of the Outer Harbour rail line would not be supported to connect the affected Area from Aroona Road to Port Road.	
		23.2 <i>Considers that future commercial space should be limited to fronting onto David Terrace to minimise further traffic congestion in the suburban streets.</i>	23.2 The draft DPA policy seeks uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes and policy proposed to guide the location of non-residential land uses adjacent to David Terrace and east (adjacent to Wilpena Terrace).	23.2 Amend the draft DPA policy to reduce desired commercial/retail floor areas and location.
		23.3 <i>Considers the proposed density is not reflective of or sympathetic to the existing historic conservation area.</i>	23.3 The draft DPA responds to local interface context, including the existing <i>Historic Conservation Area</i> , by adopting the proposed graduated building height approach. Following submissions received a review to modify building heights and desired yield has	23.3 Amend policy to the draft DPA to reflect the proposed reduction in building heights and desired yield to address concerns received through the consultation process.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>also been considered and resulted in proposed policy amendments to the draft DPA.</p> <p>The proposed reduction in built form and yield is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>23.4 <i>Concerns that the proposal would allow for new developments to dominate existing residences at 3-5 storeys which will change the micro climate within the immediate area affecting access to sun and prevailing breezes for nearby existing residences. Suggests limiting built form to 2 storeys maximum at the fringes of the proposed area is strongly preferred.</i></p>	<p>23.4 The draft DPA proposes amendments to further scale building height down towards the interfaces of the neighbouring residential areas, with a maximum 2 storeys proposed near that transition boundary adjacent to the existing <i>Historic Conservation Area</i>. The graduated building height approach aims to not unreasonably dominate or overshadow the nearby established residences and the streetscape generally.</p>	<p>23.4 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>
		<p>23.5 <i>Raised concerns regarding the significant increase in density will increase the area of hard surfaces, thus radiating more heat into the immediate surrounding area and increasing stormwater runoff/loss.</i></p>	<p>23.5 While a higher density is proposed in the draft DPA, amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p>	<p>23.5 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>The detailed design of the public open space is however not a matter that the draft DPA can address (other than the desired approximate location and size). This ordinarily occurs at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and</p>	

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The zone policy in the draft DPA also addresses the need for future development to incorporate Water Sensitive Urban Design systems. No additional policy amendments in relation to stormwater management are considered necessary in the draft DPA.</p>	
		<p>23.6 <i>Seeking more public open space.</i></p>	<p>23.6 Refer to comment in Row 23.5.</p>	<p>23.6 Refer to response in Row 23.5.</p>
		<p>23.7 <i>Suggestions to include urban design requirements within the rezoning to provide alternative methods for minimising the effects of radiated heat and changes to micro climate. In addition, requirements for making best use of stormwater within new dense urban developments and greening the area.</i></p>	<p>23.7 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General</p>	<p>23.7 Refer to responses in Row 23.5 and 23.6.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage from a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p>	
24.	Elsje Stolk & William Cornish 75 Wilpena Terrace, Kilkenny	24.1 <i>Concerns with an increase in traffic in side streets near the development which may ruin the quiet area.</i>	24.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed	24.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>24.2 <i>Concerns raised with the proposed dwelling yield. Concerned with social issues.</i></p>	<p>24.2 Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.</p>	<p>24.2 Amend the draft DPA policy relating to building heights, desired dwelling yield and desire for additional public open space to address concerns raised through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>With regards to social issues this matter cannot be assumed to be attributed directly to a higher density of living and is not considered a planning matter to address in the scope of the draft DPA.</p>	
		<p>24.3 <i>Considers the proposed limit of 5-storeys is too high.</i></p>	<p>24.3 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	<p>24.3 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>
		<p>24.4 <i>Concerned parking for nearby residents might also become an issue if the new development does not provide sufficient garaging space for each home.</i></p>	<p>24.4 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular</p>	<p>24.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>In terms of specific garaging space, this is an issue that has been identified and raised by Council in its submission to the State Planning Commission as a policy issue that requires attention in the Government’s new Planning and Design Code.</p>	<p>the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p>24.5 <i>Concerned the newly renovated MJ McInerney Reserve is not big enough to cope with the increased demand that the new redevelopment would bring.</i></p>	<p>24.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown</p>	<p>24.5 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>24.6 <i>Suggests traffic flow through the side streets be monitored/surveyed to determine the impact of higher usage on nearby homes.</i></p>	<p>24.6 As part of the updated traffic investigations that were undertaken post public consultation in light of issues raised in several submissions, recent traffic counts were within the draft DPA affected area were utilised to confirm existing traffic movements to the surrounding local road network and compare the potential impacts to the revised anticipated traffic movements. The revised investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>A Local Area Traffic Management Plan for the Croydon, West Croydon and Kilkenny areas has also been undertaken by Council in 2006 and have since implemented most of its recommendations. Currently, there are no</p>	<p>24.6 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			plans to undertake additional area-wide traffic studies in this area in the foreseeable future.	
		24.7 <i>Suggests an upper limit of 150 homes be placed on the development and a maximum 2 storeys per home be enforced in clusters in cul-de-sac settings.</i>	24.7 Refer to comments above in Rows 24.2 and 24.3.	24.7 Refer to responses above in Rows 24.2 and 24.3.
		24.8 <i>Seeking sufficient parking including 2 allocations per home plus visitor car parks be provided.</i>	24.8 Refer to comments above in Row 24.4.	24.8 Refer to responses in Row 24.4.
		24.9 <i>Seeking playgrounds and barbeque facilities be included in the plan.</i>	24.9 The MJ McInerney Reserve and surrounding reserves within the Council area provide sufficient playgrounds and barbeque facilities for existing and new residents in the area. The MJ McInerney Reserve was recently significantly updated to respond to higher order recreation provisions. Further upgrades would be dependent on the level of increased future demand.	24.9 No further amendments proposed to the draft DPA.
25.	Michael Blanch Director, Operations Visy Glass (formerly known as O-I Glass)	25.1 <i>Strongly opposed to the rezoning the draft DPA initiates. OI believes that the draft DPA is fundamentally flawed and should be discontinued and abandoned.</i>	25.1 Objections to the draft DPA are noted.	25.1 No further amendments proposed to the draft DPA.
		25.2 <i>Concerned that the draft DPA dramatically affects and impacts on the OI property which is OI's main site</i>	25.2 The draft DPA investigations have carefully considered the noise and air emissions from the OI Glass facility and adjacent warehouse	25.2 Amendments to the draft DPA proposed to incorporate a Concept Plan

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>for the production of wine bottles and other glass containers.</i></p>	<p>facility. The investigations support policy measures to manage noise impacts. Further policy amendments are proposed including a Concept Plan to provide the specific policy support for design and construction of development in this location based on the approach adopted by Sonus in their recommendations during the investigation stage.</p>	<p>to include the approach adopted by Sonus in their recommendations to provide the specific policy support for design and construction of future development in this location.</p>
		<p>25.3 <i>Seeking certainty regarding the operating conditions of the plant as well as the legislative and policy provisions that apply to the site and adjacent land. Concerned that a high-density residential development of the type envisaged in the draft DPA cannot occur in a manner that is compatible with glass manufacturing</i></p>	<p>25.3 It is acknowledged that OI glass desire certainty. The proposed draft DPA policy has investigated the needs to ensure operational aspects of the existing facility within the scope of the current licence are not impacted by development of the affected area. The draft policy which was consulted on was reviewed and supported by the Environment Protection Authority (EPA) in their submission.</p> <p>The draft policy response at the time was informed by the State Government’s position for not allowing Concept Plans which were central to the approach adopted by Sonus in their recommendations. This position has now been revised to provide the specific policy support for design and construction of development in this location.</p>	<p>25.3 Amendments to the draft DPA proposed to incorporate a Concept Plan to include the approach adopted by Sonus in their recommendations to provide the specific policy support for design and construction of future development in this location.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>25.4 <i>Advised OI currently meets all relevant environmental requirements and experiences very low levels of complaint from adjacent residential areas - the encroachment of sensitive land uses within the vicinity of the plant and the new warehouse presents an unacceptable risk of reverse environmental impacts which, in turn, will restrict the efficient on-going operations on the site</i></p>	<p>25.4 Refer to comments in row 25.3. The proposed policy measures put in place for design and construction of resultant residential development seek to mitigate impacts from OI Glass facility (including adjacent warehouse).</p>	<p>25.4 Refer to response in row 25.3.</p>
		<p>25.5 <i>Considers the draft DPA does not meet Council's own criteria for undertaking a privately funded DPA since -</i></p> <ul style="list-style-type: none"> → <i>the proposed policy framework is not aligned with nor justified by the State's Strategic Plan, the State Planning Policies or the 30 Year Plan for Greater Adelaide</i> → <i>these documents stress the importance of preventing land use conflicts and of protecting employment lands from residential encroachment, questions that the DPA does not answer or analyse sufficiently</i> 	<p>25.5 State Strategic documents such as the 30 Year Plan for Adelaide identify the north-west corridor as a location that supports urban growth and numerous policies support increasing densities at strategic locations, such as train stations along this corridor. It is acknowledged that there are also policies which seek to support existing prime industrial land, and it is considered that the draft DPA addresses these matters through noise and air emission investigations.</p> <p>The Investigations are aligned with the Industrial Land Study and Employment Land Review. It is inaccurate to state that they do not support rezoning of the affected area as both documents specifically identify the affected area (as a distinct part of the West Croydon / Kilkenny Prime Industrial Area as</p>	<p>25.5 Refer to response in row 25.3.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>→ <i>the DPA is not aligned with either Council's Industrial Land Study or its more recent Urban Employment Land Review both of which identify the West Croydon/Kilkenny South area as being a Prime Urban Employment Area (termed a Prime Industrial Area in the former report), a strategic employment area that contributes to the local economy, and stress the importance of protecting the area from rezoning and encroachment as well as highlighting that there is a large supply of housing potential over the next few years - the DPA runs contrary to and undermines these reports</i></p> <p>→ <i>the existing zoning of Urban Employment represents a suitable and contemporary policy regime that appropriately reflects the range of well-established land uses - the DPA has not justified the radical and</i></p>	<p>suitable for rezoning both of which identify this long dormant site as suitable for alternative land uses to industrial.</p> <p>The investigations clearly state a strategic intent to provide for better and higher use of the affected area due to its proximity to the rail station. Previous studies have also explored this intent and the draft DPA aligns with these recommendations.</p> <p>The investigations supporting the draft DPA demonstrate that impacts can be mitigated through design and construction measures and this will be reflected within the policy.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>sudden departure from this existing policy framework</i></p> <p>→ <i>the DPA will create negative economic outcomes for manufacturing in this area in that it does not address fully the broader social, environmental or economic considerations associated with the rezoning which are reflected in Council's Privately Funded DPA Policy</i></p>		
		<p>25.6 <i>The draft DPA is not aligned with the key provisions of the State Planning Policies in that it does not protect employment lands, and in particular the prime industrial land in the West Croydon/Kilkenny South area, from residential encroachment and thereby jeopardising Ol's existing operations and future expansion potential by -</i></p> <p>→ <i>seeking to introduce new sensitive land uses in close proximity to Ol's manufacturing plant and warehousing which will enhance community exposure to noise and emissions in contradiction with SPP 16 relating to emissions and hazardous activities - this</i></p>	<p>25.6 The investigations undertaken by Sonus and Enviroscan demonstrate that development in this location can suitably mitigate impacts of noise and air emissions from the OI Glass facility.</p> <p>SAPP 9: Employment Lands has the objective of [providing]... <i>sufficient land supply for employment generating uses that supports economic growth and productivity.</i> Relevant policies include:</p> <p>9.2 <i>Enable opportunities for employment and encourage development of underutilised lands connected to, and integrated with, housing, infrastructure, transport and essential services.</i></p>	<p>25.6 Refer to response in row 25.3.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>stresses the critical importance of preserving the State’s industrial infrastructure capacity and employment levels and of avoiding or mitigating interface risks via, in part, appropriate separation distances to provide greater certainty for industry</i></p> <p>→ <i>falling to send the right signals to the market to attract and retain interest and investment in manufacturing opportunities in the State (SPP 9)</i></p>	<p>9.3 <i>Support state-significant operations and industries and protect them from encroachment by incompatible and/ or more sensitive land uses.</i></p> <p>9.6 <i>Protect prime industrial land for employment use where it provides connectivity to freight networks; enables a critical mass or cluster of activity; has the potential for expansion; is connected to skilled labour; is well serviced; and is not constrained by abutting land uses.</i></p> <p>9.11 <i>Encourage the development of integrated employment and residential mixed-use precincts where conflicts between uses can be managed.</i></p> <p>Council has previously identified that the affected area is not a prime employment land due to a range of factors, and that its rezoning would not impinge on the overall land supply of employment land within the Region.</p> <p>In addition, SAPP 9 supports the potential for diversification of employment land where conflicts can be managed and where underutilised. This is the case for the affected area.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>SAPOP 16: Emissions and Hazardous Activities has the objective of [protecting]... <i>communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable.</i> The draft DPA suitably considers the level of protection required for this location in its assessment of air and noise impacts from the OI-Glass facility and adjacent warehouse facility. Measures have been recommended to mitigate impacts and these will now be better integrated into the policy through the concept plan supporting the policy.</p> <p>This includes considerations as to how the planning policy would be applied through the Planning and Design Code.</p> <p>It is noted that Policy 16.1 seeks for an appropriate mix of compatible land uses, separation distances and mitigating emissions at the source <u>or</u> receiver. The investigations support this approach and resultant policy achieves the intent of the policy.</p> <p>It should also be noted that the draft DPA is consistent with SAPP 1: Integrated Planning (including the Principles of Integrated Planning), SAPP 3: Adaptive Re-use</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			(supporting re-use of Local Heritage Place), SAPP 6: Housing Supply and Diversity (denser development in transport catchments, increasing diversity in housing supply, support provision of affordable housing).	
		<p>25.7 <i>The draft DPA is in conflict with key provisions of the 30 Year Plan for Greater Adelaide in that it -</i></p> <ul style="list-style-type: none"> → <i>encourages the displacement of existing manufacturing land in favour of residential development thereby failing to protect employment land from encroachment by housing and to prevent the subsequent land use conflicts (Manufacturing and Defence Policy 69)</i> → <i>does not support land use activities in the form of strategic employment land options that require separation from sensitive land uses (Employment Lands Policy 73)</i> 	<p>25.7 The Policy provides for design to appropriately manage and mitigate conflicts between the land uses and the investigations support this approach through the use of the Minister’s Specification SA 78B – Construction requirements for the control of external sound” and specifically the measures adopted within the specification relating to Code for Sound Exposure Categories.</p> <p>The application of policy 73 is out of context. This relates to new prime employment areas, not existing areas that have an established residential context. Notwithstanding this, strategic assessment of employment land supports the rezoning of the affected area.</p> <p>It is noted that the draft DPA has been supported by both the EPA and DPTI through the Statement of Intent where the intent of the draft DPA is articulated, supporting sufficient consistency with the 30</p>	<p>25.7 Refer to response in row 25.3.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Year Plan for Greater Adelaide. In addition, both DPTI and the EPA do not object to the investigations, and policy direction.</p> <p>Further policy is proposed as detailed in the comments in row 25.3.</p>	
		<p>25.8 <i>Outlines that there is no plausible justification for the radical and sudden departure from existing policy settings, with no satisfactory explanation in the draft DPA to support the change in direction for the proposed zoning and new policy</i></p>	<p>25.8 Refer to response in row 25.5.</p>	<p>25.8 No further amendments proposed to the draft DPA.</p>
		<p>25.9 <i>Indicated that the relationship between the location of land uses and their compatibility is a fundamental land use policy consideration, a matter of basic 'first principles' planning, which is the responsibility of a Council to properly address as a primary and fundamental issue in undertaking a DPA, ie will those land uses being proposed be well-suited and matched with nearby existing land uses, especially those of a lawful long-standing nature - Council has failed to consider the primary question of land use and its contextual fitness in the DPA.</i></p>	<p>25.9 Noted. The above issues and responses adequately address this matter. See above responses.</p>	<p>25.9 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>25.10 <i>Concerned severe interface impacts will be created by the incompatible land use mix. Indicated that currently, OI operates 24/7 throughout the year and within all relevant environmental requirements and obligations but the increase in the number of sensitive properties being created by the DPA close to the OI plant will make OI's environmental challenge considerably more complex and create conflict, with potential to lead to increased environmental management costs which will impact on the viability of the plant - OI is strongly concerned with the probability of future residential complaints and the inevitable escalation of environmental licence conditions that would require significant investment and consequent impact on OI's competitive position in the market.</i></p>	<p>25.10 The draft DPA investigations have been undertaken with the best knowledge of OI Glass operations. Indeed, the Acoustic consultants selected for this draft DPA were specifically those utilised by OI (and this was done with OI Glass's consent) and have previously developed a detailed model from their operations to assist with previous noise issues with other existing residential areas.</p> <p>Council also willingly engaged with OI Glass in the preparation of the investigations, including requesting additional information about new equipment. However, the consultants have confidence in the quality of the assessment and the model as it has been based on the full operational licence capacity of the plant, which, at the time of the investigations, was significantly above the existing operating capacity of the plant. This criteria was a requirement of the EPA.</p> <p>It should also be noted that Council sought to involve the EPA as part of the investigations to peer review the findings and recommendations.</p> <p>The EPA have endorsed the methodology and findings of both the Air and Noise Emissions technical studies.</p>	<p>25.10 Additional amendments proposed in the form of policy and Concept Plan to provide more clarity for future development to be designed and constructed based on sound exposure categories.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The recommendations and supporting policy approach to the design and construction of the buildings within the affected area will suitably address noise criteria through the application of the Minister's Specification, a position supported by the EPA.</p> <p>In addition, there is policy within the proposed amendment which also mentioned development within the evaluation distance of an active Environment Protection Act 1993 licensed activity, needs to design itself to mitigate potential impacts as a further policy mechanism for the assessment process. This was added based on the advice of the EPA at the time of the preparation of the draft DPA policy. This policy is in addition to the Noise and Air Emissions Overlay policy.</p> <p>Additional amendments are proposed in the form of policy and Concept Plan to provide more clarity for future development to be designed and constructed based on sound exposure categories. This additional policy is supported by the EPA.</p>	
		<p>25.11 <i>OI expresses concern that the draft DPA has been initiated without a true and accurate understanding of the potential environmental impacts (acoustic and air quality) of the plant</i></p>	<p>25.11 Refer to comments in row 25.10.</p>	<p>25.11 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>on future medium to high residential development taking place on the rezoned land - it is plain that major industrial land uses that are located close to residential development are, in principle, incompatible with such housing.</i>		
		25.12 <i>There are numerous shortcomings, errors and omissions in the investigations and analysis informing the draft DPA, particularly the following flawed assumptions - → as to how the future interface issues of noise, odour and air emissions can be successfully managed to mitigate adverse impact → that there is sufficient distance between the OI land and the future residential development to competently overcome these impacts</i>	25.12 Refer to comments in row 25.10.	25.12 Refer to row 25.10 in relation to further amendments proposed.
		25.13 <i>Consultants engaged by OI have identified deficiencies in the way nuisance issues have been addressed in the DPA and have concluded that adverse interface impacts will result from allowing the proposed residential development –</i>	25.13 The reports have been peer reviewed by the EPA and found to be appropriate for their purpose. It is noted that OI have previously challenged the Air Quality Report findings, methodology and assumptions and that this objection was rejected by the EPA before the draft DPA investigations were	25.13 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>→ <i>AE/Peer Review Air Quality Report - unless air quality impact assessment is revised to address shortcomings in the methodology employed in the DPA, it is considered likely that unacceptable risk of adverse health and nuisance impacts on the future residential development could occur as a result of the on-going lawful operation of the OI facility</i></p> <p>→ <i>Resonate/Environmental Noise Assessment - the DPA would allow encroachment of a noise sensitive land use within the vicinity of OI which would not receive the full benefit of the 6m high acoustic wall constructed (by OI) to reduce impact on existing dwellings to the northeast of its land; moreover, there is no mechanism to trigger a mandatory industrial noise assessment being undertaken for verifying whether an acceptable acoustic amenity for new residential development can be achieved, nor do the</i></p>	<p>formally commenced. Council have asked the EPA to further review the objections in response to the submission being received and have had it confirmed that their original position on the suitability of the report remains unchanged.</p> <p>The Resonate report does not challenge the technical rationale underpinning the provisions within the Sonus Report. Indeed, Resonate “agree with the underlying philosophy of adopting the Minister’s Specification or similar to address industrial noise from O-I”. Council has sought additional advice from the EPA in response to the issues raised by OI and their consultants in the submission.</p> <p>As previously stated, the assessment has been based on a conservative assessment of potential noise source, having regard to OI’s full licence capacity, and the suggested policy approach are supported by the EPA as appropriate in mitigating the risks.</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>proposed planning policy criteria safeguard OI from unmitigated encroachment of new residential development</i></p>		
		<p>25.14 <i>Suggests that the draft The DPA is contrary to the logical and long-standing policy trajectory for the area which has been in place for some time and which has acknowledged and confirmed the area’s deep rooted industrial and related land uses -</i> → <i>there have been no material changes to the land uses and planning considerations that underpin the current zoning structure or philosophy</i> → <i>accordingly, there is no plausible justification for the extreme change in land use direction proposed by the DPA, with no satisfactory explanation that supports the new residential zoning</i> → <i>the underlying premise and the policy direction of the DPA cannot be substantiated by the investigations and analysis undertaken and is therefore deficient</i></p>	<p>25.14 While it is noted that the draft DPA seeks an alternative land use policy for this location, it is important to recognise that the former Bianco site has remained vacant in excess of 10 years. A large amount of strategic land use planning has occurred over the last 10 years which have identified that an alternative use of the affected area is warranted. It is considered that there is strategic justification for a potential change in use.</p>	<p>25.14 No further amendments proposed to the draft DPA.</p>

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>Air quality</i> 25.15 <i>The Enviroscan air quality assessment upon which the draft DPA has relied has been subject to a peer review which raises serious concerns and doubts about the reliability and accuracy of the Enviroscan findings and seriously challenges Council’s contention that no specific policy response is required in the draft DPA.</i></p>	<p>25.15 The reports have been peer reviewed by the EPA and found to be appropriate for their purpose. It is noted that OI have previously challenged the Air Quality Report findings, methodology and assumptions and that this objection was rejected by the EPA before the draft DPA investigations were formally commenced. Council have asked the EPA to further review the objections in response to the submission being received and have had it confirmed that their original position on the suitability of the report remains unchanged.</p> <p>The Resonate report does not challenge the technical rationale underpinning the provisions within the Sonus Report. Indeed, Resonate “agree with the underlying philosophy of adopting the Minister’s Specification or similar to address industrial noise from O-I”. Council has sought additional advice from the EPA in response to the issues raised by OI and their consultants in the submission.</p> <p>As previously stated, the assessment has been based on a conservative assessment of potential noise source, having regard to OI’s full licence capacity, and the suggested policy approach are supported by the EPA as appropriate in mitigating the risks.</p>	<p>25.15 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		25.16 <i>The peer review report by AE believes that the draft DPA has adopted a simplistic approach to the assessment of the potential impacts on the proposed residential development and that it has not been satisfactorily demonstrated that the lawful operations of OI will not have an adverse air quality impact on the new housing - the identified deficiencies are such as to strongly question the outcomes reached in the Enviroscan assessment.</i>	25.16 Refer to comments in row 25.15.	25.16 Refer to row 25.10 in relation to further amendments proposed.
		25.17 <i>The AE report has identified a number of areas where the methodology adopted in the Enviroscan assessment is either deficient or fails to provide adequate justification of the assumptions adopted, including the - → choice of air dispersion model → selection of meteorological data set → estimated emissions from the site → assumption of flat terrain → selection of background data.</i>	25.17 Refer to comments in row 25.15.	25.17 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>25.18 <i>Given the potential variability in the results produced by adopting those methodologies, it could be expected to result in non-compliances with the air quality objectives for the area affected by the draft DPA. The AE report recommends that the air quality assessment undertaken by Enviroscan needs to be revised to address the shortcomings identified otherwise it is likely that unacceptable nuisance risk will impact on the future residential development as a result of OI's on-going lawful operations</i></p>	25.18 Refer to comments in row 25.15.	25.18 Refer to row 25.10 in relation to further amendments proposed.
		<p>Noise 25.19 <i>OI is critical of the Council relying on the Sonus 2019 acoustic report in drafting the DPA rather than having regard to the Sonus 2012 acoustic report, commissioned by OI, in reviewing predicted noise levels from the manufacturing site as to their likely impact on potential TOD proposals that were then being pursued by Council - the 2012 assessment concluded that irrespective of any measures incorporated -</i></p>	25.19 Refer to comments in row 25.15.	25.19 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> → noise levels from the OI site will be high when experienced on balconies or upper storeys of residences → noise levels will not achieve the acoustic goals outside of residences or within residences when external doors and windows are open → there are no practical methods to reduce the noise on balconies or inside with open windows → there is significant potential for OI plant noise to result in complaints from residences and, in turn, for residences to significantly constrain the existing and potential future activities on the OI site 		
		25.20 OI notes that the 2019 report recommended several policy mechanisms, such as the imposition of suitable treatments to future dwellings to provide a reasonable level of acoustic amenity, but those policy levers were neglected in the DPA draft and consequently no protection is offered in the new policy framework	25.20 It is noted that the policy mechanisms identified by Sonus in their assessment were not reflected within the draft DPA. This position was largely driven as a result of direction from DPTI and in response to the inability to accommodate Concept Plans as part of the amendment. Notwithstanding this, the policy coverage was considered to be achieved through the adoption of the Noise and Air Emissions Overlay, the coverage and	25.20 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>to ensure the unfettered operation of both existing and envisaged industrial activity in the locality - by not accepting these, there is no acoustic engineering support for the position adopted in the draft DPA</i></p>	<p>recognition of needed to mitigate impacts from the OI facility in the Desired Character Statement and the inclusion of the additional policy relating to ensuring development achieves the Environment Protection (Noise) policy, and the general interface provisions in the Development Plan. This policy approach was supported by the EPA through their submission.</p> <p>Since the draft DPA was prepared, Council is now aware of the ability to include a Concept Plan for this location and is seeking that this occur to reflect the Sound Exposure Classification levels identified by Sonus in their investigations across the site. Council believes this will make interpretation and understanding of potential noise impacts and mitigation measures easier to interpret and understand for both proponents and assessing planners.</p> <p>The amendments in the proposed Concept Plan are supported by the EPA. The Agency has indicated that 'the inclusion of the predicted sound exposure categories within the concept plan would allow developers to easily refer to the requirements and ensure that any residential use closer to noise sources have the requirements of SA78B</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p><i>Construction requirements for the control of external sound applied</i>'.</p> <p>The importance of the amendments including the Concept Plan will be highlighted to the Department and the Minister should the draft DPA be approved by Council for the Minister's consideration.</p> <p>It is acknowledged that future proposals will need to be accompanied by expert advice which demonstrate achievement with the criteria identified within the Concept Plan map, however, given the site is likely to be largely developed as a single master planned development, this is not considered an unreasonable or onerous requirement. Receiving such advice is not unusual as part of an application process and is commonly received for mixed use development and developments within the CBD adjacent to noise sources (such as hotels in the CBD).</p> <p>The Minister's Specification applies to all Class1, 2, 3, 4 and 9B buildings, all of which would accommodate sensitive land uses (as outlined within Development Regulations, 2008). As such, the applicability of the overlay is appropriate to addressing the forms of development envisaged within the draft DPA. While the intent of the Minister's</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Specification is to mitigate road and rail noise for sensitive land uses, it aims to achieve an indoor occupant amenity that would be consistent with an industrial noise source, and therefore its application is appropriate.</p> <p>Sonus have adapted the Specification for use with Industrial Noise and this approach is not challenged by both Resonate Acoustics and the EPA.</p> <p>No single policy with the Development Plan is mandatory, and rather, an assessment on balance by the assessing authority is undertaken. This is no different for any forms of development (and Development Plan policy for that matter). However, there is considered to be sufficient strength in the policy relating to the importance in addressing noise impacts from the OI Glass facility to ensure sufficient weight and consideration is given to the policy and Concept Plan Map measures. In addition, measures are reinforced through the Building Code Assessment (either as Deemed-to-Satisfy or through performance assessment).</p> <p>It is acknowledged that the Minister's Specification only relates to mitigating noise from internal noise sources and not external spaces, such as balconies and private and</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			communal open space. In this regard, there is policy support within the Noise and Air Emissions Overlay that addresses design responses to this, including, the careful location and placement of balconies and yard spaces so that they are shielded from the noise source.	
		25.21 <i>In any case, the adoption of those recommendations is flawed in that the complexity built into achieving the policy aims would require expert acoustic engineering input to interpret and apply thereby highlighting the problem of trying to deal with an inherent incompatible set of land uses by 'management-type' techniques at the development application stage - this approach is wrong in principle</i>	25.21 Refer to comments in row 25.20.	25.21 Refer to row 25.10 in relation to further amendments proposed.
		25.22 <i>The DPA's reliance on the 'Noise and Air Emission Overlay' being applied to trigger the Minister's Specification SA78B for road and rail corridor noise sources is misplaced as these measures would not necessarily be sufficient to mitigate against industrial noise which is not typically considered to be part of SA78B - there is a gap in this policy</i>	25.22 Refer to comments in row 25.20.	25.22 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>approach with regard to mandating as part of the Minister’s Specification that industrial noise be considered when providing acceptable acoustic amenity for residential development</i></p>		
		<p>25.23 <i>Advice provided by Botten Levinson underscores the view that placing faith in SA78B is flawed anyway since -</i></p> <ul style="list-style-type: none"> → <i>its requirements are not mandatory</i> → <i>it can be dispensed with from time to time</i> → <i>it has no application to external areas such as balconies, garden areas, communal spaces or rooftop decks</i> → <i>none of its triggers relate to noise from operations arising from a long-standing industrial use</i> → <i>none of its construction requirements to mitigate noise</i> 	<p>25.23 Refer to comments in row 25.19.</p>	<p>25.23 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>are applicable to these sorts of land uses</i>		
		25.24 <i>As the DPA appears to defer acoustic assessment to the subsequent development application stage, this is likely to result in either reverse amenity impacts affecting OI's operations and/or unforeseen esoteric construction requirements and/or limitations on developers in the area affected by the draft DPA</i>	25.24 The SEC levels identified by Sonus are mostly SEC category 3 or below, based on the mapping of source noise levels. Sonus have identified that treatments of SEC and below can be achieved using extensive but reasonable and practicable measures. It is noted that a small section of the affected area is within a SEC category 4, but this is limited to a portion of the affected area identified as being available to accommodate the greenway along the rail corridor within the proposed policy. The approach is not considered to render the site undevelopable or unviable to develop as a result of the required façade construction requirements to achieve the necessary internal sound levels.	25.24 Refer to row 25.10 in relation to further amendments proposed.
		25.25 <i>The Resonate report states that although good design practice could be used for high density development, it would require great oversight to ensure due consideration is given to all noise source parameters but, at present, the mechanisms to confirm that sites</i>	25.25 Refer to comments in row 25.20.	25.25 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>will be developed to appropriately mitigate noise arising from OI's activities do not exist</i>		
		<p>25.26 <i>The OI submission states that it does not have confidence that the new Code as it presently stands will address the noise interface issue adequately (being very generic in nature), hence it is unlikely that the DPA provisions (assuming that it does adopt specific robust and tailored noise policy) will be transitioned over into the Code thereby resulting in a policy vacuum with the clear risk that potential reverse amenity acoustic impacts on OI operations are unable to be managed</i></p>	<p>25.26 The draft DPA is being prepared within the existing SA Planning Policy Library and legislation, and as such has been drafted in response to this. OI's confidence in the Code's ability to address this interface issue is noted, and Council has been working with the Department to ensure that the effective transition of policy content is achieved as a result of the draft DPA. The ability to include Concept Plans has made this easier and provided greater confidence to Council that this important policy measure can be effectively transitioned into the Code. This is a key reason why a Concept Plan is now proposed as part of the amendment. The importance of the amendments including the Concept Plan will be highlighted to the Department and the Minister should the draft DPA be approved by Council for the Minister's consideration.</p> <p>This will be supported by the Noise and Air Emissions Overlay (which triggers the Minister's Specification) as well as general interface policy.</p>	<p>25.26 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>In addition, the Department have advised that a new 'Interface Management" Overlay is proposed that would provide additional policy support for addressing interface challenges between sensitive land uses and lawfully operating land uses, including - placement of buildings and rooms sensitive to noise away from the source, or behind those with non-sensitive uses; and screening of open space away from noise sources. The Overlay seeks development of sensitive receivers be designed in a manner that mitigates potential adverse environmental and amenity impacts generated by lawful operations of neighbouring land uses.</p> <p>It is considered the draft DPA policy can provide appropriate policy coverage in the transition to the Code (noting that this does not form part of this DPA). This Overlay is proposed to be recommended by Council to the Minister to transition the draft DPA to the Code should it be approved.</p>	
		<p>25.27 <i>To address the perceived Code weakness, the Resonate report recommends that in order for the new Code to successfully manage noise encroachment impacting upon</i></p>	<p>25.27 Refer to comments in row 25.26.</p>	<p>25.27 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>sensitive land uses the following measures need to be adopted -</i></p> <ul style="list-style-type: none"> <i>→ existing noise generating uses (industry and similar) be included in the 'Noise and Air Emissions Overlay'</i> <i>→ noise sensitive development in the vicinity of noise sources so designated in that Overlay be assessed in accordance with the Minister's Specification or similar</i> <i>→ the Minister's Specification be updated to include a framework for assessing and providing building policy for noise sensitive developments within the vicinity of industrial noise sources</i> 		
		<p>25.28 <i>OI believes that the DPA's assumption that OI operations are static and will not evolve or change in the future is flawed - land use is not static and the investigations undertaken in the DPA do not address the possibility that the existing (full existing potential)</i></p>	<p>25.28 Council cannot speculate as to the future operations of any surrounding activity as part of its considerations for the draft DPA. While it is acknowledged that OI operations may change over time, this is the main reason why the modelling and assessment has been based on the current licence capacity, which is significantly more intense</p>	<p>25.28 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>operations will undergo change, and as a consequence the implications of such an eventuality have not tested or substantiated</i></p> <p><i>The expert assessments that have undertaken provide only a 'snapshot' of OI's operations over the last few years and have not considered the potential for environmental nuisance associated with expanded activities or increased output on the OI site, which could increase environmental impacts and thereby lead to different desired outcomes that the DPA seeks to achieve.</i></p>	<p>in operation than what is understood to be OI's current operations. As such, the assessment is conservative.</p>	
		<p>25.29 <i>OI holds the view that if the draft DPA proceeds, the context and environment within which OI operates will change with serious implications for its existing and any planned future evolution of its activities, to the extent that its operations may be constrained and the company forced into implementing additional environmental mitigation works at significant cost to meet its general</i></p>	<p>25.29 Council sought additional advice from the EPA on the implications of the existing licence and conditions for OI upon development of the affected area. The EPA indicated that:</p> <ul style="list-style-type: none"> <i>“investigations into the potential impacts of air and noise emissions have been undertaken and the EPA's review and assessment of those investigations gives us some level of confidence that they are either not likely to be an issue (in the case of air quality) or could be addressed</i> 	<p>25.29 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>environmental duty and licence obligations.</i>	<p><i>through careful application of planning policy and design and engineering solutions (in the case of noise).</i></p> <ul style="list-style-type: none"> • <i>Whilst the modelling gives a good understanding of the potential impacts of air and noise emissions, there is no guarantee that there wouldn't be complaints from future residents should the DPA be approved and subsequent development occurs on the affected area.</i> • <i>However, with proper planning and design of any future developments the risk can be mitigated.</i> • <i>The EPA does not consider that approval of the DPA would automatically lead to changes to the O-I licence."</i> 	
		25.30 <i>Concerned the draft DPA's assumption that future interface issues such as noise, odour and air emissions can be successfully managed by relying on existing statutory, legislative and licensing regimes as well as future planning policy ordinance - managing incompatibility between land uses using such mechanisms, and through the imposition of conditions of consent on future development applications, is wrong as a matter of principle</i>	25.30 Comments noted. The proposed policy approach in the draft DPA has been supported by the EPA as appropriate in mitigating the risks.	25.30 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>25.31 <i>Considers that at the development assessment stage, the first and fundamental question a relevant authority must determine is the question of land use, ie whether a proposed use is compatible with the orderly and proper planning of the locality and in line with Development Plan provisions - no question of 'management' of a proposal arises unless and until it is sound in principle in regard to its land use 'fit'.</i></p>	<p>25.31 Refer to comments in row 25.26.</p>	<p>25.31 Refer to row 25.10 in relation to further amendments proposed.</p>
		<p>25.32 <i>Considers the above is even more strongly applicable at the DPA stage in that it is a Council's responsibility to address, as a primary and fundamental issue, whether the land uses being proposed by a DPA will be compatible with nearby existing land uses and, relevant in this case, with long-established lawful land uses - in this respect, OI believes Council has failed to properly address the question of compatibility and has put faith in minimising the incompatibility between land uses through the introduction of management-type techniques written into Development Plan policy and/or reliance on conditions of consent at</i></p>	<p>25.32 Refer to comments in row 25.26.</p>	<p>25.32 Refer to row 25.10 in relation to further amendments proposed.</p>

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>the subsequent development application stage and/or relevant statutory and licensing regimes.</i>		
25.33		<i>Advice indicates that the draft DPA cannot be justified by assuming that the regulatory framework in the Environment Protection Act will mitigate inherent land uses conflicts.</i>	25.33 Comments noted. The proposed policy approach in the draft DPA has been supported by the EPA as appropriate in mitigating the risks.	25.33 Refer to row 25.10 in relation to further amendments proposed.
25.34		<i>OI undertakes several prescribed activities of environmental significance which operate under an EPA licence obliging OI to take measures to prevent or minimise negative environmental impacts arising from its operations - → these obligations, however, are not absolute and do not prohibit OI from undertaking activities that may impact the surrounding area → the obligations are contextual in that they must be read in the context of the locality and, in this sense, the permitted land uses of the locality are directly relevant → if the DPA proceeds, this context changes dramatically, with the introduction of</i>	25.34 Council sought additional advice from the EPA on the implications of the existing licence and conditions for OI upon development of the affected area. The EPA indicated that: <ul style="list-style-type: none"> • <i>“investigations into the potential impacts of air and noise emissions have been undertaken and the EPA’s review and assessment of those investigations gives us some level of confidence that they are either not likely to be an issue (in the case of air quality) or could be addressed through careful application of planning policy and design and engineering solutions (in the case of noise).</i> • <i>Whilst the modelling gives a good understanding of the potential impacts of air and noise emissions, there is no guarantee that there wouldn’t be complaints from future residents should</i> 	25.34 Refer to row 25.10 in relation to further amendments proposed.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>concentrated residential development as a prevailing land use, to the extent that OI's operations may be compromised and constrained and/or forced into additional mitigation works at significant cost</i></p> <p><i>→ the general environmental duty in the Environment Protection Act and OI's licence conditions requires OI to take all reasonable and practicable measures to prevent noise and odour leaving the premises and to ensure pollution is minimised - these terms are not definitive and this distinction is significant since OI can continue to comply with its statutory obligations even though some nuisance may be emitted from the land</i></p> <p><i>→ in regard to noise, the standard requires the indicative noise level for the noise source to be determined with reference to the land uses promoted by the Development Plan, the area currently being within a zoned industrial context - if the DPA</i></p>	<p><i>the DPA be approved and subsequent development occurs on the affected area.</i></p> <ul style="list-style-type: none"> <i>• However, with proper planning and design of any future developments the risk can be mitigated.</i> <i>• The EPA does not consider that approval of the DPA would automatically lead to changes to the O-I licence."</i> 	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>proceeds, the area affected will allow for medium to high density residential land uses which will directly influence the determination of the indicative noise level being no longer premised on industrial uses but taking account of newly encroaching residential uses to the cost of OI's potential environmental performance</i></p> <p>→ <i>the rezoning that the DPA facilitates will create the potential for conflict and complaint by causing incompatible land use change and by relying on the regulatory regimes to resolve this tension which is contrary to basic planning principles</i></p>		
		<p>25.35 <i>OI highlights the environmental management and economic implications the proposed rezoning to allow dense residential development near to its boundaries will have on the OI facility, and the threat that the plant could become unviable if either additional environmental management requirements are dictated, at high cost, or the plant's</i></p>	<p>25.35 Council sought additional advice from the EPA on the implications of the existing licence and conditions for OI upon development of the affected area. The EPA indicated that:</p> <ul style="list-style-type: none"> • <i>“investigations into the potential impacts of air and noise emissions have been undertaken and the EPA’s review and assessment of those investigations gives</i> 	<p>25.35 Refer to row 25.10 in relation to further amendments proposed.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>operations or efficiency are required to be curtailed due to complaints with a consequent critical impact upon the sustainability of current and future functions of the facility</i></p> <p><i>the experience of OI nationally is that an increase in the number of dwellings located close to its plants inevitably generates a heightened level of complaints and fuels increased environmental management costs, which would be prejudicial to OI's operations</i></p> <p><i>The DPA proposals for residential rezoning will encourage this cycle and will thereby compromise the on-going viability of the OI facility</i></p>	<p><i>us some level of confidence that they are either not likely to be an issue (in the case of air quality) or could be addressed through careful application of planning policy and design and engineering solutions (in the case of noise).</i></p> <ul style="list-style-type: none"> <i>• Whilst the modelling gives a good understanding of the potential impacts of air and noise emissions, there is no guarantee that there wouldn't be complaints from future residents should the DPA be approved and subsequent development occurs on the affected area.</i> <i>• However, with proper planning and design of any future developments the risk can be mitigated.</i> <i>• The EPA does not consider that approval of the DPA would automatically lead to changes to the O-I licence."</i> 	
26.	Tracey Nearmy 23 Mundulla Street, Kilkenny	26.1 <i>Raised concerns with the proposed building height and suggests a maximum of 2-storeys north of Pinda Street. Concerned the building heights proposed will cause overlooking issues, clash with the heritage nature of the area, noise/light pollution and devaluing surrounding properties.</i>	26.1 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy	26.1 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p> <p>Issues relating to light spill, overshadowing and overlooking adjoining properties is acknowledged. The Development Plan contains existing policies that address building siting and design, building envelopes and staggered setbacks, screening techniques and noise attenuation measures that are able to moderate these types of interface impacts.</p> <p>In relation to land values, courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.</p>	
		26.2 <i>Concerns raised regarding car parking in the locality.</i>	26.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular	26.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p>26.3 <i>Concerns raised with the large increase in traffic on narrow roads will have a greater potential to have crashes occur and for roads to be gridlocked during peak traffic hours. Indicated the increase in traffic will be less safe for cycling and walking activities which conflicts with the area's promotion of the new greenway for recreation use.</i></p>	<p>26.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected 	<p>26.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>The draft DPA proposes the extension of the existing greenway within the draft DPA affected area parallel to the railway line to encourage safe and convenient movement for pedestrians and cyclists.</p>	
		<p>26.4 <i>Concerns raised regarding the environmental impact this development will cause. The development should be low impact, sustainable and include green spaces within and around it as well as stormwater run-off catchments, rainwater catchments and recycling and permeable paving.</i></p>	<p>26.4 Environmental concerns are noted. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to existing services and current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) to protect resources beyond the metropolitan area.</p>	<p>26.4 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>While a higher density is proposed in the draft DPA, amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>The detailed design of the public open space is however not a matter that the draft DPA can address (other than the desired approximate location and size). This ordinarily occurs at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p> <p>The zone policy in the draft DPA also addresses the need for future development to incorporate Water Sensitive Urban Design systems. No additional policy amendments in relation to stormwater management are considered necessary in the draft DPA.</p>	
		<p>26.5 <i>Suggests the construction of a new underpass/overpass on the railway line crossing on David Terrace as it is predicted to increase to 20,000 passes per day with the new development.</i></p>	<p>26.5 A revised Traffic Impact Assessment has been undertaken based on the issues raised in the consultation process based on a reduce yield. The findings indicate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the draft amended policy.</p>	<p>26.5 Refer to response in Row 26.3.</p>
<p>27.</p>	<p>Deanna Howland</p>	<p>27.1 <i>Supports the draft DPA rezoning proposal.</i></p>	<p>27.1 Support for the draft DPA noted.</p>	<p>27.1 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
	10 Myponga Terrace, Kilkenny			
28.	Krystle & Jarrod Duncan Cavendish Street, West Croydon	28.1 <i>Concerns raised that the significant increase in volume of residents is not sustainable in the area due to the current infrastructure.</i>	28.1 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.	28.1 No further amendments proposed to the draft DPA.
		28.2 <i>Concerns regarding impacts to the existing character of the current surrounding dwellings.</i>	28.2 With respect to character, the draft DPA affected area is currently located in an Urban Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments. The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.	28.2 Amend the draft DPA policy to reduce desired built form to address concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Notwithstanding a proposed new zoning, development over these sites future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>28.3 <i>Concerns raised regarding insufficient car parking for the volume of new residents and their visitors.</i></p>	<p>28.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car</p>	<p>28.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			parking requirements for future development. Refer to comments in Row 1.3.	concerns received through the consultation process.
		28.4 <i>Concerns raised in the submission regarding a significant increase in traffic. Indicated there is already an issue with parking and traffic difficulty navigating the streets due to the narrow nature of the streets, some homes without driveways who use the streets for permanent parking and cars generally parking on the street.</i>	28.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic 	28.4 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>28.5 <i>Indicated that MJ McInerney Reserve is not a sufficient green space for the new volume of residents as it is currently at capacity during week days and beyond capacity on weekends.</i></p>	<p>28.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p>	<p>28.6 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.	
		28.6 <i>Suggests a high density rezoning may result in adverse amenity issues such as litter, anti-social behaviour, graffiti and vandalism.</i>	28.7 With regards to anti-social issues this matter cannot be assumed to be attributed directly to a higher density of living and is not considered a planning matter to address in the scope of the draft DPA.	28.6 No further amendments proposed to the draft DPA.
29.	Nick Pappas 1/40 Wilpena Terrace, Kilkenny	29.1 <i>Supports the rezoning however has raised some concerns.</i>	29.1 Support for a rezoning subject to concerns raised is noted.	29.1 No further amendments proposed to the draft DPA.
		29.2 <i>Concerns regarding the proposed dwelling yield.</i>	29.2 Locational factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with	29.2 Amend the draft DPA policy relating to building heights, desired dwelling yield to address concerns raised through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received.</p>	
		<p>29.3 <i>Concerns with increased traffic in the area.</i></p>	<p>29.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p>	<p>29.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>29.4 <i>Seeking single to double storey apartment living across the development area would be more appropriate.</i></p>	<p>29.4 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p>	<p>29.4 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>29.5 <i>Concerns raised with car parking availability and impacts to on street car parks and sufficient access for emergency services or waste collection vehicles as the streets are already narrow.</i></p>	<p>29.5 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>In relation to sufficient access for emergency services or waste collection vehicles Council has not received any advice from Emergency Services or it's waste contractor that they are having difficulties with access under the existing parking arrangements and we would be happy to respond to those service providers</p>	<p>29.5 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>or indeed any residents if they seek Council intervention to address issues relating to parking congestion.</p> <p>As part of the consultation process for the draft DPA the Metropolitan Fire Services and State Emergency Services were also consulted.</p>	
		29.6 <i>Suggested the increase of traffic loads due to the proposed density will cause continual degradation of the surrounding road network.</i>	29.6 The revised TIA has concluded that the surrounding local road network is expected to remain below 1,500 vehicles per day and on this basis the revised policy scenario presents a reduced impact on the local road network. The revised TIA concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic.	29.6 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic volumes.
		29.7 <i>Concerns raised regarding the existing water pressures across the suburb of Kilkenny.</i>	29.7 The infrastructure analysis conducted as part of the draft DPA investigations concluded that the existing potable water supply was ample and had spare capacity to accommodate the extra demand. Future upgrades to water supply are dependent upon the future development of the draft DPA site.	29.7 No further amendments proposed to the draft DPA.
		29.8 <i>Suggests the aesthetics of a high-density development will mimic a 'ghetto' environment which can lead to gangs, violence drug and alcohol use</i>	29.8 With regards to anti-social issues this matter cannot be assumed to be attributed directly to a higher density of living and is not considered a planning matter to address in the scope of the draft DPA.	29.8 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>in the park lands and in front of the train station.</i>		
30.	Erasmia Pappas 1/40 Wilpena Terrace, Kilkenny	30.1 <i>Comments are identical as above (Refer to Submission/Row 29).</i>	30.1 Refer to comments in Row 29	30.1 Refer to responses in Row 29
31.	Con Pappas 82 Sutherland, Ferryden Park	31.1 <i>Comments are identical as above (Refer to Submission/Row 29).</i>	31.1 Refer to comments in Row 29	29.2 Refer to responses in Row 29
32.	Nicholas Folland 19A Tarcowie Street, Kilkenny	32.1 <i>Supportive of utilising the former Bianco site but raises concerns on the proposed policy.</i>	32.1 Noted.	32.1 No further amendments proposed to the draft DPA.
		32.2 <i>Increase traffic concerns raised. Suggested the traffic impact study is highly inadequate and doesn't recognise local traffic conditions and driver behaviours. Suggests the increases in traffic will create dangerous conditions for pedestrians and drivers.</i>	32.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> 1,863 daily vehicles movements expected to be generated by the revised 	32.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 1,554 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>32.3 <i>Concerns raised with parking for the proposed land uses including retail and commercial uses. Suggests street parking is already limited and many homes have no off-street parking which causes major inconveniences for locals.</i></p>	<p>32.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car</p>	<p>32.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			parking requirements for future development. Refer to comments in Row 1.3.	address the traffic impact concerns received through the consultation process.
		32.4 <i>Concerned more people may drive and park at the train station to create more street congestion.</i>	32.4 The Department for Infrastructure and Transport currently does not provide a formal park 'n' ride facility at Kilkenny Station to attract people outside of the immediate locality to drive to the Station to catch a train to the City. While some commuters may choose to drive to the Station and park in the available parking spaces near the Station, the draft DPA site is not expected to contribute to commuter parking demand near the Station as new residents would reside within walking distance of the Station.	32.4 No further amendments proposed to the draft DPA.
		32.5 <i>Concerns raised that the MJ McInerney Reserve does not have the capacity to accommodate a much higher level and there are very few other spaces within the immediate area.</i> <i>Considers greening should be continued along Aroona Road and Port Road.</i>	32.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a	32.5 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p> <p>The Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage from a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>Suggestions for increased street tree planting on Port Road and Aroona Road are acknowledged however, these areas are outside the scope of the draft DPA affected area. Future consideration for street tree planting in these locations will be subject to Council's on-going asset management review, prioritisation and budgeting processes.</p>	
		32.6 <i>Suggests lighting, road surfaces and footpath would need updating to cope with the proposal of a large scale.</i>	32.6 These matters are outside the scope of the draft DPA. Ongoing infrastructure upgrades in the area are subject to Council's on-going review, prioritisation and budgeting processes.	32.6 No further amendments proposed to the draft DPA.
		32.7 <i>The current proposal gives no indication of the desire to enhance the neighbourhood and add to the sense of place through innovative contemporary architecture that inspires better living and contributes to the community.</i>	32.7 Comments noted. The draft DPA in its policy supports a high amenity public realm and pedestrian environment that will be achieved by landscaping, surface treatments, street furniture and building design.	32.7 No further amendments proposed to the draft DPA.
		32.8 <i>Suggests the design of future development should enhance the neighbourhood.</i>	32.8 The draft DPA affected area is currently located in an Employment Zone and not in the	32.8 Amend policy relating to the proposed built form to further improve the transition of scale

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	<p>adjacent to the draft DPA affected area.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
33.	Aleksandra Petrovic 4 Sackville Street, West Croydon	33.1 Fully supports a redevelopment of the former Bianco site however concerned with the 500 dwelling yield	<p>33.1 Locational factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an</p>	33.1 Amend the draft DPA policy relating to building heights, desired dwelling yield and commercial/retail floor area to address concerns raised through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.	
		33.2 <i>Concerns raised with car parking in the locality.</i>	33.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	32.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		33.3 <i>Seeking green space to be included in the proposal.</i>	33.3 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space	33.3 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>33.4 <i>Concerns with increase in traffic congestion that would be created in the existing narrow street network.</i></p>	<p>33.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> 1,863 daily vehicles movements expected to be generated by the revised 	<p>33.4 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 1,554 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>33.5 <i>Queried how waste management will be handled.</i></p>	<p>33.5 Waste management will be handled in accordance with waste management plans produced during the development assessment stage for future individual developments. In relation to sufficient access for waste collection vehicles Council has not received any advice from its waste contractor that they are having difficulties with access under the existing</p>	<p>33.5 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			parking arrangements and we would be happy to respond to those service providers or indeed any residents if they seek Council intervention to address issues relating to parking congestion.	
		33.6 <i>Queried how existing essential infrastructure will cope with the extra residents living in the area.</i>	33.6 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.	33.6 No further amendments proposed to the draft DPA.
34.	Danka Markovic 6 Sackville Street, West Croydon	34.1 <i>Opposes the proposal and raises the following concerns. Considers the increase in traffic unacceptable as Kilkenny Road and David Terrace are already extremely congested.</i>	34.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic	34.1 Amend desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		34.2 <i>Concerned that MJ McInerney Reserve is not an adequate green space to cater for the proposal.</i>	<p>34.2 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	34.2 Amend the draft DPA, to address the desire for additional public open space.
		34.3 <i>Concerns raised with car parking in the locality. Indicated that the removal of car parks at the Reserve after the</i>	34.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential	34.3 While no further amendments are proposed to increase off-street car parking ratios for

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>update has led to park visitors parking along Sackville Street which was once a quiet street. Considers the proposal will intensify these Reserve parking issues and further congest Sackville Street.</i>	<p>areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>The draft DPA site is not expected to contribute to commuter parking demand near the existing reserve as new residents would reside within walking distance of the reserve.</p>	residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
35.	Vinka Petrovic 4 Sackville Street, West Croydon	35.1 <i>Comments are identical as above (Refer to Submission/Row 33).</i>	35.1 Refer to comments in Row 33	35.1 Refer to responses in Row 33.
36.	Vlado Petrovic 4 Sackville Street, West Croydon	36.1 <i>Comments are identical as above (Refer to Submission/Row 33).</i>	36.1 Refer to comments in Row 33.	36.1 Refer to responses in Row 33.
37.	Lanka Joksimovic 2 Sackville Street, West Croydon	37.1 <i>Comments are identical as above (Refer to Submission/Row 33).</i>	37.1 Refer to comments in Row 33	37.1 Refer to responses in Row 33.
38.	Radomir Joksimovic 2 Sackville Street, West Croydon	38.1 <i>Comments are identical as above (Refer to Submission/Row 33).</i>	38.1 Refer to comments in Row 33	38.1 Refer to responses in Row 33.
39.	Anca Pop	39.1 <i>Comments are almost identical as above (Refer to Submission/Row 19).</i>	39.1 Refer to comments in Row 19.	39.2 Refer to responses in Row 19.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
	17 Heading Street, West Croydon			
40.	Kelly Dann 25 Wilpena Terrace, Kilkenny	40.1 <i>Supports a redevelopment of the former Bianco site however objects to the size and scale of the proposal and believes that assumptions made about its impact are understated.</i>	40.1 Comments noted.	40.1 No further amendments proposed to the draft DPA.
		40.2 <i>Indicated there is severe peak-hour traffic congestion in the immediate streets no and entering Kilkenny Road from Tarcowie, Mundulla and Pinda streets during peak-hour is already problematic. Indicated that the surrounding streets are too narrow to support a large influx of vehicles, let alone on-street parking. The safety of residents due to increased traffic needs to be considered.</i>	40.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). 	40.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>40.3 <i>Raised concerns with allocated car parking spaces (1.5 spaces per proposed dwelling) would be absorbed into the existing infrastructure (railway line) and existing residents should not have to pay for permits for parking where new development is unable to cater to the new residents' parking needs.</i></p>	<p>40.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>With regards to permit parking for existing residents this matter is beyond the scope of the draft DPA.</p>	<p>40.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>40.4 <i>Concerns raised on the impact of existing services in the area.</i></p>	<p>40.4 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p>	<p>40.4 No further amendments proposed to the draft DPA.</p>

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

		<p>40.5 <i>Considers the integrity of the existing heritage contributions in Kilkenny will be negatively impacted if the proposed future development is not sympathetic with existing structures. Indicated that large scale developments (over 3 storeys) do not fit in with the surrounding built form aesthetic.</i></p>	<p>40.5 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>With regards to building heights, following submissions received a review to modify building heights has been considered and</p>	<p>40.5 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>
--	--	---	---	--

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

			<p>resulted in proposed policy amendments to the draft DPA including:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace. • A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA. <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area. The draft DPA also proposes policy for a single storey height within 7m of the front boundary adjacent to Mundulla Street and two storeys thereafter.</p>	
--	--	--	--	--

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		40.6 <i>Decrease in the value of existing properties in the area raised as a concern.</i>	40.6 In relation to land values, courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.	40.6 No further amendments proposed to the draft DPA.
		40.7 <i>Considers more community consultation is needed.</i>	<p>40.7 The draft DPA underwent a comprehensive statutory consultation process for eight weeks. The consultation process involved a mailout of 868 letters to property owners and occupants within and adjacent to the draft DPA Affected Area with an accompanying information brochure, seeking their input.</p> <p>The consultation process also involved:</p> <ul style="list-style-type: none"> • A Government Gazette notice and formal notices in the Advertiser and Messenger newspapers. • A 'yoursay' web page with information brochure, link to the draft DPA, the ability to ask questions and an online submission option accessed through Council's web site. • Hard copies of the draft DPA and information brochures provided at all Council libraries and the Civic Centre as well as a display board at the Civic Centre. 	40.7 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> A Public Meeting was also held to give persons a further opportunity to provide a verbal submission to Council. <p>There were 405 'unique visitors' on the 'yoursay' web page during the course of the consultation period. Forty-seven (47) submissions were lodged directly on the site and 38 visitors have subscribed to follow the project.</p> <p>A community briefing session was also arranged by Kilkenny residents on 3 March 2020 at the Kilkenny Community Centre and was attended by Council staff by invitation. Council staff outlined key aspects of the draft DPA policy and answered questions to assist informing the community in preparation of their submissions on the draft DPA.</p>	
41.	Brenton Culshaw 10 Arkaba Road, Kilkenny	41.1 <i>Supportive of a reuse of the proposed site.</i>	41.1 Noted.	41.1 No further amendments proposed to the draft DPA.
		41.2 <i>Traffic congestion concerns raised. Indicated that surrounding streets except for Wilpena Terrace are narrow, and the bin truck often has trouble getting through.</i>	41.2 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.	41.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>Suggested Pinda Street should be used for access and egress with signalised entry that is synchronised with the existing traffic and railway crossing signals.</i></p> <p><i>Suggested the southern ends of Arkaba Road and Wilpena Terrace be closed or made one way to encourage controlled access.</i></p>	<p>As a result of the traffic issues raised through the consultation process additional investigations were undertaken based on reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space.</p> <p>A revised TIA was undertaken to understand the anticipated traffic volumes and impacts to the surround local road network based on a reduced dwelling yield of around 300 dwellings and a reduction in potential commercial and retail floor area. The revised TIA has concluded that:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in 	

Charles Sturt Council
Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>relation to acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>In relation to reports of insufficient access for waste collection vehicles, Council has not received any advice from its waste contractor that they are having difficulties with access under the existing parking arrangements and we would be happy to respond to those service providers or indeed any residents if they seek Council intervention to address issues relating to parking congestion.</p> <p>In relation to Pinda Street the traffic investigations identified this street for access and egress. However, DPTI/DIT has not imposed a requirement for this access to be signalised and instead is likely to require that movements at the intersection be restricted to left-in and left-out.</p> <p>The suggestion to close the southern ends of Wilpena Terrace and Arkaba Road has not</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>been considered as part of this draft DPA. Wilpena Terrace, designed as a relatively wide local collector street, with travel lanes in each direction that are unobstructed by parking, is regarded as having sufficient capacity to cater for the additional traffic volumes associated with the draft DPA site. Likewise, the local streets between Wilpena Terrace and Aroona Road currently typically carry less than 300 vehicles per day and are regarded as having sufficient capacity to accommodate the additional traffic volumes generated by the development, which will typically be less than 100 vehicles per day in these streets. The closure of southern sections of Wilpena Terrace and Arkaba Road and redirection of all draft DPA site traffic to the intersection of David Terrace and Pinda Street is likely to significantly impact the function of this arterial intersection and therefore closures and one-way restrictions in the local streets surrounding the site are not regarded as satisfactory solutions.</p>	
		<p>41.3 <i>Off-street car parking concerns raised indicating that a number of Wilpena Terrace homes only have on-street parking.</i></p> <p><i>Indicated that many cars park in side streets near the Railway Station to</i></p>	<p>41.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing</p>	<p>41.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>access the rail services, thus competing with residents for available parks.</i></p> <p><i>Indicated that on-street parking needs also need to consider the demand of the Community Hall, Conchetti Centre and Buddhist Temple.</i></p>	<p>policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>In relation to the railway station, the Department for Infrastructure and Transport currently does not provide a formal park 'n' ride facility at Kilkenny Station to attract people outside of the immediate locality to drive to the Station to catch a train to the City. While some commuters may choose to drive to the Station and park in the available parking spaces near the Station, the draft DPA site is not expected to contribute to commuter parking demand near the Station as new residents would reside within walking distance of the Station.</p> <p>Consideration of parking demand for the Community Hall, Conchetti Centre and Buddhist Temple are outside the scope of the draft DPA. The affected draft DPA area will retain the same car parking standard that applies to the balance of the City for residential land uses.</p>	<p>commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p><i>41.4 Issues of overlooking raised into private open space of surrounding residential properties.</i></p>	<p>41.4 Issues relating to overlooking adjoining properties is acknowledged. The Development Plan contains existing policies that address building siting and design, building envelopes and staggered setbacks, screening techniques</p>	<p>41.4 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>measures that are able to moderate this interface impacts.</p> <p>In relation to building heights following a review of the submissions received, the following amendments to the draft DPA are proposed:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace. • A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA. <p>The proposed reduction in built form is considered appropriate to improve the</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>41.5 <i>Seeking additional green space in the proposed development.</i></p>	<p>41.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider</p>	<p>41.5 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			existing Development Plan policy as well as the proposed draft policy.	
42.	Tanja Radjenovic 8 Sackville Street, West Croydon	42.1 <i>Suggests that 500 new homes are far too many for the area and considers around 200-300 would be more acceptable.</i>	42.1 In light of the review of submissions received an amended policy scenario is proposed to reduce the potential dwelling yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.	42.1 Amend the draft DPA policy relating to building heights, desired dwelling yield and commercial/retail floor area to address concerns raised through the consultation process.
		42.2 <i>Concerns raised with car parking for new dwelling. Indicated that the current on-street parking situation around the MJ McInerney Reserve is problematic and leads to issues when exiting and entering houses on Sackville St.</i>	42.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	42.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		42.3 <i>Traffic congestion raised on David Terrace.</i>	42.3 The draft DPA traffic investigations considered the intersection functions along David Terrace and within the affected area with the proposed additional volumes (proposed during consultation) and the advice indicated that <i>“additional traffic volumes at the Mundulla Street/David Terrace intersection will increase</i>	42.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p><i>queues in the channelised right turn lane on David Terrace (for vehicles waiting to turn right) but remain within the capacity of the existing channelised turning lane (even with additional traffic volumes diverted from right turn restrictions at the Pinda Street intersection)."</i></p> <p>While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		42.4 <i>Indicated that the existing reserve should not be considered as new development's green space.</i>	42.4 Comments noted. The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a	42.4 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>42.5 <i>Designated parking for potential retail shop in heritage building.</i></p>	<p>42.5 The draft DPA policy seeks non-residential land uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been</p>	<p>42.5 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>amended to also reduce the potential traffic volumes and policy proposed to guide the location of non-residential land uses adjacent to David Terrace and east (adjacent to Wilpena Terrace). The Development Plan provides off-street carparking requirements for retail land uses. The draft DPA investigations highlighted the car parking ratio in this location requires a minimum of 3 spaces per 100m² of gross leasable floor area reflective of the proximity and accessibility of the affected area to frequent public transport (Kilkenny railway station).</p>	
		<p>42.6 <i>Concerns raised with existing services and queried whether services would be upgraded?</i></p>	<p>42.6 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p>	<p>42.6 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
43.	Sue Moroney 81 Alfred Road, West Croydon	43.1 <i>Concerns raised regarding increase in traffic. Indicated that the local streets are already unsafe being narrow and congested and local residents' cars are already comprised and drivers need to be very cautious and drive very slowly to avoid collisions. Concerned the increase in traffic will impact on the safety of children and cyclists, especially when crossing the nearby streets around MJ McInerney Reserve.</i>	43.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. 	43.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>43.2 <i>Environmental concerns raised as an issue due to insensitive design e.g. dark bricks/roofs or limited green spaces leading to significant heat islands.</i></p>	<p>43.2 Environmental concerns are noted. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to existing services and current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) to protect resources beyond the metropolitan area.</p> <p>While a higher density is proposed, amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the</p>	<p>43.2 No further proposed amendments to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p>	

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>Council’s Development Plan also contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the</p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			potential for stormwater harvesting through various methods including storing in tanks.	
		43.3 <i>Seeking greater public open space.</i>	43.3 This and numerous other submissions have argued for a greater provision and spread of public open. The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full physical contribution. The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.	43.3 Amend the draft DPA, to address the desire for additional public open space.
		43.4 <i>Seeking the established historical appearance be incorporated in the design.</i>	43.4 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.	43.4 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
44.	Petro Thomas 2 Shearer Street, Kilkenny	44.1 <i>Supportive of a redevelopment of the former Bianco site but raises some issues.</i>	44.1 Noted.	44.1 No further proposed amendments to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		44.2 <i>Supports a rezoning of the land to a Suburban Activity Node Zone (Mixed Use)</i>	44.2 Noted.	44.2 No further proposed amendments to the draft DPA.
		44.3 <i>Concerned with the maximum building height of 5 storeys and suggest 2 or 3 storeys more suitable.</i>	<p>44.3 The proposed height limits applying to this area have been derived on the basis of a range of urban design and amenity considerations. Furthermore, the proposed height limits were proposed to achieve reasonable development yields and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	44.3 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		44.4 <i>Supportive of 2 storeys along Mundulla Street for a proposed setback of 9.5 metres.</i>	44.4 Noted.	44.4 No further proposed amendments to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		44.5 <i>Supportive of non-residential development to service the needs of the local area concentrated along David Terrace and Wilpena Terrace.</i>	44.5 Noted. The draft DPA policy seeks uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes and further policy proposed to guide the location of non-residential land uses adjacent to David Terrace and to Wilpena Terrace.	44.5 Amend the draft DPA policy to reduce desired commercial/retail floor areas.
		44.6 <i>Supportive of the proposed Noise and Air Emissions Overlay and Affordable Housing Overlay policies.</i>	44.6 Noted.	44.6 No further proposed amendments to the draft DPA.
		44.7 <i>Supportive of policy desiring pedestrian connections to MJ McInerney Reserve and the station.</i>	44.7 Noted	44.7 No further proposed amendments to the draft DPA.
		44.8 <i>Supportive of policy to encourage the location of the greenway through the site adjacent to the railway corridor.</i>	44.8 Noted.	44.8 No further proposed amendments to the draft DPA.
		44.9 <i>Concerns raised with the demand for on street car parking.</i>	44.9 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car	44.9 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			parking requirements for future development. Refer to comments in Row 1.3.	address the traffic impact concerns received through the consultation process.
45.	Kimberly Kingsborough 48 Day Terrace, West Croydon	45.1 <i>Supports a development of the Bianco site in principle, however, raises several concerns.</i>	45.1 Support in principle for a redevelopment of the former Bianco site is noted.	45.1 No further proposed amendments to the draft DPA.
		45.2 <i>Concerns with increase in local traffic on surrounding streets causing congestion, noise and air pollution.</i>	45.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). 	45.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>The reduced vehicle activity initiated by the proposed policy amendments is unlikely to significantly increase pollution that impairs air quality of the locality.</p>	
		45.3 <i>Seeking additional green space to accommodate the recreation needs through significant increase in population and to offset the significant urban heat created by such a high density of living.</i>	45.3 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for	45.3 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>45.4 <i>Lack of adequate additional parking to accommodate occupants, visitors, staff and customers of the new dwellings and commercial businesses.</i></p>	<p>45.4 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>45.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>With regards to commercial land uses the draft DPA policy seeks non-residential land uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes and policy proposed to guide the location of non-residential land uses adjacent to David Terrace and east (adjacent to Wilpena Terrace). The Development Plan provides off-street carparking requirements for retail land uses. The draft DPA investigations highlighted the car parking ratio in this location requires a minimum of 3 spaces per 100m² of gross leasable floor area reflective of the proximity and accessibility of the affected area to frequent public transport (Kilkenny railway station).</p>	
		<p>45.5 <i>Concerns raised with the proposed height of proposed dwellings not in keeping with the surrounding suburbs.</i></p>	<p>45.5 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p>	<p>45.5 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p>	
		<p>45.6 <i>Queried impacts of additional population on local services including schools and health facilities.</i></p>	<p>45.6 The provision of medical and education facilities and services is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed policies. No submission was received by the Department.</p>	<p>45.6 No further amendments proposed to the draft DPA.</p>
		<p>45.7 <i>Raised two opportunities for the development:</i></p> <ul style="list-style-type: none"> • <i>World class eco-friendly design and build to reduce our city and citizens impact on the environment.</i> • <i>Retail and commercial opportunities should be in keeping with the</i> 	<p>45.7 Environmental matters are noted. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to existing services and current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the</p>	<p>45.7 No further amendments proposed to the draft DPA.</p>

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>existing culture of the surrounding areas. Vacant spaces should be prioritised for local independent businesses. Local artists should be used to enhance the visual appeal of buildings and streetscape</i></p>	<p>South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) to protect resources beyond the metropolitan area.</p> <p>While a higher density is proposed, amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p> <p>Council's Development Plan also contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.</p> <p>With regards to retail/commercial opportunities, the draft DPA envisages a mixed-use zone and proposes policy which desires small-scale commercial and retail development that serves only the day-to-day needs of the local community. The proposed floor areas have been amended following the consultation process to reduce the anticipated traffic volumes in the area. In terms of the use of local artists to enhance the appeal of future non-residential buildings this is a matter for the future land owners of these sites to consider.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
46.	Rhiannon Lucas 33 Yallum Terrace, Kilkenny	46.1 <i>Not opposed to a development of the site but concerned with external impacts in particular concerned with the increase in traffic that would make the small, already congested side streets even more dangerous.</i>	<p>46.1 Comments noted. Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. 	46.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>46.2 <i>Concerns raised that the proposal assumes reliance on and demand for the train and public transport due to location which does not automatically mean residents will not have vehicles. Indicated most people don't work in the city, there are no regular bus services along David Terrace and even to use the local shopping precinct a car would be required.</i></p>	<p>46.2 Locational factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017). The draft DPA acknowledges that not all future residents will use the adjacent public transport services and hence future development will be required to provide off-street car parking.</p>	<p>46.2 No further amendments proposed to the draft DPA.</p>
		<p>46.3 <i>Concerns that the proposed limited car parking per dwelling is inadequate. This shortfall places more demand on street parking which is already limited.</i></p>	<p>46.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the</p>	<p>46.3 While no further amendments are proposed to increase off-street car parking ratios for residential development,</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>The need for parking for both residents and visitors has been demonstrated in other developments including New Port, St Clair and Brompton of which streets are congested and difficult to navigate due to over population and lack of allocated park</i>	number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		46.4 <i>Indicated that the lack of green space within the development will put further demand on the MJ McInerney Reserve which is an extremely popular area since its upgrade. The upgrade included reducing the car parking available for visitors which in turn has significantly increased the street traffic around the Reserve.</i>	46.4 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislative requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan. The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages	46.4 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.	
47.	Steve Rodda Aroona Road, Kilkenny	47.1 <i>Concerns regarding increase in traffic congestion. Indicated the existing busy, narrow streets adjacent the proposed site will not easily cope with so many extra cars, especially at peak times, including school traffic.</i>	47.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles 	47.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>47.2 <i>Seeking a reduced development potential less than 100-150 dwellings. Cited examples of large-scale developments that are now underutilised as they are not highly sought such as Woodville West. Questioned the need for large development when other areas of housing remain underutilised (Woodville West, St Clair, West etc.</i></p>	<p>47.2 The proposed density for the DPA site has been revised post consultation and lowered to potential to around 300 dwellings address traffic concerns raised through the consultation process as detailed above. The proposed density is considered appropriate and aligns with the State's 30-Year Plan for Greater Adelaide. The site presents an opportunity for higher residential densities to take advantage of its location adjacent to a train station. A lower density in this location would not be consistent with the Government's strategic planning policies and is considered an underutilisation of the site given its location.</p>	<p>47.2 Amend the draft DPA policy to reduce desired dwelling yield and building height to address concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
48.	Lionel Edwards and Maureen Gallagher 90 Day Terrace, West Croydon	48.1 <i>Generally supports a rezoning however, several matters could be addressed better.</i>	48.1 General support for a rezoning on the affected area noted.	48.1 No further amendments proposed to the draft DPA.
		48.2 <i>Considers the proposed high density living, in particular the 4 to 5 storey dwellings is of a scale that would change the nature of the area and upset the increasing gentrification of local suburbs.</i>	48.2 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1. The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.	48.2 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.
		48.3 <i>Seeking more green space within the redeveloped area. Indicated that MJ McInerney Reserve should not be used as a garden space for dense blocks of apartments as it would lead to a rapid overcrowding of the reserve.</i>	48.3 The comments and justification on the need for additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision and spread of public open.	48.3 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>Questioned what effect would limited green space have on local heat maps?</i></p>	<p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full physical contribution. The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p> <p>In terms of the query regarding heat maps, it should be noted the land currently located in an Urban Employment Zone is largely denude of vegetation now.</p> <p>A rezoning to facilitate a mix of residential and some commercial land uses provides opportunity to increase greening over the draft DPA affected area to what is currently there through private open space and potential new public open spaces (the desired greenway and proposed additional reserve area) including potential new road</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			system, providing opportunity for the inclusion of street trees.	
		<p>48.4 <i>Traffic issues raised that impacting the locality. Concerns with more residents and visitors will add more vehicles to the existing parking demand. Indicated that there are already issues with parked cars and traffic congestion. Concerns raised with emergency vehicles and garbage removal vehicles navigating through narrow and congested roads.</i></p>	<p>48.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic 	<p>48.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

**Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>In relation to reports of insufficient access for waste collection vehicles, Council has not received any advice from its waste contractor that they are having difficulties with access under the existing parking arrangements and we would be happy to respond to those</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			service providers or indeed any residents if they seek Council intervention to address issues relating to parking congestion.	
		48.5 <i>Suggests 5 storey buildings should not be included in the proposal, rather low to medium residential development.</i>	48.5 Comments noted. Refer to comments in row 48.2.	48.5 Refer response in Row 48.2.
		48.6 <i>Further consideration sought in the nature of any commercial enterprise within the development. Considers large retail outlets not required but supports smaller services such as a coffee shop or something with a similar community focus.</i>	48.6 Comments are noted. The draft DPA envisages a mixed-use zone and proposes policy which desires small-scale commercial and retail development that serves only the day-to-day needs of the local community. The proposed floor areas have been amended following the consultation process to reduce the anticipated traffic volumes in the area.	48.6 Amendments to policy to reduce the floor areas for potential retail / commercial land uses.
		48.7 <i>Considers a medium to high density proposal is not compatible with the nature of older Kilkenny and West Croydon suburbs and contrast between new developments without aesthetic considerations.</i>	48.7 A reduction in built form is proposed (refer to Row 48.2) and is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area. The draft DPA affected area is currently located in an Urban Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.	48.7 Amend policy to the draft DPA to reflect the proposed reduction in building heights.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>48.8 <i>Queried what percentage of up to 500 dwellings are envisaged to be reserved for 'Affordable Housing'? and their quality of design.</i></p>	<p>48.8 The desire for affordable housing opportunities within the established metropolitan area is in line with the Council's Community Plan to provide an urban environment that is adaptive to a changing and growing City. The issue of affordable housing is also an important direction in the State Government's Strategic Plan, and the South Australian Planning Strategy (the 30-Year Plan).</p> <p>Government's at all levels have a social obligation to ensure all household types can be provided with opportunities to be located in areas close to public transport and other services and offer an integrated housing mix to cater for the varied needs of the community.</p> <p>The Affordable Housing Overlay policies are not unique to this draft DPA and already exist in the Charles Sturt Development Plan. These policies have been consistently applied to all new major rezoning development proposals across the City, which seek an increase in dwelling yield.</p> <p>These policies provide guidance for the provision of affordable housing for</p>	<p>48.9 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>developments that comprise more than 20 dwellings which is likely to be the case for the proposed draft DPA Affected Area to include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.</p> <p>The future design of these developments are required to meet the same design policy parameters as other developments.</p>	
49.	David Mills & Jane Sage 12 Wilpena Terrace, Kilkenny	<p><i>Strongly object the draft DPA and raised several concerns.</i></p> <p><i>49.1 Indicated that the draft DPA does not include any suggested treatments to manage the change in traffic flows which will result from prohibiting right hand turning from David Terrace onto Pinda Street. The change would bring about massive impacts for traffic volumes, safety, noise level and general amenity of Mundulla St.</i></p>	49.1 Potential road treatments to manage traffic flows such as prohibiting right hand turn from David Terrace onto Pinda Street will be designed at a development assessment stage in consultation with the Department of Infrastructure and Transport as David Terrace is a Department controlled road. Such treatments may involve a medium on David Terrace. The advice indicates that such treatments are minor works that can be considered within a deed as part of any future development application for the site which triggers such a treatment.	49.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to 	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>49.2 <i>The DPA acknowledges that traffic along Mundulla St will increase by up to 6 times the current volume which will increase the risk of accidents at the Mundulla St/Wilpena St intersection. However, there is no mention of how this is to be mitigated within the DPA.</i></p>	<p>49.2 It is acknowledged that traffic volumes in surrounding streets will increase from the current levels as a result of development of the DPA site, noting that the site is currently vacant and therefore generates virtually no traffic. This is an unusual condition that it not typical of the remainder of the local area.</p> <p>The DPA Report acknowledges that traffic volumes travelling through the intersection of Mundulla Street and Wilpena Terrace will increase significantly and, whilst the Report does not identify the installation of new traffic controls at this intersection as a requirement of the DPA, it does include the following recommendation:</p> <p><i>“ Treatment options at the intersection of Mundulla Street and Wilpena Terrace should</i></p>	<p>49.2 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p><i>be considered in relation to the existing crash history, anticipated additional traffic volumes and local pedestrian and bicycle access routes prior to determining any appropriate intersection upgrade format.”</i></p> <p>At this stage the Council intends to consider new traffic controls at the intersection of Wilpena Terrace and Mundulla Street as part of the future renewal of the Wilpena Terrace road assets, which is not scheduled in the current road renewal program, but there are opportunities for this project to be brought forward in coordination with future redevelopment of the draft DPA site.</p>	
		<p>49.3 <i>Many existing dwellings do not have the provision of off-street parking and community facilities at times can attract high volumes of users which places significant strain on street parking in the area. In addition, most weekday patrons of the train occupy on-street parking. The draft DPA does not adequately account for the current on-street parking shortage issues which will lead to the spread of on-street parking from the site further into neighbouring streets which do not directly interface with the site.</i></p>	<p>49.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>49.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		49.4 <i>Suggests that draft DPA will have an effect on property values of neighbouring properties.</i>	49.4 Comments noted however Courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.	49.4 No further amendments proposed to the draft DPA.
		49.5 <i>Indicated the height of the development will lead to overlooking issues.</i>	<p>49.5 Issues relating to overlooking adjoining properties is acknowledged. The Development Plan contains existing policies that address building siting and design, building envelopes and staggered setbacks, screening techniques measures that are able to moderate this interface impacts.</p> <p>In relation to building heights following a review of the submissions received, the following amendments to the draft DPA are proposed:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba 	49.5 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace.</p> <ul style="list-style-type: none"> A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA. <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		49.6 <i>The existing businesses on the development site which contribute to the character of the area will cease to exist once any development commences on the site.</i>	49.6 The existing businesses situated within the draft DPA affected area are able to continue operation under the legislation's existing use provisions despite any zoning change.	49.6 No further amendments proposed to the draft DPA.
		49.7 <i>A number of community facilities in close proximity to the site may face possible closure/relocation due to perceived parking issues.</i>	49.7 Refer to comments in Row 49.3. The policy would provide for parking generated by the proposed development on site. Additional residents within this location would likely support the provision of the services / facilities within the locality.	49.7 No further amendments proposed to the draft DPA.
		49.8 <i>The likelihood of significant remediation activities to be undertaken on site prior to development commencing raises</i>	49.8 Concerns in relation to contamination and future remediation are noted. The draft DPA environmental investigations identifies that in 2004 a site contamination investigation was undertaken for the former Bianco site by	49.8 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>major concerns given the proximity of nearby residences with the potential for contaminated materials to drift to the local area.</i></p>	<p>Adelaide Environmental Consulting. The investigation identified potentially contaminating activities that had been undertaken at the site and it is considered likely that there is a level of site contamination present. A further visual assessment was undertaken in 2015.</p> <p>The draft DPA includes policy in the Zone Desired Character statement for the Suburban Activity Node Zone to address the need for remediation to be undertaken. The Charles Sturt Development Plan also contains existing policy in the General Section to ensure site contamination matters are assessed in any future development applications.</p> <p>The draft DPA has also been reviewed by the Environment Protection Authority (EPA). The Agency has confirmed in their submission that site contamination issues have been suitably addressed through the draft DPA policy.</p> <p>Future remediation process to ensure the land is suitable for its intended land use would occur at a development application stage, which would follow this draft DPA should it be endorsed by Council and authorised by the Minister for Planning.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>With regards to future remediation of the affected area, this matter will be dealt with in accordance with an approved remediation plan, and the requirements of relevant legislation such as the <i>Environment Protection Act 1993</i>.</p>	
		<p>49.9 <i>The greenway is not a form of open space and should not be used to justify the suggestion that open space requirements for the development have been met.</i></p>	<p>49.9 Public open space can include various elements that improve active and passive recreation, such as a greenway. The proposed inclusion of the greenway as a portion of public open space will assist in ensuring sufficient space is set aside for the creation of this important piece of infrastructure for the local and broader community. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown</p>	<p>49.9 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
50.	Tristram Lucas 33 Yallum Terrace, Kilkenny	50.1 <i>Concerns raised with increase in traffic creating greater congestion and safety issues.</i>	<p>50.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised 	50.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 160 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>50.2 <i>Considers the proposed car parking per dwelling is inadequate. The proposal assumes reliance on and demand for the local train and public transport due to location.</i></p>	<p>50.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>50.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>50.3 <i>Seeking more public green space.</i></p>	<p>50.3 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	<p>50.3 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
51.	Alva Pugh 16 Yallum Terrace, Kilkenny	51.1 <i>The proposed 5 storey development considered too large and the proposed number of dwellings. Considers 3 storeys more suitable.</i>	<p>51.1 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p> <p>In light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received.</p>	51.1 Amend policy to the draft DPA to reflect the proposed reduction in building heights and reduced density.
		51.2 <i>Concerned with the increase in the number of cars the redevelopment would bring impacting narrow streets around Kilkenny. Indicated there is</i>	51.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered	51.2 While no further amendments are proposed to increase off-street car parking ratios for residential development,

**Charles Sturt Council
Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>already traffic congestion and difficult to navigate through the streets and need for more on street car parking.</i></p>	<p>by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations</p>	<p>amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	
		51.3 <i>Indicated that many streets and footpaths would need to be upgraded and repaired.</i>	51.3 Asset maintenance of existing streets and footpaths are matters outside the scope of the draft DPA. Ongoing infrastructure upgrades in the area are subject to Council's on-going asset management review/prioritisation and budgeting processes.	51.3 No further amendments proposed to the draft DPA.
		51.4 <i>Suggests existing schools in the area would not cope with the influx of extra children.</i>	51.4 The provision of education facilities is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed	51.4 No further amendments proposed to the draft DPA.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>policies. No submission was received by the Department.</p>	
		<p>51.5 Concerned the MJ McInerney Reserve would not cope with an influx of residents in the area.</p>	<p>51.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	<p>51.5 Amend the draft DPA, to address the desire for additional public open space.</p>

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
52.	Joy Germein 4 Lincoln Street, West Croydon	52.1 <i>Suggest too many dwellings for the space allocated.</i>	<p>52.1 Locational factors for higher residential densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding this, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received.</p>	52.1 Amend the draft DPA policy relating to building heights, desired dwelling yield.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		52.2 <i>Indicated that green space should be allocated.</i>	<p>52.2 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	52.2 Amend the draft DPA, to address the desire for additional public open space.
		52.3 <i>Concerns raised with increase in traffic along narrow streets.</i>	52.3 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered	52.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in</p>	<p>impact concerns received through the consultation process.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			the surrounding road network to cater for the additional traffic based on the amended policy.	
		52.4 Indicated the development should be sustainable.	<p>52.4 Comments on sustainability are noted. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to existing services and current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) to protect resources beyond the metropolitan area.</p> <p>The draft DPA through the consultation process, also included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are also recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p>	52.4 Amendments are proposed in the draft DPA to reduce the desired density and include further policy guidance seeking further public open space in addition to the desired greenway.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p> <p>Council’s Development Plan also contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.</p>	
53.	Shannon O’Malley 18 Tarcowie Street, Kilkenny	53.1 <i>Generally supportive of a redevelopment of the former Bianco site for residential land uses.</i>	53.1 Noted.	53.1 No further amendments proposed to the draft DPA.
		53.2 <i>Concerns raised that new development may not keep with the historical feel of Kilkenny by using materials and colours used in historical housing.</i>	53.2 The draft DPA affected area is currently located in an Urban Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments. <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height,</p>	53.2 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>siting, design, use of materials of new buildings.</p> <p>Notwithstanding a proposed new zoning, future development over these sites will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>53.3 <i>Possible harm to existing heritage buildings that are close to main arterial roads in Kilkenny by the increase in traffic.</i></p>	<p>53.3 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone. The current Zone envisages industrial type land uses such as warehousing that involves the movement of large commercial/industrial vehicles. The proposed rezoning envisages</p>	<p>53.3 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>predominantly residential land uses with some smaller scale commercial and retail land uses. The effect of increased domestic traffic on the structural integrity of existing residential properties cannot directly be linked to the draft DPA. There are many elements of a non-planning nature that would influence structural integrity.</p>	
		<p>53.4 <i>Concerns with increase in traffic impacting the area and making it unsafe for cycling and walking activities.</i></p>	<p>53.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). 	<p>53.4 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>The draft DPA also proposes policy that desires that future development of the former Bianco site to accommodate the Outer Harbour Greenway immediately adjacent to the railway corridor providing a safer alternative for pedestrians and cyclist than the current the route of the Greenway along Pinda Street.</p>	
		53.5 <i>Concerns with traffic congestion through the proposed reduction in traffic movements at the Pinda Street and David Terrace intersection and suggestions for one-way movements in some streets.</i>	53.5 The findings of the traffic investigations indicate that a channelised right turn lane on David Terrace into Pinda Street is not the most ideal design solution from a safety perspective due to the proximity of the railway line and the limited width of the David Terrace road reserve	53.5 Refer to response in row in 53.4 in relation to proposed policy amendments to reduce anticipated vehicle movements.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>to accommodate the turning lane without the loss of parking to the front of existing shops in this location. Instead, this will likely need to have a median placed across the junction to limit movements to left-in and left-out from Pinda Street. The modelling undertaken in the draft DPA investigations has factored this assumption.</p> <p>The suggestion for one-way movements in some streets is noted. Local streets between Wilpena Terrace and Aroona Road currently typically carry less than 300 vehicles per day and are regarded as having sufficient capacity to accommodate the additional traffic volumes generated by the development, which will typically be less than 100 vehicles per day in these streets. Whilst the projected additional traffic volumes are not regarded as significantly impacting the function of these streets, parking restrictions and/or traffic control intervention (such as one-way conversion) may provide some benefit in these streets. However, they are not proposed as part of this draft DPA and would be subject to further consultation with the local community on the specific advantages and disadvantages associated with those interventions.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		53.6 <i>Car parking issues raised due to local narrow streets.</i>	53.6 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	53.6 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		53.7 <i>Concerns raised with environmental sustainability such as increase of sealed surfaces, air temperatures as well as stormwater management.</i>	53.7 Environmental concerns are noted. It should be noted that a large section of the draft DPA affected area is already sealed. Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to existing services and current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) to protect resources beyond the metropolitan area. The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the	53.7 Amendments are proposed in the draft DPA to reduce the desired density and include policy guidance seeking further public open space in addition to the desired greenway.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p> <p>Council’s Development Plan also contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.	
		53.8 <i>Suggests that rainwater catchment areas need to be taken advantage of for water recycling and use within the development. Rain gardens and permeable paving should be incorporated also.</i>	53.8 Noted. The installation of rain gardens and permeable paving will be addressed when individual development applications are received in the future should the draft DPA be authorised. Development assessment against the existing Development Plan policies, particularly against the policies within the Natural Resources module and its Water Sensitive Design sub-section, will achieve suitable engineering outcomes for managing stormwater. Also refer to comments in row 53.7.	53.8 No further amendments proposed to the draft DPA.
		53.9 <i>Seeking greater green spaces and to not rely just on the MJ McInerney Reserve.</i>	53.9 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a	53.9 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p><i>53.10 The existing infrastructure such as the railway station, bus stops, streets, footpaths, rubbish bins, park, schools/early childcare services may not adequately cope with the potential increase of 54% in the total population of Kilkenny.</i></p>	<p>53.10 The Asset maintenance of existing public infrastructure eg. footpaths are matters outside the scope of the draft DPA. Ongoing infrastructure upgrades in the area are subject to on-going asset management review/prioritisation and budgeting processes for Government controlled assets and Council owned assets.</p> <p>The provision of education facilities is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed</p>	<p>53.10 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			policies. No submission was received by the Department.	
		53.11 <i>Concerned tall development may create wind tunnelling down the streets.</i>	53.11 Existing Development Plan policies and provisions proposed within the draft DPA work to limit development to a scale and form that does not unreasonably dominate or overshadow nearby established residences and the public streetscape generally and minimise wind tunnelling through a graduated building height profile. Following the consultation process a review to modify building heights has also been considered and resulted in proposed policy amendments to the draft DPA. The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.	53.11 Amendments proposed to the draft DPA to reduce building heights graduating away from the adjacent Residential Character Zone.
		53.12 <i>Questioned the viability of new commercial shopping within the development when they would need to compete with nearby large-scale shopping/commercial areas?</i>	53.12 With regards to retail/commercial opportunities, the draft DPA envisages a mixed-use zone and proposes policy which desires small-scale commercial and retail development that serves only the day-to-day needs of the local community. The proposed floor areas have been amended following the consultation process to reduce the anticipated traffic volumes in the area.	53.12 Amendments proposed to reduce the proposed floor area for envisages retail and commercial land uses.

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to Public Meeting Submissions

		<p>53.13 <i>Suggestion to build an underpass beneath the Kilkenny Road/David Terrace railway line to ease traffic congestion or Aroona Road under the railway line to ease congestion.</i></p>	<p>53.13 Suggestion noted. A revised Traffic Impact Assessment has been undertaken based on the issues raised in the consultation process based on a reduce yield. The findings indicate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity to cater for the additional traffic based on the draft amended policy.</p> <p>The draft DPA traffic investigations also considered the intersection functions along David Terrace and within the affected area with the proposed additional volumes (proposed during consultation) and the advice indicated that <i>additional traffic volumes at the Mundulla Street/David Terrace intersection will increase queues in the channelised right turn lane on David Terrace (for vehicles waiting to turn right) but remain within the capacity of the existing channelised turning lane (even with additional traffic volumes diverted from right turn restrictions at the Pinda Street intersection).</i></p>	<p>53.13 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
--	--	--	--	---

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
54.	David & Sheryl Kennedy 19 Wilpena Terrace, Kilkenny	54.1 <i>Generally supportive of the former Bianco site being redeveloped.</i>	54.1 Noted.	54.1 No further amendments proposed to the draft DPA.
		54.2 <i>Indicated their difficulties in providing a submission on a proposal that cannot be viewed and queries whether a further opportunity will be provided to view a more detailed proposal.</i>	<p>54.2 Comments noted. The draft DPA process is not a development application process. A draft DPA is the process by which investigations are undertaken to consider the potential to rezone an area to facilitate a different form of development currently envisaged within the existing zone in Council's Development Plan. The DPA process is detailed within the introduction of the draft DPA.</p> <p>In terms of consultation the draft DPA underwent a comprehensive process for eight weeks in accordance with the statutory requirements and no further consultation is required for the draft DPA process.</p> <p>The consultation process involved a mailout of 868 letters to property owners and occupants within and adjacent to the draft DPA Affected Area with an accompanying information brochure, seeking their input.</p> <p>The consultation process also involved:</p> <ul style="list-style-type: none"> • A Government Gazette notice and formal notices in the Advertiser and Messenger newspapers. 	54.2 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • A 'yoursay' web page with information brochure, link to the draft DPA, the ability to ask questions and an online submission option accessed through Council's web site. • Hard copies of the draft DPA and information brochures provided at all Council libraries and the Civic Centre as well as a display board at the Civic Centre. • A Public Meeting was held to provide opportunity for verbal submissions to be made to Council. <p>There were 405 'unique visitors' on the 'yoursay' web page during the course of the consultation period. Forty seven (47) submissions were lodged directly on the site and 38 visitors have subscribed to follow the project.</p> <p>A community briefing session was also arranged by Kilkenny residents on 3 March 2020 at the Kilkenny Community Centre and was attended by Council staff by invitation. Council staff outlined key aspects of the draft DPA policy and answered questions to assist informing the community in preparation of their submissions on the draft DPA.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		54.3 <i>Concerns raised from increased traffic and the impact it will have on the structural integrity of existing residential properties.</i>	<p>54.3 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone. The current Zone envisages industrial type land uses such as warehousing that can involve the movement of large commercial/industrial vehicles. The proposed rezoning envisages predominantly residential land uses with some smaller scale commercial and retail land uses. The effect of increased domestic traffic on the structural integrity of existing residential properties is not a direct valid planning issue. There are many elements of a non-planning nature that would influence structural integrity.</p> <p>Notwithstanding the above, following the consultation process policy amendments are proposed to the draft DPA involving reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space, which reduces the anticipated traffic volumes from future development.</p>	54.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		54.4 <i>Concerns raised from the impacts of increased traffic along the local street network in relation to noise, safety, speed limits and traffic congestion. Alternative suggestions made with regards to access such as a bridge or</i>	54.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased	54.4 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>underpass to connect to Aroona Road, south of the railway line.</i></p>	<p>public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised Traffic Impact Assessment concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy and therefore alternative</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			access arrangements are not considered warranted.	
		<p>54.5 <i>Concerns raised about car parking suggesting limited availability of on-street carparks currently within the area and the impacts that vehicles from the development have on this current parking shortage?</i></p> <p><i>Concerns raised on the ability for waste management services to undertake their operations.</i></p>	<p>54.5 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>With regard to parking congestion in local streets in the area, Council staff are happy to investigate on a needs-basis. Council has not received any advice from Emergency Services or it's waste contractor that they are having difficulties with access under the existing parking arrangements and we would be happy to respond to those service providers or indeed any residents if they seek Council intervention to address issues relating to parking congestion.</p>	54.5 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		54.6 <i>Overlooking issues raised and how these privacy issues will be addressed. Questioned</i>	54.6 Issues relating to overlooking adjoining properties is acknowledged. The Development Plan contains existing policies that address	54.6 Amend policy to the draft DPA to reflect the proposed reduction in building heights to

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>building siting and design, staggered setbacks and screening techniques to moderate this potential issue.</p> <p>In relation to building heights following a review of the submissions received, the following amendments to the draft DPA are proposed:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace. • A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA. <p>The proposed reduction in built form is considered appropriate to improve the</p>	<p>address concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>transition between the draft DPA Affected Area and the adjacent residential area.</p> <p>In relation to the comments regarding the Torrens Engineering site at 38-40 David Terrace Kilkenny, it should be noted that the site is not identified as a Local Heritage Place nor located within Council's Historic Conservation Area within Council's Development Plan and therefore has no heritage status. The amended policy proposes a maximum building height of two storeys over this area</p>	
		<p>54.7 <i>Concerns raised on how the new development blend into the area in order to maintain the historical feel of Kilkenny.</i></p> <p><i>Queried the opportunity to rename the suburb of Kilkenny (historical area) to be called 'Old Kilkenny' to assist in providing its own identity.</i></p> <p><i>Seeking greater consideration to the type of demographic it was likely to attract.</i></p>	<p>54.7 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials of new buildings.</p> <p>Notwithstanding a proposed new zoning, future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new</p>	<p>54.7 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p> <p>In relation to the proposal to change the suburb name, this matter is beyond the scope of the draft DPA process.</p> <p>This process is considered through State Government and if pursued through the Government, Council's support would be required, and this decision would be based on broad community consultation in the first instance.</p> <p>The consideration of policy amendments to the Development Plan focusses on desired land</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			uses for an area and built form eg. building heights, design etc. In relation to the consideration of demographics for the proposed future built form this is not a matter that Council can control. Local Governments have a responsibility to ensure policies are in place to encourage a range of housing choices for various household types in close proximity to existing services and public transport services to align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017).	
		<p>54.8 <i>Issues raised on the impacts on existing infrastructure such as</i></p> <ul style="list-style-type: none"> • <i>railway station</i> • <i>bus stops</i> • <i>rubbish bins</i> • <i>schools</i> • <i>streets / footpaths</i> • <i>water</i> • <i>internet.</i> 	<p>54.8 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.</p> <p>The Asset maintenance of existing public infrastructure eg. streets, footpaths, railway station are matters outside the scope of the</p>	54.8 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>draft DPA. Ongoing infrastructure upgrades in the area are subject to on-going asset management review/prioritisation and budgeting processes for Government controlled assets and Council owned assets.</p> <p>In relation to bins/waste collection vehicles, Council has not received any advice from its waste contractor that they are having difficulties with access under the existing parking arrangements and we would be happy to respond to those service providers.</p> <p>Most residential developments that have street frontage utilise Council’s standard 3 bin system Future developments will be assessed against existing policy contained in the Development Plan seeking designs to ensure the safe and efficient collection of waste and recycling materials.</p> <p>The provision of education facilities is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed policies. No submission was received by the Department.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			With respect to internet connections the draft DPA investigations included NBN Co. advice that they will be able to supply fibre to the premises for future development.	
		54.9 <i>Concerns raised with overshadowing and wind tunnels.</i>	<p>54.9 Existing Development Plan policies and provisions proposed within the draft DPA work to limit development to a scale and form that does not unreasonably dominate or overshadow nearby established residences and the public streetscape generally and minimise wind tunnelling through a graduated building height profile.</p> <p>Following submissions received a review to modify building heights has also been considered and resulted in proposed policy amendments to the draft DPA.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	54.9 Amendments proposed to reduce the height of built form.
		54.10 <i>Raised issues on the impacts of sealed surfaces and stormwater run-off. Emphasised the importance of trees for greening and cooling.</i>	<p>54.10 Environmental concerns are noted. It should be noted that a large section of the draft DPA affected area is already sealed and void of any substantial greenery.</p> <p>The draft DPA through the consultation process, included policy which desires a</p>	54.10 Amendments are proposed in the draft DPA to reduce the desired density and include policy guidance seeking further public open space in addition to the desired greenway.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p>	

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		54.11 <i>Concerns with the extent of commercial land uses proposed and the issue of additional vehicle traffic in the local area.</i>	54.11 The draft DPA policy seeks non-residential land uses that will cater for the day to day needs of local residents. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes and policy proposed to guide the location of non-residential land uses adjacent to David Terrace and east (adjacent to Wilpena Terrace).	54.11 Amend the draft DPA policy to reduce desired commercial/retail floor areas.
55.	Dave Saunders 21 Kupman Street, Kilkenny	55.1 <i>Concerns with the increase in traffic in the area surrounding the proposed development will cause significant congestion and safety issues.</i>	55.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised 	55.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 160 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>55.2 <i>Concerns with the proposed parking spaces is not sufficient and will cause further congestion.</i></p>	<p>55.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>55.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		55.3 <i>Concerns raised on the capacity of the Kilkenny Primary School as the closest in proximity to the new development.</i>	55.3 The provision of education facilities is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed policies. No submission was received by the Department.	55.3 No further amendments proposed to the draft DPA.
56.	Simon Peters 18 Wilpena Terrace, Kilkenny	56.1 <i>Concerns with the increase in traffic in the area, disruptions in the flow of traffic. Suggested a potential train underpass at the Aroona Road section should be considered as a way of alleviating congestion.</i>	56.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised 	56.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 160 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised Traffic Impact Assessment concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy and therefore alternative access arrangements are not considered warranted.</p>	
		<p>56.2 <i>Concerns raised with the increase in the number of cars requiring on-street car parking. Considers an average of 1.25 car parks per dwelling available on-site is not sufficient.</i></p>	<p>56.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>56.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact</p>

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
				concerns received through the consultation process.
		<p>56.3 <i>Concerns raised with the impact of the development on the historical feel of the area. Considers the potential of 500 dwellings and up to 5 storeys in height and significant retail areas are not in keeping with the heritage of the suburb and also risks affecting the value of houses in the area.</i></p>	<p>56.3 Locational factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300</p>	<p>56.3 Amend the draft DPA policy relating to building heights, desired dwelling yield and commercial/retail floor area to address concerns raised through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>dwelling to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network</p> <p>A further graduation of building heights is also proposed post consultation. Following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA including:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace. • A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum 	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>of five storeys as originally consulted as part of the draft DPA.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p> <p>Comments on the value of houses is noted, however Courts have consistently confirmed that the effect on property values is not a direct valid planning issue. There are many elements of a non-planning nature that would influence value.</p>	
57.	Scott Marshall 18 Tarcowie Street, Kilkenny	57.1 <i>Generally supportive of a redevelopment of the former Bianco site for residential land uses.</i>	57.1 Noted.	57.1 No further amendments proposed to the draft DPA.
		57.2 <i>Concerns raised that new development may not keep with the historical feel of Kilkenny by using materials and colours used in historical housing.</i>	57.2 The draft DPA affected area is currently located in an Urban Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments. <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic</p>	57.2 No further amendments proposed to the draft DPA.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, future development over these sites will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>57.3 Possible harm to existing heritage buildings that are close to main arterial roads in Kilkenny by the increase in traffic.</p>	<p>57.3 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone. The current Zone envisages industrial type land uses such as warehousing that involves the movement of large commercial/industrial</p>	<p>57.3 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>vehicles. The proposed rezoning envisages predominantly residential land uses with some smaller scale commercial and retail land uses. The effect of increased domestic traffic on the structural integrity of existing residential properties is not a direct valid planning issue. There are many elements of a non-planning nature that would influence structural integrity.</p>	
		<p>57.4 <i>Concerns with increase in traffic impacting the area and making it unsafe for cycling and walking activities.</i></p>	<p>57.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). 	<p>57.4 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>The draft DPA also proposes policy that desires that future development of the former Bianco site to accommodate the Outer Harbour Greenway immediately adjacent to the railway corridor providing a safer alternative for pedestrians and cyclist than the current the route of the Greenway along Pinda Street.</p>	
		<p>57.5 <i>Concerns with traffic congestion through the proposed reduction in traffic movements at the Pinda Street and David Terrace intersection and suggestions for one-way movements in some streets.</i></p>	<p>57.5 The findings of the traffic investigations indicate that a channelised right turn lane on David Terrace into Pinda Street is not the most ideal design solution from a safety perspective due to the proximity of the railway line and the limited width of the David Terrace road reserve</p>	<p>57.5 Refer to response in row in 57.4 in relation to proposed policy amendments to reduce anticipated vehicle movements.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>to accommodate the turning lane without the loss of parking to the front of existing shops in this location. Instead, this will likely need to have a median placed across the junction to limit movements to left-in and left-out from Pinda Street. The modelling undertaken in the draft DPA investigations has factored this assumption.</p> <p>The suggestion for one-way movements in some streets is noted. Local streets between Wilpena Terrace and Aroona Road currently typically carry less than 300 vehicles per day and are regarded as having sufficient capacity to accommodate the additional traffic volumes generated by the development, which will typically be less than 100 vehicles per day in these streets. One-way streets are likely to significantly impact the function of the road network are is not regarded as a satisfactory solution.</p>	
		<p>57.6 <i>Car parking issues raised due to local narrow streets.</i></p>	<p>57.6 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car</p>	<p>57.6 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			parking requirements for future development. Refer to comments in Row 1.3.	concerns received through the consultation process.
		57.7 <i>Concerns raised with environmental sustainability such as increase of sealed surfaces, air temperatures as well as stormwater management.</i>	<p>57.7 Environmental concerns are noted. It should be noted that a large section of the draft DPA affected area is already sealed.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to existing services and current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) to protect resources beyond the metropolitan area.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for</p>	57.7 Amendments are proposed in the draft DPA to reduce the desired density and include further policy guidance seeking further public open space in addition to the desired greenway.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for stormwater harvesting through various methods including storing in tanks.</p> <p>Council’s Development Plan also contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.</p>	
		<p>57.8 <i>Suggests that rainwater catchment areas need to be taken advantage of for water recycling and use within the development. Rain gardens and</i></p>	<p>57.8 Noted. The installation of rain gardens and permeable paving will be addressed when individual development applications are received in the future should the draft DPA be authorised. Development assessment against</p>	<p>57.8 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>permeable paving should be incorporated also.</i>	the existing Development Plan policies, in particular policies within the Natural Resources module and its Water Sensitive Design sub-section, will achieve suitable engineering outcomes for managing stormwater.	
		57.9 <i>Seeking greater green spaces and to not rely just on the MJ McInerney Reserve.</i>	<p>57.9 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a</p>	57.9 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.	
		57.10 <i>The existing infrastructure such as the railway station, bus stops, streets, footpaths, rubbish bins, park, schools/early childcare services may not adequately cope with the potential increase of 54% in the total population of Kilkenny.</i>	57.10 The Asset maintenance of existing public infrastructure eg. footpaths are matters outside the scope of the draft DPA. Ongoing infrastructure upgrades in the area are subject to on-going asset management review/prioritisation and budgeting processes for Government controlled assets and Council owned assets. The provision of education facilities is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed policies. No submission was received by the Department.	57.10 No further amendments proposed to the draft DPA.
		57.11 <i>Concerned tall development may create wind tunnelling down the streets.</i>	57.11 Existing Development Plan policies and provisions proposed within the draft DPA work to limit development to a scale and form that does not unreasonably dominate or overshadow nearby established residences and the public streetscape generally and minimise wind tunnelling through a graduated building height profile.	57.11 Amendments proposed to the draft DPA to reduce building heights graduating away from the adjacent Residential Character Zone.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Following the consultation process a review to modify building heights has also been considered and resulted in proposed policy amendments to the draft DPA.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>57.12 <i>Questioned the viability of new commercial shopping within the development when they would need to compete with nearby large-scale shopping/commercial areas?</i></p>	<p>57.12 With regards to retail/commercial opportunities, the draft DPA envisages a mixed-use zone and proposes policy which desires small-scale commercial and retail development that serves only the day-to-day needs of the local community. The proposed floor areas have been amended following the consultation process to reduce the anticipated traffic volumes in the area.</p>	<p>57.12 Amendments proposed to reduce the proposed floor area for envisages retail and commercial land uses.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

		<p>57.13 <i>Suggestion to build an underpass beneath the Kilkenny Road/David Terrace railway line to ease traffic congestion or Aroona Road under the railway line to ease congestion.</i></p>	<p>57.13 Suggestion noted. A revised Traffic Impact Assessment has been undertaken based on the issues raised in the consultation process based on a reduce yield. The findings indicate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity to cater for the additional traffic based on the draft amended policy.</p> <p>The draft DPA traffic investigations also considered the intersection functions along David Terrace and within the affected area with the proposed additional volumes (proposed during consultation) and the advice indicated that <i>additional traffic volumes at the Mundulla Street/David Terrace intersection will increase queues in the channelised right turn lane on David Terrace (for vehicles waiting to turn right) but remain within the capacity of the existing channelised turning lane (even with additional traffic volumes diverted from right turn restrictions at the Pinda Street intersection).</i></p>	<p>57.13 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
--	--	--	--	---

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
58.	Simon Johnson 17 Tarcowie Street, Kilkenny	58.1 <i>Concerns raised the proposal is too large in scale for the limited area and seeks a smaller scale development would address many of the issues that residents are concerned about.</i>	<p>58.1 Locational factors for higher densities (eg inner city, close to public transport and services) are major factors influencing density/housing options for the affected area within the draft DPA.</p> <p>Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.</p>	58.1 Amend the draft DPA policy relating to building heights, desired dwelling yield and commercial/retail floor area to address concerns raised through the consultation process.
		58.2 <i>Concerns with increase in traffic and parking demand in association with the increase in population. Suggested the traffic impact study should be expanded for the whole Kilkenny and West Croydon area as the current</i>	58.2 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for	58.2 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>study mostly takes into account traffic out to David Terrace.</i></p>	<p>non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA, the wider local road network and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with Council's Transport Strategy for local roads such as those within this location. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	<p>through the consultation process.</p>

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>58.3 <i>Considers the proposal will not be in keeping with the heritage feel of Kilkenny/West Croydon and will negate any Council description of a 'Heritage Area'.</i></p>	<p>58.3 The draft DPA affected area is currently located in an Urban Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites future development will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p> <p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	<p>58.3 Amend the draft DPA policy relating to building heights, desired dwelling yield to address concerns raised through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		58.4 <i>Considers overflow parking from the development would spill onto local surrounding streets where on-street parking is currently limited. Examples of this are seen in other similar developments such as Bowden and St Clair.</i>	58.4 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3. With regard to parking congestion in local streets in the area, Council staff are happy to investigate on a needs-basis. Council would be happy to respond to any residents if they seek Council intervention to address issues relating to parking congestion.	58.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		58.5 <i>Considers a priority that any future development has to contribute real and functional open space. Suggests the greenway bike/pedestrian path should not be classified as open space. Considers the proposed increase in population would overload the current facilities at the MJ McInerney Reserve.</i>	58.5 Public open space can include various elements that improve active and passive recreation, such as a greenway. The proposed inclusion of the greenway as a portion of public open space will assist in ensuring sufficient space is set aside for the creation of this important piece of infrastructure for the local and broader community. This area would make up a portion of the legislation requirement for public open space (12.5%).	58.5 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>58.6 <i>Suggests the draft DPA will affect several small businesses situated within the affected area as it does not allow them to remain.</i></p>	<p>58.6 The existing businesses situated within the draft DPA affected area are able to continue operation under the legislation's existing use provisions despite any zoning change. Closure would be dependent upon the decision of the business owner/operator. All land owners within the draft DPA affected area and the wider catchment were invited in writing to</p>	<p>58.6 No further amendments to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			consider the draft DPA and provide their feedback during the statutory consultation process.	
59.	Sue Johnson 17 Tarcowie Street, Kilkenny	59.1 <i>Supportive of a redevelopment of the former Bianco site.</i>	59.1 Noted.	59.1 No further amendments to the draft DPA.
		59.2 <i>Concerns with privacy of existing residences due to overlooking potential.</i>	<p>59.2 Issues relating to overlooking adjoining properties is acknowledged. The Development Plan contains existing policies that address building siting and design, building envelopes and staggered setbacks, screening techniques measures that are able to moderate this interface impacts.</p> <p>In relation to building heights following a review of the submissions received, the following amendments to the draft DPA are proposed:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to 	59.2 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace.</p> <ul style="list-style-type: none"> A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five storeys as originally consulted as part of the draft DPA. <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>59.3 <i>Concerns with potential overflow of cars parked on already congested and narrow surrounding streets.</i></p>	<p>59.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p>	<p>59.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>59.4 <i>Concerns increased traffic will create unsafe conditions for young children in the local streets who come and go from the MJ McInerney Reserve.</i></p>	<p>59.4 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA, the wider local road network and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). 	<p>59.4 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with Council’s Transport Strategy for local roads such as those within this location. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>59.5 <i>Following traffic suggestions provided:</i></p> <ul style="list-style-type: none"> • <i>All traffic out of the development must go along Pinda Street to Kilkenny Road.</i> • <i>Block the Mundulla Street and Arkaba Road intersection to stop traffic turning onto Arkaba Road.</i> • <i>A new flow of traffic out to Port Road, via Aroona Road (new access required).</i> 	<p>59.5 Suggestions are noted. Refer to response in row 59.4 regarding sufficient capacity of the local road network. On this basis the revised policy scenario presents a reduced impact on the local road network. The revised Traffic Impact Assessment concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy and therefore alternative access arrangements are not considered warranted.</p> <p>The suggestion to close roads within the local road network has not been considered as part</p>	<p>59.5 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>of this draft DPA. Directing all egress from the Development to Pinda Street is regarded as unnecessary and is likely to impact the function of this arterial intersection, as well as traffic safety in David Terrace and Kilkenny Road as drivers seek to turn to access parts of the road network to the north and east of the site. The closure of Arkaba Road is also regarded as unnecessary as the current daily traffic volume in Arkaba Road is 70 vehicles per day and is regarded as having sufficient capacity to accommodate the additional traffic volumes generated by the Development, which is expected to be less than 150 vehicles per day in Arkaba Road.</p> <p>A new access road linking to Aroona Road (across the Outer Harbor Railway Line) is not supported by the Department for Transport.</p>	
60.	Peter Kentish 64 Harvey Street, Woodville Park	60.1 <i>Page iv - Suggests there is no indication within the DPA that if there are changes made to the DPA after community consultation that the revised DPA will be released to the public for further consultation.</i>	60.1 Comments noted. Council intends to follow statutory requirements for the draft DPA process. A second-round public consultation is not required if there are no extensive revisions made. The Summary of Consultation and Proposed Amendments (SCPA) when prepared is made publicly available before Council considers a final draft of the DPA. The SCPA will document how the Council has responded to submissions made and communicate what policy amendments are	60.1 Outline in the SCPA the recommended proposed amendments to the draft DPA following a review of the submissions received for Council's consideration firstly then for the Minister's consideration.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			proposed to address certain matters raised through the consultation process.	
		60.2 <i>Page 7, section 2.2 – Suggests the draft DPA does not seem to address target 5 of the 30 Year Plan (Urban green cover is increased by 20% in metro Adelaide by 2045).</i>	<p>60.2 Noted. While the location is intended to provide for more intense development which may reduce opportunities for planting of trees on private land, it is important to note the draft DPA affected area is already limited with greenery present.</p> <p>However, Council is now seeking the provision of additional open space within future development for the site, and this will provide for additional plantings, consistent with the intent of this Target.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides</p>	60.2 Amend the draft DPA, to address the desire for additional public open space.

**Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>provide opportunity for trees and smaller vegetation to be planted.</p> <p>The detailed design of the public open space is however not a matter that the draft DPA can address (other than the desired approximate location and size). This ordinarily occurs at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			new roads are proposed to provide wide footpaths for sufficient space for street trees.	
		60.3 <i>Page 9, section 2.3.3 - Confusion as to why Council and Government Agency Infrastructure Planning in the draft DPA is not relevant in that it is listed as 'nil'.</i>	60.3 There are no current infrastructure planning proposals by the Council, the Minister or other government agencies specifically in the location of the draft DPA site. These are listed where they are already planned and separate to the investigations undertaken as part of this draft DPA.	60.3 No further amendments proposed to the draft DPA.
		60.4 <i>Page 9, section 2.3.4 – It cannot be agreed that the Woodville Road DPA (under preparation) would have no effect on the current proposed DPA with respect to vehicle traffic and the consequences. It has been rumoured that Woodville Road may become a one-way carriageway and this would have impacts upon David Terrace and Kilkenny Road.</i>	60.4 The draft DPA is specific to that location and resultant zone policies are not considered to affect this draft DPA. Other recommendations relating to the final format and flow of Woodville Road fall outside of the Development Plan's remit and would likely require other significant consultation processes. No specific design proposals have been decided for the treatment of Woodville Road, and as such the draft DPA can only consider the data and designs available at the time of preparation.	60.4 No further amendments proposed to the draft DPA.
		60.5 <i>Pages 16-18, Section 3.2.1 – It is not clear what 'immediate interface' translates to in regards to setback distance for 2 storey dwellings. Edits to wording: 'In this sense, the form close to the Mundulla Street frontage is</i>	60.5 The immediate interface will retain a single storey height within 7m of the <i>Historic Conservation Area</i> and then two storey between 7m and 30m of the Mundulla Street frontage. Suggested word editing for the investigations is noted but does not warrant	60.5 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>most important and controls limiting this <u>must</u> be reflected within the policy'. Page 18 - 'in order to minimise architectural block, these interface areas <u>must</u> utilise architectural expression'</i>	specific policy response as the intent remains the same. Policy wording cannot reflect a mandatory stance within a Development Plan as no individual policy can be mandatory.	
		<i>60.6 Page 18, Section 3.2.1- It is stated that the density of development anticipated within the affected area are not to be higher than those found within Bowden or West Lakes. A table comparing the minimum density of the affected area, Bowden and West Lakes is given however these 'minimum' numbers do not indicate that the actual densities are not necessarily less than those of Bowden or West Lakes as it does not stipulate a maximum. A maximum density should be stated.</i>	60.6 Noted and agree. There is a need to provide an upper limit to densities, notwithstanding the building height limits applied across the draft DPA's affected area. This is principally in response to the traffic generation of development. As such an assessment of up to 300 dwellings has been confirmed as maintained appropriate traffic volumes within local streets. As such, the upper density limits will be reflected within the Zone through specific additional policy.	60.6 Apply maximum density ranges for residential development within the zone for the affected area.
		<i>60.7 Pages 18-19, Section 3.2.1 – There is a reference made to road widening on David Terrace and additional setbacks requirements to encourage street activation e.g. outdoor dining due to the narrow nature of the existing footpath. The representor assumes this area along David Terrace will be outside the existing Torrens</i>	60.7 Road widening operations are undertaken by DPTI and are expressed within the Metropolitan Adelaide Road Widening Plan which is gazetted document. The Road Widening Plan seeks to identify where possible road widening may be needed for specific locations to facilitate any future widening works. This may or may not eventuate for David Terrace, and will depend on future DPTI	60.7 No further amendments to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>Engineering building which is not a pleasant environment for outdoor dining. The increased setback would erode that space for retail/commercial floor space.</i></p> <p><i>What would be the purpose of the road widening along David Terrace unless the road crossing the railway line and the road opposite is also widened? Staff members of Torrens Engineering on David Terrace have not been advised that their occupancy of the site will end if the draft DPA goes ahead.</i></p> <p><i>On page 19 there seems to be a conflicting statement with the above concept of increased setbacks for street activation – “For locations within the affected area where this is intended to be a focus for non-residential land uses at ground, there is a strong desire to meaningfully frame and activate the street space through <u>minimal setbacks</u>”.</i></p>	<p>proposals. However, it is pertinent to ensure that Development Plan policy takes this into consideration as it may shape overall forms at specific locations.</p> <p>The presence of road widening does not mean it will be needed if the draft DPA is approved. Any future proposal will have to have regard to its existence; however, existing buildings and businesses do not need to vacate sites as a result.</p> <p>The desire to have buildings from public spaces applies across the zone and not just along David Terrace. Nevertheless, any proposal that results in the redevelopment of the site fronting David Terrace should consider providing space that allows for a comfortable pedestrian environment, including possible outdoor dining noting that the adjacent plaza may be more attractive for this activity.</p> <p>With respect to existing land uses within the draft DPA area, these ongoing land uses have existing use rights regardless of the land being rezoned. The land owner of the Torrens Engineering site was directly notified during the draft DPA consultation and invited to view the draft DPA and provide comments.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>60.8 <i>Page 26, Section 3.2.5 – DPA document typos identified – the bus stop about 100m south of Wilpena Street is on Kilkenny Road on the opposite side of the railway, not David Terrace as identified in the draft DPA.</i></p> <p><i>Public transport via buses on weekends and early weekday periods may be very limited and impractical for residents of the new development due to the limited schedules of bus timetables of J8 and J7 (nearest stops to development site). Residents will be more inclined to use private vehicles instead of the poorly efficient bus services, thus the traffic impact is likely to be greater than envisaged in the draft DPA.</i></p> <p><i>The proposed pedestrian crossing point over the railway line at the edge of MJ McInerney Reserve would represent major safety risks for children entering and leaving the Reserve as the crossing connects Aroona Road South which is narrow and acts as an access road for large trucks entering/exiting OI Glass.</i></p>	<p>60.8 Noted, bus services are secondary to the rail activity for this location and the site remains well connected to public transport through various modes. The issue of safety of the southern rail crossing for pedestrians is noted. This is an existing crossing and the draft DPA is not seeking to alter this, but rather ensure the development and surrounding open space recognises this crossing in its design.</p>	<p>60.8 A Concept Plan is proposed as an amendment to the draft DPA to highlight desired pedestrian/cycle linkages and the location of the existing Kilkenny Railway Station to inform the assessment of future development.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>60.9 <i>Page 27, Section 3.2.5 – The structure of the first sentence is confusing i.e. what does both refer to?</i></p> <p><i>The suggestion of policy for off-street communal parking within the Development Plan is a great suggestion, however it is written as if the DP has not been finalised. One would have thought that a DPA would come after a DP – this is a little unclear.</i></p> <p><i>Off street parking requirements for dwellings may be understated as the level of public transport may not be as great as the draft DPA and Appendix B seems to suggest. In addition, depending on the nature of the proposed retail/commercial precinct, the probability that those attending the precinct would arrive and leave via public transport is much lower than suggested within the DPA.</i></p> <p><i>On-site car spaces in a tandem parking arrangement proposed for detached and semi-detached dwellings is questionable as it is likely that the second vehicle will be parked on-street. In addition, it is questionable for</i></p>	<p>60.9 Comment noted. All DPA investigations involving a rezoning for potential higher residential densities or commercial/retail land uses requires a traffic impact assessment. Based on the draft DPA affected area a density scenario is developed to determine the anticipated traffic volumes and impacts to the surrounding street network.</p> <p>The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. The existing provisions were reflected in the draft DPA investigations under Section 3.2.5, Car Parking.</p> <p>The intent is to retain the same car parking standard that applies to the balance of the City for residential land uses reflecting the proximity of the area to the CBD and a range of public transport options, including high frequency and capacity services and the location of the greenway.</p>	<p>60.9 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>detached, semi-detached and apartment dwellings with 3, 2 or 1 bedrooms to have as little as 2, 1.25 or 1 vehicles on average. For example, a 3-bedroom dwelling may have at least 4 residents that all require individual vehicles. This issue indicates that the DPA estimate of vehicles may be significantly low which has flow on impacts on parking, traffic management and safety.</i></p> <p><i>The rise in popularity of SUV type vehicles will create some difficulties with off-street parking where parking space size is not generally generous, especially in the case of communal off-street parking.</i></p> <p><i>The MJ McInerney Reserve is very well patronised on weekends and car parking can be difficult in that vicinity.</i></p>	<p>The requirements for detached dwellings and semi-detached dwellings seek a minimum of 2 spaces on site. For other dwelling types such a row-dwellings, group dwellings and residential flat dwellings the rate is reflective of the developments location to a district centre and public transport options, including high frequency services.</p> <p>Policy also exists in the Development Plan to address on-street visitor parking, contained in the Land Division module of the General Section, which seeks that land division proposals should provide sufficient space for on-street visitor car parking (<i>at least one on-street visitor car parking space being provided for every two residential allotments</i>). The assessment of suitability of on-street car parking and off-street car parking would occur at a development assessment stage, which follows the draft DPA process.</p> <p>The demand likely to be generated from retail and commercial land uses is likely to be low, given that their scale has been reduced down to 250m² for shops and 1,000m² for commercial development. These uses are not considered to be significant attractors for</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>traffic, and likely to provide local services to residents and the surrounding community.</p> <p>The design of off-street parking is guided by Australian Standards and the Development Plan references the standards (through Core SAPPL policy) for this issue.</p>	
		<p>60.10 <i>Page 28, Section 3.2.5 – The traffic impact study was based in part on the estimated number of vehicles which is likely understated and not conservative. The claimed impact of public transport which may be overstated, especially the bus services and the assumption that those attending the retail areas will be doing so via public transport.</i></p> <p><i>There should be SIDRA modelling of Pinda Street/David Terrace and Mundulla Street/David Terrace intersections for AM peak times which may be more concentrated than PM peak periods. It would also be affected by trains where traffic can be banked up significantly along David Terrace.</i></p>	<p>60.11 Traffic assessment has been prepared taking into account Council and DPTI traffic data and is commonly used for informing development proposals and road infrastructure projects. Council has sought the advice of transport experts in the provision of their advice. This has been subsequently confirmed by both DPTI and Council’s traffic engineers.</p> <p>The traffic generation rates have been sourced from the Roads and Maritime Services of NSW “Guide to Traffic Generating Developments”, which is an accepted industry guideline. The traffic assessment includes all the retail and commercial traffic generation, however it is anticipated that some trips associated with the retail component will be local walk-in trips or ancillary to other trips to or within the precinct (for example, trips to retail to/from work or MJ McInerney Reserve). The site is located in very close proximity to Kilkenny Railway</p>	<p>60.11 No further amendments to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>There's no modelling of traffic leaving Harvey Street East which tends to be congested in peak hours.</i></p> <p><i>Details have not been provided of the residence correspondence relating to safety concerns at Mundulla Street/Wilpena Terrace intersection which is referred to in Appendix B.</i></p>	<p>Station, public bus stops in David Terrace and Kilkenny Road and the Outer Harbor Greenway cycling corridor. As a result, the estimated traffic generation is considered to provide a very robust or upper-end estimate of the potential traffic impact associated with redevelopment of the draft DPA site.</p> <p>SIDRA modelling has been undertaken primarily to assess the impacts of draft DPA site redevelopment on traffic flow in David Terrace, hence the focus on analysis of queues within David Terrace. Based on the revised traffic generation calculations, the AM peak hour in Pinda Street is likely to result in less than 60 additional vehicles exiting Pinda Street from the proposed left-in left-out arrangement, which equates to an average of less than 1 additional vehicle exiting Pinda Street per minute and is not regarded as significantly impacting on traffic flow through this intersection.</p> <p>The impact of the additional traffic accessing Mundulla Street is not expected to lead to significant impacts in Harvey Street East since none of the draft DPA traffic is directed to Harvey Street East and only some of the turning movements at the intersection of Mundulla Street and David Terrace cause delays for only some of the vehicles exiting</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Harvey Street East (it really is only right turns into and out of Mundulla Street that conflict with right turn movements out of Harvey Street East).</p> <p>As part of the briefing on the background to this study the traffic engineering consultants were advised about existing issues and the concerns of local residents and a general comment about previous resident correspondence about safety concerns at the intersection of Mundulla Street and Wilpena Terrace was included in the traffic report. The specific detail about this correspondence is not regarded as relevant to the current reporting, however we can advise that the concerns relate to the crash history at the intersection (which is covered in the report) and potential for future traffic safety risks at the intersection.</p>	
		60.11 Page 29 & Appendix B, Section 6.2.2 – Does the channelised lane on David Terrace have sufficient length to accommodate the peak hour traffic? A deceleration distance of 55 metres may be understated.	60.11 The traffic analysis indicates that the PM peak hour queue for the right turn from David Terrace into Mundulla Street is likely to remain well within the capacity of the right turn lane.	60.11 No further amendments to the draft DPA.
		60.12 Page 32, Section 3.2.7 – The assumption of an average of 2 residents per dwelling may be a	60.12 Comments noted. The average household size is based on latest Australian Bureau of Statistic data. The draft DPA through the	60.12 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>significant understatement for dwellings of 1,2 and 3 bedrooms. An average of 3 would be closer to the mark which would translate to 990 residents living at the development site. This is approaching the benchmark of 1,000 people per 2 hectares of open space (MJ McInerney Reserve is 2.45 hectares) even without considering all the other existing residents in the undisclosed surrounding areas. The real concentration of residents, both post development and current, may well be significantly greater than the benchmark.</i></p> <p><i>Currently, the MJ McInerney Reserve is extremely popular on weekends and car parking in the area of the Reserve is at a premium. This indicates that the Reserve may not be sufficient on its own as the sole open space area for the development once its constructed.</i></p>	<p>consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		60.13 <i>Suggested some figures, particularly maps, were reproduced in low resolution which proved to be difficult to read.</i>	60.13 Comments noted. Further clarity can be provided if specific clarification required.	60.13 No further amendments proposed to the draft DPA.
		60.14 <i>If other intersection formations are considered at the development application stage will they go out for public consultation?</i>	60.14 Public consultation requirements of development applications will be subject to the Development Regulations, 2008 and may vary depending on the application type.	60.14 No further amendments proposed to the draft DPA.
61.	Leeahna Johnson 17 Tarcowie Street, Kilkenny	61.1 <i>Increased traffic concerns. Suggests smaller side streets will not cope such as Alfred Terrace, Aroona Rd and Wilpena Terrace as they are already used by many to avoid major roads and users travel at high speeds despite the 40km/h speed limit (crashes on these streets is common).</i>	61.1 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged. Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA, the wider local road network and concluded the following:	61.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with Council’s Transport Strategy for local roads such as those within this location. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		<p>61.2 <i>Considers the increase in traffic and population will require additional road safety measures such as pedestrian crossings or traffic lights, especially around the MJ McInerney Reserve and high foot traffic areas that lead to the train station.</i></p>	<p>61.2 The Department of Planning, Transport and Infrastructure were consulted as part of the draft DPA consultation process. Based on the previous investigations, the Department nor the recommendations in the traffic investigations did not indicate the need for new traffic signals in the arterial roads bounding the draft DPA affected area.</p>	<p>61.2 No further amendments proposed to the proposed draft DPA.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>As detailed above, based on a reduce yield the findings demonstrate that the surrounding local road network is expected to remain below 1,500 vehicles per day and therefore there is adequate capacity in the surrounding local road network to cater for the additional traffic based on the amended policy.</p> <p>With regard to pedestrian crossings or traffic lights near MJ McInerney Reserve and the Kilkenny Station, the design of the internal street network will aim to provide a pedestrian friendly street environment, similar to new subdivisions in St Clair, Woodville West and Bowden. Whilst vehicle and pedestrian volumes are unlikely to warrant the installation of traffic signals and push-button crossings, these pedestrian crossing options can always be considered at the detailed design stage should the draft DPA be approved.</p>	
		<p>61.3 <i>Concerned with increased numbers of cars requiring parking. Considers not enough allocated spaces per proposed dwelling for residents and visitors and potential for spill out onto surrounding side streets.</i></p>	<p>61.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car</p>	<p>61.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			parking requirements for future development. Refer to comments in Row 1.3.	address the traffic impact concerns received through the consultation process.
		61.4 <i>Concerned with the impact of increased population on the community.</i>	<p>61.4 Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.</p>	61.4 Amend the draft DPA policy relating to building heights, desired dwelling yield to address concerns raised through the consultation process.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>61.5 <i>Suggests the height/scale of the proposed development does not complement the existing single to double storey dwellings in Kilkenny. Overlooking into existing properties from the development will be an issue.</i></p>	<p>61.5 Issues relating to building heights / overlooking is acknowledged. The Development Plan contains existing policies that address building siting and design, building envelopes and staggered setbacks, screening techniques measures that are able to moderate this interface impacts.</p> <p>In relation to building heights following a review of the submissions received, the following amendments to the draft DPA are proposed:</p> <ul style="list-style-type: none"> • A maximum of 2 storeys, south of Mundulla Street (with single storey form within the first 7 metres of the Mundulla Street frontage), north-west corner of Arkaba Road and Pinda Street and west of Wilpena Terrace, adjacent to David Terrace) adjacent to the existing Residential Character Zone (a reduction from proposed maximum of three storeys as originally consulted as part of the draft DPA. • A maximum of three storey-built form proposed north of Pinda Street up to Arkaba Road and south of Pinda Street, between Arkaba Road and Wilpena Terrace. • A maximum of four storeys proposed south of Pinda Street, east of Arkaba Road, which is a reduction from the proposed maximum of five 	<p>61.5 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>storeys as originally consulted as part of the draft DPA.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
62.	Ross McNaughtan 25 Wilpena Terrace, Kilkenny	62.1 <i>Concerned with the large increase in traffic on the surrounding streets. Queried whether Council invest in repairing and upgrading the surrounding streets to accommodate the increased traffic and wear and tear inflicted on them?</i>	<p>62.1 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA, the wider local road network and concluded the following:</p>	62.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with Council’s Transport Strategy for local roads such as those within this location. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy</p> <p>With regards to upgrades and repairs on existing streets, the asset maintenance of existing public infrastructure eg. streets, footpaths are matters outside the scope of the draft DPA. Infrastructure upgrades in the area are subject to on-going asset management review/prioritisation and budgeting processes for Council controlled assets.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		62.2 <i>Concerns with an increase in demand for on-street parking where it is currently limited.</i>	62.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	62.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		62.3 <i>Suggests the increased demand on community services in the area due to an increase in population and anticipates an upgrading of these services?</i>	62.3 Upgrading community services in the area are subject to Council's on-going review, prioritisation and budgeting processes. While the draft DPA investigations concluded that the affected area is well serviced by a range of community uses, it was recommended that it was considered appropriate for the policy framework to envisage and facilitate a range of non-residential community land uses which serve the local population. This is reflected in the draft policy.	62.3 No further amendments proposed to the draft DPA.
63.	Irene Tsoukalas 2 Wilpena Terrace, Kilkenny	63.1 <i>Welcomes a redevelopment of the former Bianco site, but raises some concerns.</i>	63.1 Comments noted.	63.1 No further amendments proposed to the draft DPA.
		63.2 <i>Concerned the construction phase of a new development will cause undue noise and disruption.</i>	63.2 Concerns regarding disruptions during construction and the safe remediation of the land are noted. These are all matters outside	63.2 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>the scope of the draft DPA. With regards to future demolition, construction noise, future remediation of the affected area and traffic management during construction, these matters will be dealt with following any future development approvals for proposed land uses in accordance with an approved remediation plan, traffic management plan and the requirements of relevant legislation such as the <i>Environment Protection Act 1993</i>.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

		<p>63.3 <i>Concerns raised with the potential for 5 storey development.</i></p>	<p>63.3 The proposed height limits applying to this area have been derived on the basis of a range of urban design and amenity considerations to achieve reasonable development yields and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	<p>63.3 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>
--	--	---	---	--

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		63.4 <i>On-street parking issues raised.</i>	63.4 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	63.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		63.5 <i>Concerned with increased rates of crime and behaviour, development becoming a ghetto.</i>	63.5 With regards to anti-social issues this matter cannot be assumed to be attributed directly to a higher density of residential living and is not considered a planning matter to address in the scope of the draft DPA.	63.5 No further amendments proposed to the draft DPA.
		63.6 <i>Concerned that dwellings of the new development will not be occupied.</i>	63.6 Concerns relating to potential for unoccupied future dwellings is not a matter that can be addressed in the scope of the draft DPA.	63.6 No further amendments proposed to the draft DPA.
		63.7 <i>Concerns raised with overlooking onto neighbouring properties.</i>	63.7 Issues relating to overlooking adjoining properties is acknowledged. The Development Plan contains existing policies that address building siting and design, building envelopes and staggered setbacks, screening techniques measures that are able to moderate this interface impacts. As detailed in row 63.3 policy amendments are proposed to reduce the built form to further improve the transition	63.7 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			between the draft DPA Affected Area and the adjacent residential area.	
64.	[REDACTED] West Croydon	64.1 <i>Indicated support for a rezoning to a mixed-use zone.</i>	64.1 Noted.	64.1 No further amendments proposed to the draft DPA.
		64.2 <i>Concerns with parking issues around the MJ McInerney Reserve. Concerned residents will resort to parking on the street because of the lack of on-site parking allocated to each dwelling of any new development.</i>	64.2 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	64.2 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		64.3 <i>Considers the building height is excessive and detrimental to the character of the area where there is a maximum of 2 storey buildings.</i>	64.3 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.	64.3 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area.	
		64.4 <i>The extension of the greenway is supported and other pedestrian connections with the hope that there are no issues with blind spots for cyclists (currently there are issues where cars fail to slow down on Gibson St).</i>	64.4 Noted support for greenway and pedestrian connections. The detailed design of the proposed greenway is not within the scope of the draft DPA process. The design will be addressed at a later stage and will need to meet engineering standards.	64.4 No further amendments proposed to the draft DPA.
65.	Christine Braham 14 Alfred Road, West Croydon	65.1 <i>Seeking a significant reduction in the overall number of new homes.</i>	65.1 Increasing housing choices, dwelling densities (thereby population) within the established metropolitan area in close proximity to current and proposed fixed line rail, tram, O-Bahn and high frequency bus routes directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017) The draft DPA investigations included an infrastructure analysis based on a proposed scenario of 500 dwellings and concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal.	65.1 Amend the draft DPA policy relating to building heights, desired dwelling yield to address concerns raised through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised through the submissions received on the impacts from potential traffic on the local road network.</p>	
		<p>65.2 <i>Seeking a reduction in building heights.</i></p>	<p>65.2 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p>	<p>64.2 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		65.3 <i>Considers the density of off-street car parking is in adequate and seeks an increased ratio in the requirement for off-street parking for each dwelling.</i>	65.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	65.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		65.4 <i>Seeking greater public open space. Considers that MJ McInerney Reserve not be treated as satisfying the open space requirement for the development i.e. open space needs to be provided within the development as per the current requirement for developments.</i>	65.4 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Draft policy amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.	65.4 Amend the draft DPA, to address the desire for additional public open space.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	
		<p>65.5 <i>Concerns raised on the impact of anticipated increased traffic on streets in the whole of the local area including West Croydon and concerns David Terrace will become further congested.</i></p>	<p>65.5 Comments are noted Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised 	<p>65.5 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>development mix (reduction of 160 trips from the original draft DPA proposal).</p> <ul style="list-style-type: none"> The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p> <p>In regards to David Terrace the draft DPA traffic investigations considered the intersection functions along David Terrace and within the affected area with the proposed additional volumes (proposed during consultation) and the advice indicated that <i>additional traffic volumes at the Mundulla Street/David Terrace intersection will increase queues in the channelised right turn lane on David Terrace (for vehicles waiting to turn right) but remain within the capacity of the existing channelised turning lane (even with additional traffic volumes diverted from right</i></p>	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<i>turn restrictions at the Pinda Street intersection).</i>	
		65.6 <i>Seeking new development be sympathetic to the character of the existing areas such as colours and materials.</i>	<p>65.6 The draft DPA affected area is currently located in an Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p>	65.6 Amendments proposed to further improve the transition of building heights.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>The proposed reduction in built form also aims to improve the transition between the draft DPA Affected Area and the adjacent residential area.</p>	
		<p>65.7 <i>Sought clarification on the amount of off-street car parking for staff, visitors and deliveries that will be provided for the commercial and/or retail area in the development.</i></p>	<p>65.7 The Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. The existing provisions were reflected in the draft DPA investigations under Section 3.2.5, Car Parking. In response to submission concerns the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes and policy proposed to guide the location of non-residential land uses adjacent to David Terrace and east (adjacent to Wilpena Terrace). The Development Plan provides off-street carparking requirements for retail land uses. The draft DPA investigations highlighted the car parking ratio in this location requires a minimum of 3 spaces per 100m² of gross leasable floor area reflective of the proximity</p>	<p>65.7 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			and accessibility of the affected area to frequent public transport (Kilkenny railway station).	
66.	Linda Muller 6 Aroona Road, West Croydon	66.1 <i>Traffic concerns raised with potential congestion and potential gridlock on both of the major arterial roads (Kilkenny Road and Torrens Road) and the narrow side streets (in particular Mundulla Terrace, Wilpena Terrace, Aroona, Pinda Street, Alfred Road and Rosetta Street). Suggestions made to widen Kilkenny Road and a railway underpass or overpass by Kilkenny Station and blocking side streets to stop rat-running. Concerned with potential vehicle collisions and damage with parked cars.</i>	66.1 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following: <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of 	66.1 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy and therefore alternative access arrangements are not considered warranted.</p> <p>The suggestion to close roads within the local road network has not been considered as part of this draft DPA and is regarded as unnecessary as the current daily traffic volumes in the adjacent streets is regarded as having sufficient capacity to accommodate the additional traffic volumes generated by the Development.</p>	
		<p>66.2 <i>Concerns for potential risk to local residents on foot as they cross roads to access the MJ McInerney Reserve as there are no pedestrian crossings currently.</i></p>	<p>66.2 With regard to pedestrian crossings near MJ McInerney Reserve, the design of the internal street network within the draft DPA affected area will aim to provide a pedestrian friendly street environment, similar to new subdivisions in St Clair, Woodville West and Bowden. Whist vehicle and pedestrian</p>	<p>66.2 No further amendments proposed to the draft DPA.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			volumes are unlikely to warrant the installation of traffic signals and push-button crossings, these pedestrian crossing options can always be considered at the detailed design stage should the DPA be approved.	
		66.3 <i>Concerns over potential increase in on-street parking demand in the streets surrounding the development due to the low number of carparks being provided for each dwelling and any visitors on site.</i>	66.3 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	66.3 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
72.	Katrina Kinsella Address is confidential	72.1 <i>General regeneration of the affected area to residential and mixed-use that takes into account reasonable community feedback.</i>	72.1 Noted. The proposed policy response has taken into account key elements of the community's feedback.	72.1 Amendments proposed to expand of desired public open space, reduce building heights and densities.
		72.2 <i>Seeking generous pedestrian and cyclist connections to the MJ McInerney Reserve, the train station platform and the Outer Harbour Greenway.</i>	72.2 Agree. The connections are important for the future development of the site and the policy included within the draft DPA seeks to ensure this is achieved, particularly through the Greenway connection, as well as a Concept Plan which will now be able to be incorporated into the Code upon transition.	72.2 Proposed Concept Plan included in the amendments to highlight the desired location of linkages, the proposed greenway and additional public open space.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		72.3 <i>Raised concerns on impacts of increased traffic on existing roads, residents and businesses.</i>	<p>72.4 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic volumes for local streets in the Council area. 	72.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.	
		72.4 <i>Suggests the Affordable Housing Overlay provisions currently propose that apartments built under this policy would at a minimum require '0' car parks and any other dwelling would require a minimum of 1 car park. Zero car parks required for apartments is outrageous.</i>	72.4 The statement is incorrect. There is no concession given to residential development (apartments) in the Charles Sturt Development Plan applicable to the <i>Suburban Activity Node Zone</i> .	72.4 No further amendments proposed to the draft DPA.
		72.5 <i>Suggests the Affordable Housing Overlay includes allowance for a 'decrease of minimum site areas of up to 20%.' Again, affordable housing should not constitute a decrease on minimum standards and quality of living.</i>	72.5 This statement is incorrect. The policy within the affordable housing overlay in the Development Plan does not provide for discounts to site areas. Site areas are addressed within the Suburban Activity Node Zone and will be adjusted to a reduced yield that reflects the desired maximum vehicle movements within the local road network.	72.5 No further amendments proposed to the draft DPA.
		72.6 <i>Meaningful feedback has been compromised on this draft DPA due to the lack of concept plans available. It is not clear in the maps provided in the draft DPA what is considered to be a</i>	72.6 Comments Noted. The Concept referred to within the GTA report has not been able to be adapted as part of the draft DPA due to direction at the time from the Department that Concept Plans will not be accepted in the	72.6 Amendments to policy to address desired building heights in specific locations and the inclusion of a Concept Plan to show desired

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>'core location', something often referred to in the DPA.</i>	future Planning and Design Code. This has now been revised, and a Concept Plan is now proposed. The changes to the extent of densities sought across the affected area, as well as building heights, means that the concept of core and transition will need to be abandoned for the Kilkenny part of the Zone (they will be retained for Seaton). Policy will be revised to reflect the specific locations by reference to street rather than the concepts of Core and transition.	infrastructure such as public open space, greenway location and access and internal roadways.
		72.7 <i>Suggested the lack of detail about a graduated storey approach within the draft DPA. A maximum of 2 storeys should be extended to Arkaba Road and Pinda Street.</i>	72.7 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1. The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone,	72.7 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>noting that two-storey built form is also envisaged in this existing Zone.</p>	
		<p>72.8 <i>The presence of the adjacent reserve should in no way compromise on the minimum standards of allocating 12.5% open space or less to the development area.</i></p>	<p>72.8 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	<p>72.8 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		72.9 <i>Confusion surrounding what zone the affected area will be under as the P&D Code Consultation Map Viewer currently proposes the affected area as the Employment zone.</i>	72.9 Comments noted. The timing with the Draft Planning and Design Code (Code) consultation was unfortunate but unavoidable, however the Consultation draft DPA clearly states the intent to rezone to the Suburban Activity Node zone under the Development Plan. The manner in which the zone transitions within the Planning and Design Code is still being negotiated with the Department, however, the intent will be to not change key policy measures such as heights, densities and land uses. Other important elements will be maintained through the recommended inclusion of a Concept Plan.	72.9 Continue to liaise with the Department if the draft DPA is authorised on an appropriate transition of policy to the Code including recommendations to the Minister as part of the draft DPA package.
		72.10 <i>Concerned there is no information on the Your Say page about the potential impacts of the new Planning and Design Code and how the feedback from those that have taken the time to carefully draft comments will be used going forward.</i>	72.10 Refer to comments in row 72.9 above.	72.10 Refer to response in row 72.10.
		72.11 <i>Seeking landscaping along the train line which provides generous landscaping between the trainline and the start of residential development, making a significant positive impact on the quality and aesthetic of the area.</i>	72.11 The draft DPA policy covering the affected area aims to include opportunities for the provision of the Outer Harbour Greenway along the rail corridor which will provide landscaping opportunity along this corridor. There is also additional areas identified within	72.11 Amend the draft DPA, to address the desire for additional public open space.

**Charles Sturt Council
Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			the Concept Plan for public open space which will contribute to this.	
		72.12 <i>Outlined to make this site an exemplary for including adequate green space.</i>	72.12 Agreed. See comment in row 72.8 above.	72.12 Refer to response in row 72.8.
73.	M & Toni Tassone 10 Yallum Terrace, Kilkenny	73.1 <i>Supportive of a redevelopment but a lesser scale.</i>	73.1 Noted, refer to comments in row 73.2.	73.1 Refer to Council response in row 73.2.
		73.2 <i>Considers the proposed 5 storey development and number of dwellings too high, impacting the existing residences.</i>	73.2 The proposed height limits were proposed to achieve reasonable development yields and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services. Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1. The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent residential area. In relation to housing numbers, increasing housing choices, dwelling densities (thereby population) within the established metropolitan	73.2 Amend policy to the draft DPA to reflect the proposed reduction in building heights and desired dwelling yield to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>area in close proximity to public transport services directly align with the South Australian Planning Strategy (30-Year Plan for Greater Adelaide, Updated 2017)</p> <p>Notwithstanding the above rationale, in light of the review of submissions received an amended policy scenario is proposed to reduce the potential yield from 500 to around 300 dwellings to minimise the concerns raised on the impacts from potential traffic on the local road network.</p>	
		<p>73.3 <i>Indicated the surrounding streets such as Aroona Road, Pinda Street, Mundulla Street and Tarcowie Street are too narrow. Suggested an underpass or overpass be constructed on Kilkenny Road at the railway line to ease traffic congestion.</i></p>	<p>73.3 A revised Traffic Impact Assessment has been undertaken based on the issues raised in the consultation process based on a reduce yield. The findings indicate that the surrounding local road network is expected to remain below 1,500 vehicles per day.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy and therefore alternative access arrangements are not considered warranted.</p>	<p>73.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		73.4 <i>Concerned with car parking in the area.</i>	73.4 The issue of car parking is noted and acknowledged as a common issue experienced within established residential areas. While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.	73.4 While no further amendments are proposed to increase off-street car parking ratios for residential development, amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.
		73.5 <i>Seeking more green space in the area.</i>	73.5 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Draft policy amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.	73.5 Amend the draft DPA, to address the desire for additional public open space.

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.	
		73.6 <i>Concerned with the impact on existing infrastructure (water, sewerage, electricity and gas).</i>	73.6 The draft DPA investigations included an infrastructure analysis based on a proposed likely development scenario of 500 dwellings which is now proposed to be reduced in yield. The investigations concluded that existing infrastructure such as water supply, sewer, electricity, gas, electricity and telecommunications are able to service the proposal. Likely upgrades to water supply and sewer are dependent upon the future development of the site. The extension or augmentation of specific infrastructure is a matter that will be addressed at the future development application stage.	73.6 No further amendments proposed to the draft DPA.
74.	Tracey Davis and Eugene Suleau 79 Wilpena Terrace, Kilkenny	74.1 <i>Supports a redevelopment of the site, however raises several concerns.</i>	74.1 Noted.	74.1 No further amendments proposed to the draft DPA.
		74.2 <i>Concerned the proposed density is too high as a 5-storey maximum for development is beyond what is reasonable for impacts on the</i>	74.2 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of	74.2 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<i>surrounding area. Considers a 2 to 3-storey limit would lessen the impact for the existing and new residents.</i>	<p>the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p>	through the consultation process.
74.3		<i>Seeking development between Mundulla Street and Pinda Street remain at 1 to 2-storey dwellings to remain in keeping with the heritage precinct.</i>	74.3 The draft policy responds to local interface context, including the existing <i>Historic Conservation Area</i> , by adopting the proposed graduated building height approach. This approach applies to development between Mundulla Street and Pinda Street. Details of the approach include retaining a single storey height within 7m of the <i>Historic Conservation Area</i> , limiting 2 storeys up to 30m of the Mundulla Street frontage. Beyond this, the potential for three storeys is unlikely to impact on the historic streetscape context of Mundulla Street.	74.3 Amend policy to the draft DPA to reflect the proposed reduction in building heights to address concerns received through the consultation process.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		74.4 <i>Concerns raised that commercial areas within this development will add undue traffic and congestion to the area.</i>	74.4 Given the widespread traffic concerns associated with commercial tenancies within the DPA site, the desired floor area for retail and commercial land uses has been amended to also reduce the potential traffic volumes and policy proposed to guide the location of non-residential land uses adjacent to David Terrace and east (adjacent to Wilpena Terrace). The reduced scale of any new retail development will unlikely create large traffic and parking demands, noting that this location currently allows the accommodation of a range of industrial, retail and commercial development.	74.4 Amend the draft DPA policy to reduce desired commercial/retail floor areas.
		74.5 <i>Seeking development be built to be complimentary to the existing housing structures and employ some of the structural elements and colour schemes seen in existing heritage housing.</i>	74.5 The need to be contextual for development along Mundulla Street and portions of Pinda Street adjacent to the Historic Conservation Area are noted, however, this should be principally through height / form of development. This is reflected within the policy proposed. It is not intended that development in this location mimic historic development as this would undermine the original extent of the Historic Conservation Area. The existing Development Plan contains policies that address built form design and appearance to ensure future development proposals complement existing built form and character, but also address issues of	74.5 No further amendments proposed to the draft DPA.

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			articulation, modulation and design interest within building facades.	
		<p>74.6 <i>Concerned with traffic increase in the local area, thus increasing the possibility of traffic becoming gridlocked during peak hours. Considers it will be hard to enter and exit and park within the development. Traffic issues on the small side streets of Pinda Street, Tarcowie Street, Penola Street, Aroona Road and Mundulla Street will intensify. There will be greater potential for crashes with cars trying to share the road.</i></p>	<p>74.6 Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with the City of Charles Sturt Traffic Management Strategy in relation to acceptable traffic 	<p>74.6 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>volumes for local streets in the Council area.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	
		74.7 <i>The increase of cars could create safety hazards for people crossing to MJ McInerney Reserve.</i>	74.7 The traffic volumes will continue to maintain local function of the road network. With regard to pedestrian crossings near MJ McInerney Reserve, the design of the internal street network within the draft DPA affected area will aim to provide a pedestrian friendly street environment, similar to new subdivisions in St Clair, Woodville West and Bowden. Whilst vehicle and pedestrian volumes are unlikely to warrant the installation of traffic signals and push-button crossings, these pedestrian crossing options can always be considered at the detailed design stage should the DPA be approved.	74.7 No further amendments proposed to the draft DPA.
		74.8 <i>Concerns raised with car parking. Suggests cars will need to park in nearby side streets due to a lack of parking within the new development.</i>	74.8 While Council cannot control the number of vehicles associated with a particular property, the Charles Sturt Council Development Plan already contains existing policy in relation to	74.9 While no further amendments are proposed to increase off-street car parking ratios for residential development,

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>off-street and on-street car parking requirements for future development. Refer to comments in Row 1.3.</p> <p>Policy is also proposed within the zone that seeks for development along Mundulla Street to be rear loaded, meaning that there would be minimal driveways along Mundulla Street, maximising on-street parking potential in this location.</p>	<p>amendments are proposed to the draft DPA to reduce desired dwelling yield and commercial/retail floor area to address the traffic impact concerns received through the consultation process.</p>
		<p>74.9 <i>Suggests an increase in sealed surfaces will increase the heat in the suburb.</i></p>	<p>74.10 In terms of public open space policy amendments are proposed for additional public open space in the draft DPA.</p> <p>The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides</p>	<p>74.9 Amend the draft DPA, to address the desire for additional public open space.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p> <p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		74.10 <i>Will the existing railway station, bus stops, streets, rubbish bins, park, schools and early childcare services adequately cover a potential population increase of 54% in the area?</i>	74.10 Ongoing infrastructure upgrades in the area are subject to on-going asset management review/prioritisation and budgeting processes for Government controlled assets and Council owned assets. The provision of education facilities is managed by private operators and the State Government based on the demand pressures over larger catchments than the draft DPA area alone. The Department of Education was consulted on the draft DPA on this basis to ensure they are aware of the proposed policies.	74.10 No further amendments proposed to the draft DPA.
		74.11 <i>Several suggestions raised:</i> <ul style="list-style-type: none"> • <i>Building a Park and Ride tower which splits the daytime parking into 40% for residents and 60% for commuters.</i> • <i>The addition of another roundabout in the lower end of Wilpena Terrace at Mundulla Street or Tarcowie Street to slow down cars that use these streets.</i> • <i>Implementing a crossing across David Terrace close to Whitefriars School to assist children and parents to walk or ride to the school safely.</i> 	74.11 Suggestions are noted the following responses provided: <ul style="list-style-type: none"> • Council does not provide Park and Ride facilities as these facilities are associated with Public Transport provision which is regarded as a State Government responsibility. • With regard to parking for residents, the DPA sets the applicable parking rates for the residential uses within the draft DPA site. The provision of a multi-deck parking facility has not been identified, as the draft DPA considers that parking demand will 	74.11 No further amendments proposed to the draft DPA.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> • <i>Traffic controls such as 2 hour only parking in nearby streets.</i> • <i>Including community gardens and walled garden spaces within the plaza area.</i> • <i>Consider the use of light-coloured roofs, water recycling, green walls, trees, rain gardens in street verges, communal green spaces, light coloured roads, permeable paving and stormwater channelled for use in garden beds at the MJ McInerney Reserve.</i> 	<p>be accommodated within private property and on public roads (on-street parking).</p> <ul style="list-style-type: none"> • The construction of new roundabouts in Wilpena Terrace, at Mundulla Street or Tarcowie Street, will be considered as part of the future renewal of Wilpena Terrace road assets. Both intersections are located outside the draft DPA site and installation of roundabouts at these intersections has not been identified by the consultants as a requirement of the current draft DPA. • A request for the construction of a new pedestrian crossing across David Terrace, near Beaufort and Ranelagh Streets, has been previously submitted to DIT, which is the authority responsible for the provision of crossings across arterial roads. The Whitefriars School is located a significant distance from the draft DPA site and installation of a pedestrian crossing facility near Beaufort and Ranelagh Streets has not been identified as a requirement of the current DPA. • The introduction of timed parking controls in local streets surrounding the draft DPA site can be considered by Council if or when parking congestion becomes an 	

Charles Sturt Council
 Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
 Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>issue. Such a proposal would be subject to targeted consultation with residents about the impacts associated with congestion and the potential impacts associated with parking restrictions to reduce congestion. Consultation with residents about possible future scenarios with regard to parking restrictions in the streets surrounding the draft DPA site is outside the scope of draft DPA investigations.</p> <ul style="list-style-type: none"> • With regards to garden designs in public open space, this detailed design is outside the scope of the draft DPA. The draft DPA desires through policy that development in the affected area should facilitate the creating of a public plaza adjacent to the northern rail station platform within the Wilpena Terrace and Wilpena Reserve. The desire for a plaza will ultimately be a decision of Council on existing public land and would likely be considered further if development is progressed on private land. Consideration of the design of the plaza will be addressed at that stage. • Environmental concerns are noted. The draft DPA through the consultation process, included policy which desires a 	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%).</p> <p>Policy amendments are however, recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.</p> <p>With respect to green space, the Charles Sturt Council Development Plan also contains existing policy in the General Section of the Plan, which seeks development proposals to provide private open space. The policy envisages private open space at ground level to be designed to assist with ease of drainage form a site, allow for effective deep planting and reduce urban heat loading and improve micro-climatic conditions around sites and buildings.</p>	

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>Existing policies in the Development Plan also seek private open space for apartment style developments “above ground”.</p> <p>The proposed draft DPA zone also includes existing policy within the Desired Character statement that envisages development where new roads are proposed to provide wide footpaths for sufficient space for street trees.</p> <p>With regards to stormwater management, the draft DPA infrastructure analysis identified drainage catchment storage areas that will be required within the site as part of a future development to deal with post-development flows and how stormwater is best managed in accordance with water sensitive urban design principles.</p> <p>The Development Plan already contains a significant number of General Section policies in relation to flooding and stormwater management, which are considered in the assessment of a development application. This includes the desire for maximising the potential for</p>	

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>stormwater harvesting through various methods including storing in tanks.</p> <p>Council's Development Plan also contains energy efficiency policy in the General Section. While the policy stops short of desired finishes the policy does desire development be appropriately sited and designed to maximise north facing sun, and roof pitches to facilitate the efficient use of solar hot water services and photovoltaic cells.</p>	
75.	Philippa Forwood Corner of Cavendish and Sackville Streets, West Croydon	75.1 <i>Concerns raised that the proposed multi-storied apartment concept is out of keeping architecturally with the existing historic built form.</i>	<p>75.1 The proposed height limits applying to this area have been derived on the basis of achieving a reasonable development yield and mix of dwelling types to capitalise on the proximity of the site to the CBD and public transport services.</p> <p>Nevertheless, following submissions received a review to modify building heights has been considered and resulted in proposed policy amendments to the draft DPA. Refer to comments in Row 2.1.</p> <p>The proposed reduction in built form is considered appropriate to improve the transition between the draft DPA Affected Area</p>	75.1 Amend policy to the draft DPA to reflect the proposed reduction in building heights.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p>and the adjacent Residential Character Zone, noting that two-storey built form is also envisaged in this existing Zone.</p> <p>The draft DPA affected area is currently located in an Urban Employment Zone and not in the adjacent Residential Character Zone with the exception of two allotments.</p> <p>The draft DPA acknowledges these sites in the draft policy and envisages future development to have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.</p> <p>Notwithstanding a proposed new zoning, development over these sites will be required to be assessed against existing policy in the Historic Conservation Area which seeks new development to complement the historic significance of the area.</p> <p>The draft DPA affected area also contains a Local Heritage Place. Policies also exist in the Development Plan for new development that materially affects the context within which the heritage place is situated should be compatible with the heritage place.</p>	

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p>75.2 <i>Concerned there has been no consideration of a dedicated green space for the new residents, reliant on MJ McInerney Reserve.</i></p>	<p>75.2 The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway line. This area would make up a portion of the legislation requirement for public open space (12.5%). Notwithstanding this, the comments received seeking additional public open space are noted and agreed. This and numerous other submissions have argued for a greater provision of public open space. Draft policy amendments are therefore recommended in the draft DPA for the desire of additional public open space as an expansion of MJ McInerney Reserve to provide the full legislative requirement as a physical contribution. The draft policy is reflected in the proposed zone and shown spatially in the proposed new draft concept plan.</p> <p>The detailed design of the public open space is not a matter that the draft DPA can address (other than the desired approximate location). This will occur at later stages associated with a proposed division of land, which will consider existing Development Plan policy as well as the proposed draft policy.</p>	<p>75.2 Amend the draft DPA, to address the desire for additional public open space.</p>
		<p>75.3 <i>Concerns raised that the traffic impact study has not taken into account the consequences of increased traffic volume on the narrow residential</i></p>	<p>75.3 While the traffic volumes anticipated within the Traffic Impact Assessment (TIA) as part of the draft DPA investigations concluded that there is adequate capacity in the surrounding road</p>	<p>75.3 Amend the draft DPA policy to reduce desired dwelling yield and commercial/retail floor area to address the traffic</p>

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

Sub No.	Name/Address	Submission Summary	Comment	Council Response
		<p><i>streets of West Croydon. Suggested that several including Alfred Road and Cavendish Street which both lead to Rosetta Street could potentially become rat runs for motorists accessing Port Road and Torrens Road from the proposed development.</i></p>	<p>network to cater for the additional traffic, the concerns raised over potential traffic congestion is noted and acknowledged.</p> <p>Further traffic investigations have been undertaken since public consultation in light of issues raised in several submissions. A revised development mix is being considered by Council with reduced building heights, reduced dwelling densities, reduced areas for non-residential development and increased public open space within the draft DPA affected area. The additional traffic investigations considered the proposed revisions to the draft DPA and concluded the following:</p> <ul style="list-style-type: none"> • 1,863 daily vehicles movements expected to be generated by the revised development mix (reduction of 1,554 trips from the original draft DPA proposal). • 196 trips in a peak hour period trips are expected to be generated by the revised development mix (reduction of 160 trips from the original draft DPA proposal). • The daily traffic volume in the local streets surrounding the draft DPA site is expected to remain below 1,500 vehicles per day, which is consistent with Council's 	<p>impact concerns received through the consultation process.</p>

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

Sub No.	Name/Address	Submission Summary	Comment	Council Response
			<p style="text-align: center;">Transport Strategy for local roads such as those within this location.</p> <p>On this basis the revised policy scenario presents a reduced impact on the local road network. The revised traffic investigations concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy.</p>	

Attachment B – Summary and Response to Public Meeting Submissions

Fifteen (15) respondents requested to be heard through their written submissions, and therefore a public meeting was held at Council’s Civic Centre on 18 May 2020. The meeting was also held digitally through teleconferencing facilities, due to the Covid-19 pandemic restrictions. People participated online where available, with a few also attending the meeting in person. Of those that expressed a desire to be heard, nine attended and spoke at the meeting, and two additional people came forward and made a verbal presentation.

Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response
1.	Tony Williams 19 Rowell Crescent, West Croydon (Written submission also provided – refer submission 21)	<ul style="list-style-type: none"> Industrial site has been a problem for decades – state of site etc that people are aware of and eager to see something done. DPA is addressing confined space – not like other identified locations such as St Clair or Bowden. Will have issues for traffic. Bottle neck at David Terrace (discussed issues as listed within written submission). Concerned about traffic from development that would have on David Terrace access Wants best practice value adding to the site – win-win for residents, future residents and return on investment for developer. Believes development on the site should value-add to neighbourhood too. Scope and scale should not proceed as now proposed. Supports DPA intent for residential use, but scale inappropriate Commercial and retail sustainability is of concern – duplication with nearby centres. Traffic impact study – grossly understated traffic volumes – didn’t take into account West Croydon precinct – shortcuts and alternative access / rat-running Wants a demonstration project and best practice outcomes. 	<ul style="list-style-type: none"> Noted. The draft DPA seeks to address the concerns of the community about the development of this site. Noted. This is addressed through consideration of built form and traffic impacts assessment undertaken as part of the draft DPA investigations. Further work undertaken by GTA has confirmed that a reduced commercial and residential yield can achieve maximum desired traffic volume within local street network. The draft DPA will seek a reduced yield (around 300 dwellings from the 500 originally indicated). Agree. The draft DPA policy seeks to ensure that this is achieved. Provision of open space, commercial uses and stronger connections to the station (and greenway) aid in this. Noted. See comment above in relation to yield reduction. Council has also reduced the height of the buildings from 5 storeys down to four storeys for the part of the site south of Pinda Street. Noted, retail capacity has been reduced within proposed zone amendments, also facilitated by traffic volumes needed to be

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

			<p>accommodated. Should maintain local scale and not impact adjacent centres.</p> <ul style="list-style-type: none"> • Traffic assessment has been updated to reflect potential rat-running through West Croydon and updated volumes and forecast distribution provided to inform outcome. Reduced yield aids in ensuring local road capacity is maintained. • Noted. This is outside the scope of the DPA.
<p>2.</p>	<p>Michael Blanch Director, Operations Asia Pacific Region OI Glass (Written submission also provided – refer submission 25)</p> <p>Also speaking in response to questions on behalf of OI Glass:</p> <ul style="list-style-type: none"> • Richard Dwyer, Managing Director Ekistics • James Levinson, Botten Levinson 	<ul style="list-style-type: none"> • <i>OI is supportive of site being redeveloped – agree its an eye sore. Don't agree with rezoning for high density living – regardless of number of storeys.</i> • <i>Close proximity to our site - 25m from glass warehouse and 40 metres from plant – is a recipe for conflict. They are a 24-hour operation with a continuous flow process- can't turn things off in evenings. It is Inevitable neighbours will complain about plant</i> • <i>Faced with tougher restrictions and need for new infrastructure – has significant cost implications for them. Invested significantly to meet expectations of shifting community profile around them. Consulted extensively with community over time. Acoustic wall is result of this previous consultation. Continue to have ongoing conversations with community groups. There are still some issues to iron out. Currently meet operational requirements in tight market. Needing to spend more to address noise issues will make them uncompetitive which will have significant flow on effects.</i> • <i>Supplies 360 million wine bottles annually – \$154million to GDP. 468 people employed – from surrounding neighbourhood. Warehouse – additional \$40 million investment, DPA could be beginning of the end for them.</i> • <i>Please consider other options to site under existing zoning</i> 	<ul style="list-style-type: none"> • OI's support for the redevelopment of the site is noted despite the objection to the final format of the development facilitated by the draft DPA. A revised built form is proposed – refer to address concerns raised. • Council acknowledges the proximity of the adjacent OI facilities and their 24 hour operation and this is why the investigations supporting the draft DPA have carefully considered the implications of this for air and noise emissions for the subject land. It is considered that the policy supporting the SEC criteria within the Minister's Specification will address concerns relating to noise for internal environments. • OI's commitment to working with the surrounding community is noted and appreciated by Council. It is not considered that the draft DPA will result in OI needing to undertake further work to their plant and equipment. Rather, the onus on addressing the impacts at the interface is placed on the proponent of the affected area, and this is reflected within the policy being applied by the draft DPA. Of significance, this is also supported by the policies likely to be applied to the site by the Planning and Design Code

Charles Sturt Council
Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to public Meeting Submissions

			<p>(Interface Management Overlay) and the Concept Plan map.</p> <ul style="list-style-type: none"> • Council acknowledges and supports O-I’s contribution to the State and local economy and does not seek to compromise its ability to operate from the site under current licence conditions. It is not considered that the draft DPA will alter this due to the range of policy measures put in place within the draft DPA relating to noise and this position has been confirmed by the EPA.
<p>3.</p>	<p>Tanja Radjenovic 8 Sackville Street West Croydon</p> <p>Also on behalf of 2, 4, 6, and 8 Sackville St</p>	<ul style="list-style-type: none"> • <i>Support for development but not 5 storeys. Open to other reasonable redevelopment – no more than 3 storeys.</i> • <i>Concerned about traffic and parking. Since reserve was developed, high demand for parking – access difficult from their driveways - New development will make this even worse.</i> • <i>Concerned about utilities – capacity able to cope / be upgraded?</i> • <i>New development will not have green space – park will be used – not fair as everyone needs yard space – no rules for them compared to others that exist</i> • <i>David Terrace / Kilkenny Road overloaded – wait 5 to 10 minutes to get into side streets – wasn’t the case when first moved into area – not sure why but last couple of years noticed this</i> • <i>Developers need to think outside of the box – underground car parks, rooftop gardens – what will make it more acceptable for current residents</i> 	<ul style="list-style-type: none"> • Noted. The site is a strategic location where more intense and higher built forms are appropriate to support increased population. To mitigate concerns, a reduced height is proposed to the built form down to four storeys and limiting this to the southern side of Pinda Street, where it is located away from adjacent residential areas and screened by future development on the site. • Noted. The assessment by GTA has considered local street function, including capacity of streets to accommodate traffic volumes. Further reductions in yields has facilitated a reduction in traffic volumes that align with Council’s Transport Strategy for local streets of this nature. • Additional upgrades to infrastructure would need to be funded by the developer upon the development itself and will be influenced by the format and yields sought. This will be dealt with as part of any development application. • Noted. There remains a need for housing to be provided with private open space per dwelling. The draft DPA does not alter that requirement. However, there has been

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

			<p>strong position from submissions that public open space should be provided. As such, provision of open space is being sought for the development site, as per the Development Regulations, 2008.</p> <ul style="list-style-type: none"> • Noted. The traffic assessment has utilised latest data from DPTI to determine traffic impacts from the development of the site. • Noted. The policy supports basement or undercroft parking solutions, particularly for multi-storey development, and there is support for the provision of roof top / communal open space within developments as well that exists within the Development Plan.
4.	<p>David Mills and Ms Jane L Sage 12 Wilpena Terrace, Kilkenny Written submission also provided – refer submission 49</p>	<ul style="list-style-type: none"> • <i>Most concerns already been captured</i> • <i>People don't necessarily understand the village layout of the streets in this area. Study states 2440 additional vehicles - has not captured the amenity impacts and width of the street and proximity to dwellings. Would like this considered</i> 	<ul style="list-style-type: none"> • Noted. See above comments. • Noted. The assessment by GTA has considered local street function, including capacity of streets to accommodate traffic volumes. Further reductions in yields has facilitated a reduction in traffic volumes that align with Council's Transport Strategy for local streets of this nature.
5.	<p>David & Sheryl Kennedy 19 Wilpena Terrace, Kilkenny Written submission also provided – refer submission 54</p>	<ul style="list-style-type: none"> • <i>Not against development of site – residential or commercial – welcomed.</i> • <i>Lives not far from glass factory and done good job in dealing with residents – does not hear or smell anything – only trucks on David Terrace</i> • <i>1200 cars down Wilpena Terrace and Mundulla Street not going to work – concerned about conflicts now. Too many cars for few streets – not designed for that much traffic</i> • <i>Home is 1.2m away from road – cars and trucks impact on home – structural integrity (footings) etc – similar to other properties in area. Employed structural engineers and transport engineers to prepare dilapidation report – concerned about damage to his building due to traffic</i> 	<ul style="list-style-type: none"> • Noted • Noted • Noted. The assessment by GTA has considered local street function, including capacity of streets to accommodate traffic volumes. Further reductions in yields has facilitated a reduction in traffic volumes that align with Council's Transport Strategy for local streets of this nature. • Noted. It is not expected that traffic would impact on a dwelling in such a manner, noting that current zoning supports significantly larger and heavier vehicles in

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

		<ul style="list-style-type: none"> • <i>Need to have a different thoroughfare for that site. Pinda and Mundulla an issue. Needs to address growth in traffic volumes – consider bridge or underpass from this to Port Road – to take this traffic.</i> 	<p>this location (as has been case in the past). Nevertheless, structural issues of this nature are outside the scope of the Development Plan itself.</p> <ul style="list-style-type: none"> • Noted. Alternative access difficult due to constraint posed by the rail line and crossing in this location. DPTI have confirmed that they would not accept reopening the Wilpena Street junction adjacent the rail crossing (due to safety), nor entertain any crossings over the rail for connection to Port Road through Aroona Road. Underpasses and bridges are unlikely to be financially viable for the volumes in question. <p>On the basis of a revised policy scenario this presents a reduced impact on the local road network. The revised Traffic Impact Assessment concluded that there is adequate capacity in the surrounding road network to cater for the additional traffic based on the amended policy and therefore alternative access arrangements are not considered warranted.</p>
6.	Simon Peters 18 Wilpena Terrace, Kilkenny Written submission also provided – refer submission 56	<ul style="list-style-type: none"> • <i>Primary concern is traffic management. 1200 vehicles accessed by two narrow roads is not going to work. People will go up Aroona Terrace and Alfred Road to Rosetta Street. This is difficult site for this scale of development. 7:30 – 9am – boom gates (3 and 9 minutes) – left turn from Mundulla – traffic banks up 3 or 5 blocks – likely to rat-run down Wilpena and circumnavigate the suburb. 1200 people – also consider guests – where do they park?</i> 	<ul style="list-style-type: none"> • These issues are addressed in previous submission responses. See comments above.
7.	Simon Johnson 17 Tarcowie Street, Kilkenny Written submission also provided – refer submission 58	<ul style="list-style-type: none"> • <i>Too large in scale. Smaller sale development would address many of the issues. Model development that would not have amenity impacts on area rather than maximum yield.</i> 	<ul style="list-style-type: none"> • These issues are addressed in previous submission responses. See comments above.

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

		<ul style="list-style-type: none"> • <i>Modelling is mainly about traffic to Kilkenny Road – not modelling to rat running in report – flaw – Council should consider this and model it.</i> • <i>Roadside parking used to spill out to his street when industry was operating – likely to happen again. Most parking relies on street – limited parking now.</i> • <i>Contribution to open space – McInerney Reserve is an asset – this proposal will overload the reserve – should be at least a contribution from the development – more than path or greenway.</i> 	<ul style="list-style-type: none"> • These issues are addressed in previous submission responses. See comments above. • These issues are addressed in previous submission responses. See comments above. • These issues are addressed in previous submission responses. See comments above.
8.	Sue Johnson 17 Tarcowie Street, Kilkenny Written submission also provided – refer submission 59	<ul style="list-style-type: none"> • <i>Not opposed to development.</i> • <i>Currently it is an unattractive site but definitely seeking built form at a lower level.</i> 	<ul style="list-style-type: none"> • Comments Noted. The issue of building heights and proposed reduction is addressed in previous submission responses. See comments above.
9.	Leeahna Johnson 17 Tarcowie Street, Kilkenny Written submission also provided – refer submission 61	<ul style="list-style-type: none"> • <i>Mainly on-street parking. Former St Clair resident where cars spilled out into St Clair Blvd– visitors couldn’t get a car park – had issues getting in and out of car park – likely similar impacts will be had here. Little street parking as it is now</i> • <i>Concern about height- overlooking into yards – also experienced in St Clair – concerned about privacy.</i> • <i>Not opposed to development – has been lots of issues with behaviours and the dilapidated site</i> 	<ul style="list-style-type: none"> • These issues are addressed in previous submission responses. See comments above. • These issues are addressed in previous submission responses. See comments above. • Noted.
10.	Linda Maller 6 Aroona Road, West Croydon Written submission also provided – refer submission 66	<ul style="list-style-type: none"> • <i>Was visible but no audio so could not speak. But confirmed that Elected Members re-read her submission and consider her concerns. She confirmed that she was comfortable with this (via gesture presumably)</i> 	<ul style="list-style-type: none"> • Noted.
11.	Minh Tan Pham on behalf of Hon. Peter Malinauskas PM No written submission received however expressed a desire to speak.	<ul style="list-style-type: none"> • <i>Role to advocate on behalf of residents – agrees something needs to be done for the site</i> • <i>Concerns being raised in written submissions – top 3 concerns – traffic increase, high density and increased population, insufficient parking spaces.</i> • <i>Concern for no additional public open space, consider McInerney reserve expansion</i> 	<ul style="list-style-type: none"> • Noted. • These issues are addressed in previous submission responses. See comments above.

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

		<ul style="list-style-type: none"> • <i>Infrastructure</i> • <i>Inconsistent design for neighbourhood character</i> • <i>Environmental impact of development</i> 	<ul style="list-style-type: none"> • These issues are addressed in previous submission responses. See comments above. • These issues are addressed in previous submission responses. See comments above. • The draft DPA proposes a reduced built form. The proposed reduction in built form is considered appropriate to further improve the transition between the draft DPA Affected Area and the adjacent residential area. • The proposed development will result in the rehabilitation of the site and will need to be assessed against policy which seeks passive solar design, stormwater re-use and retention and landscaping that supports biodiversity, all of which is already contained within the existing policy.
<p>12.</p>	<p>Christine Graham 14 Alfred Road West Croydon Written submission also provided – refer submission 65</p>	<ul style="list-style-type: none"> • <i>Density is totally inconsistent with the nature of the community. Totally out of scale – an amendment needed to the DPA</i> • <i>Impact on traffic. Traffic survey didn't include the West Croydon area – quite a deficiency of the survey. Alfred Road has experienced increased traffic – mainly thorough from Kilkenny wanting to avoid railway crossing and congested David Terrace – Rosetta St bypasses railway line. Alfred Road was upgraded a few years ago and traffic flow has increased since then.</i> • <i>Extra driveways reduced potential for on-street parking</i> • <i>Open space – unacceptable that open space is not provided because of proximity to Mclnerney reserve.</i> • <i>Limited space for planting trees due to high density.</i> 	<ul style="list-style-type: none"> • The intent of the draft DPA is to provide for increases in density and facilitate increased height in this strategic location. This requires variation from the established character of surrounding areas. However, a reduction in yields and building heights across the site have been proposed and will be reflected in the updated policy. • This issue has been addressed in previous submission responses. See comments above. • Refer to comments in Row 1.3. • This issue has been addressed in previous submission responses. See comments above. • The draft DPA through the consultation process, included policy which desires a greenway connection adjacent to the railway

Charles Sturt Council

**Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded) Development Plan Amendment
Attachment B – Summary and Response to Public Meeting Submissions**

			line. This area would make up a portion of the legislation requirement for public open space (12.5%). Policy amendments are also recommended in the draft DPA for the desire of additional public open space in the form of a local park to provide the full public open space physical contribution. The policy desire for these areas of public open space provides provide opportunity for trees and smaller vegetation to be planted.
Other respondents who originally indicated their wish to be verbally heard but did not speak or attend.			
13.	Matt Lazarus 2/195 Military Road, Henley Beach South Written submission also provided – refer submission 5	<ul style="list-style-type: none"> • Did not attend / speak when called. 	
14.	Nicholas Folland 19A Tarcowrie Street, Kilkenny Written submission also provided – refer submission 32	<ul style="list-style-type: none"> • Attended / Did not desire to speak. 	
15.	Ross McNaughtan 25 Wilpena Terrace, Kilkenny Written submission also provided – refer submission 62	<ul style="list-style-type: none"> • Attended / Did not desire to speak. 	
16.	Tracey Davis and Eugene Suleau 79 Wilpena Terrace, Kilkenny Written submission also provided – refer submission 74	<ul style="list-style-type: none"> • Attended / Withdrew desire to speak. 	

Attachment C – Timeframe Report

SCPA Timeframe Report: Process B1 – with consultation approval

The SOI was agreed by the Minister and Council on 17 October 2019

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted, DPA prepared and submitted for approval to commence concurrent agency and public consultation	3 months	10 months	Additional time required to procure consultants, liaise with relevant Agencies on the outcomes of the investigations before finalising the draft DPA for consultation.
DPA prepared for agency and public consultation	4 weeks	7 weeks	Consultation date delayed avoiding the Christmas and New Year period.
Agency and public consultation period (report on any delays incurred by agencies)	8 weeks	8 weeks	N/A
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. Summary of Consultations and Proposed Amendments submitted to Minister for approval.	6 weeks	11 months	Additional time required to review submissions given the volume of submissions received and complexity of issues raised and time required to undertake further investigations, seek advice from Agency's in particular the EPA and the Planning and Land Use Services Department in relation to proposed policy amendments post consultation and the transition of policy into the Planning and Design Code.

Kilkenny Mixed Use (Residential and Commercial) DPA
 City of Charles Sturt
 Schedule 4A Certificate
 Attachment D - Schedule 4A Certificate

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

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

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

Jim Gronthos

DATED this 20 day of 1 2020



Paul Sutton
 Chief Executive Officer
 City of Charles Sturt

Attachment E – Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify, in relation to the proposed amendment or amendments to Charles Sturt Council Development Plan as last consolidated on 14 January 2021, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

Date:

.....

Paul Sutton
City of Charles Sturt
Chief Executive Officer

Charles Sturt Council

Kilkenny Mixed Use (Residential and Commercial) draft Development Plan Amendment (Privately Funded)

Development Plan Amendment

Attachment F – Additional Matters and Investigations

Attachment F – Additional Investigations and Agency Advice

REF: S163871

DATE: 12 October 2020

Jensen Plus
Level 2, 21 Roper Street
ADELAIDE SA 5000

Attention: Mr. David Barone (Associate)

Dear David,

RE: KILKENNY MIXED USE DPA IN RESPONSE TO CONSULTATION

Background

The City of Charles Sturt (Council) has recently consulted with Government agencies and the broader community regarding the draft mixed use Development Plan Amendment (DPA) within Kilkenny. One of the key concerns raised by the surrounding Croydon and Kilkenny communities was the increased housing density proposed within the DPA and the additional traffic that this will generate.

In response to the submissions, a revised development mix is being considered with reduced building heights, reduced areas for non-residential development and increased public open space. This letter report considers the proposed revisions to the DPA and specifically:

- The projected future traffic volumes on the local road network in consideration of Council's desired local road capacity volumes of 1,500 vehicles per day; and
- Assessment of additional routes that development traffic may seek to use to access the DPA site including Aroona Road and Alfred Street through to Rosetta Street.

Revised Land-use

Previous Development Mix

The previous development mix assessed as part of the original DPA report consisted of the following:

- 500 residential dwellings – comprising of:
 - 100 townhouses
 - 400 apartments
- 1,400 sq.m of retail space
- 1,400 sq.m of commercial space

Revised Development Mix

In response to the consultation, the revised development mix is now proposed to consist of the following:

- 301 residential dwellings - comprising of:
 - 11 dwelling houses
 - 240 apartments
 - 50 townhouses

VIC | NSW | QLD | SA | WA
Level 5, 75 Hindmarsh Square
ADELAIDE SA 5000
PO Box 119
RUNDLE MALL SA 5000
t// +618 8334 3600
ABN 66 137 610 514
www.gta.com.au

- 250 sq.m retail space
- 1000 sq.m commercial space

An overview of the revised land uses is shown in Figure 1. The hatched area indicates the proposed retail and commercial zone fronting David Terrace.

Figure 1: Revised Land-use Layout



Traffic generation

Previous Development Mix Estimated Traffic Generation Volumes

Previous traffic generation rates have been sourced from the Roads and Maritime Services of New South Wales (formerly RTA) "Guide to Traffic Generating Developments – updated traffic surveys 2013".

The applicable daily and peak hour rates and traffic generation for previous development mix are presented in Table 1.

Table 1: Previous Development Mix Daily and Peak Hour Traffic Generation Rates

Use	Size / Number	Daily Rate	Daily Traffic Generation	Peak Rate	Peak Traffic Generation
Residential	500	5 trips per unit	2,500	0.5 trips per unit	250
Retail	1,400sq.m	55.5 trips/100sq.m	777	5.6 trips/100sq.m	78
Commercial	1,400sq.m	10 trips/100sq.m	140	2 trips/100sq.m	28
Total Vehicle Movements:			3,417 Trips (Daily)		356 Trips (Peak Hour)

A total of 3,417 daily trips and 356 trips during a peak hour were expected from the previous development mix.

Revised Development Mix Estimated Site Generated Volumes

The revised development mix has split the residential use into dwelling houses, apartments, and townhouses along with a reduction in the total number of dwellings from 500 to 301. The retail and commercial space has also been reduced from a combined 2,800sq.m to 1000sq.m of commercial space and 25sq.m of retail space. Traffic generation rates for the new residential dwelling formats have been sourced from the Roads and Maritime Services of New South Wales (formerly RTA) "Guide to Traffic Generating Developments – updated traffic surveys 2013".

The applicable daily and peak hour rates for the revised development mix along with the traffic generation volumes and change in trips from the previous development mix traffic generation are presented in Table 2.

Table 2: Revised Development Mix Daily and Peak Hour Traffic Generation Rates

Use	Size / sq.m	Daily Rate	Daily Traffic Generation	Change (Trips)	Peak Rate	Peak Traffic Generation	Change (Trips)
Residential	Dwelling House	11	9 Trips per dwelling	99	0.85 Trips per dwelling	9	
	Apartment	240	5 Trips per unit	1,200	(-876)	0.5 Trips per unit	120 (-88)
	Townhouse	50	6.5 Trips per dwelling	325		0.65 Trips per dwelling	33
Retail	250sq. metre		55.5 Trips/100sq.m	139 (-638)	5.6 Trips/100s q.m	14	(-64)
Commercial	1000sq . metre		10 Trips/100sq.m	100 (-40)	2 Trips/100s q.m	20	(-8)
Total Vehicle Movements:			1,863 Trips	(-1,554)		196 Trips	(-160)

The revised development mix is expected to generate an estimated 1,863 daily vehicles movements and 196 trips in a peak hour period. This is a reduction of 1,554 trips daily and 160 during a peak period from the original DPA proposal.

Traffic Distribution

The directional distribution of traffic generated by the revised land-uses will be influenced by several factors, including the:

- Configuration of the road network in the immediate vicinity of the site
- Surrounding employment centres, retail centres and other destinations in relation to the site
- Configuration of access points to the site

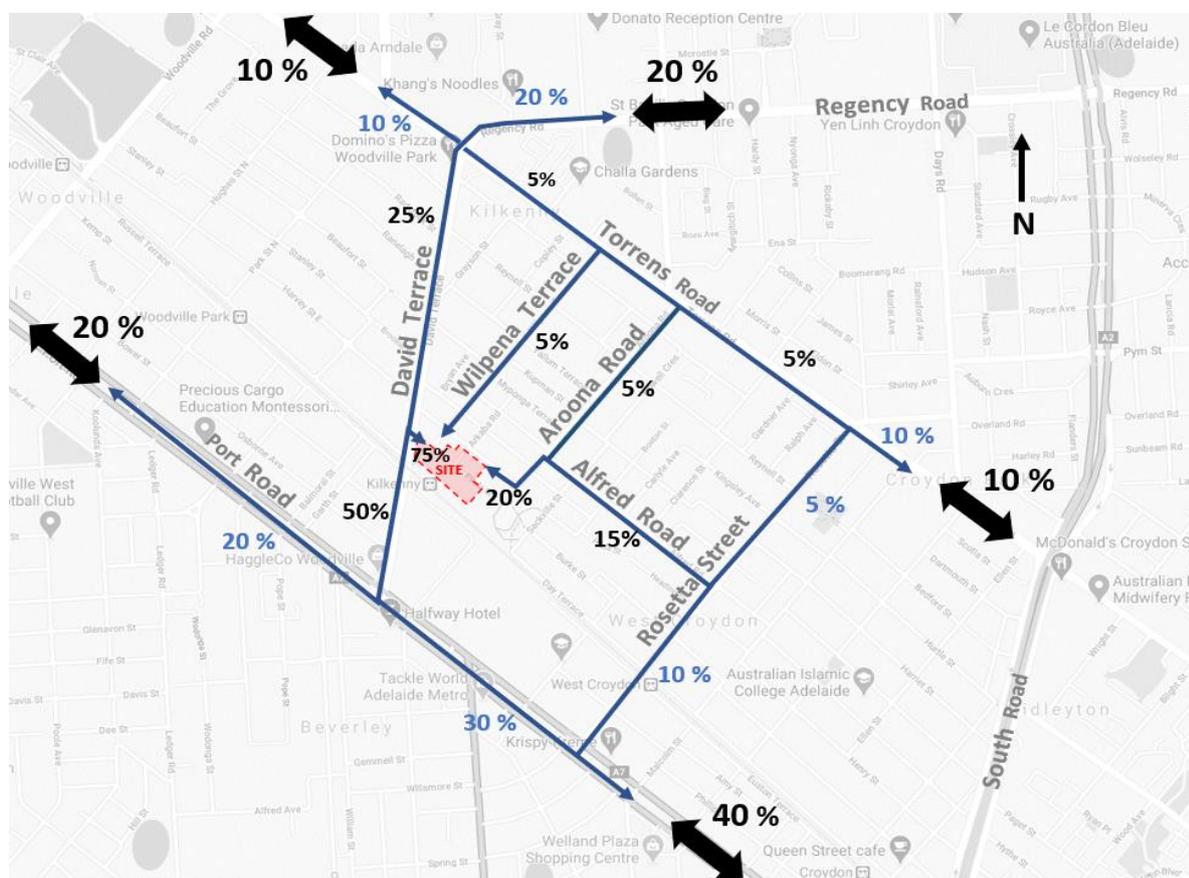
As part of the previous DPA assessment future changes to Pinda Street included a proposal to ban right in/right out movements and retain only left in/left out movements. Due to this arrangement, all right in/right out movement from David Terrace is assumed to occur at Mundulla Street.

Having consideration to the above, the estimation of the directional distributions for departing/arriving vehicle movements are as follows:

- 50% will use Mundulla Street
- 25% will use Pinda Street
- 5% will use Wilpena Terrace
- 5% will use Aroona Road
- 15% will use Alfred Road

The previous report did not consider the same extent of overall traffic distribution on the road network as has now been considered, with a proportion of development traffic now distributed to Aroona Road and Alfred Road. This has led to changes to the percentages distributed to the local road network that was previously considered. A revised distribution model has been prepared and considered all roads within the vicinity of the development to produce a detailed analysis of the expected traffic distribution. An overview of the overall traffic movement distribution is shown in Figure 2.

Figure 2: Overall Traffic Movement Distribution

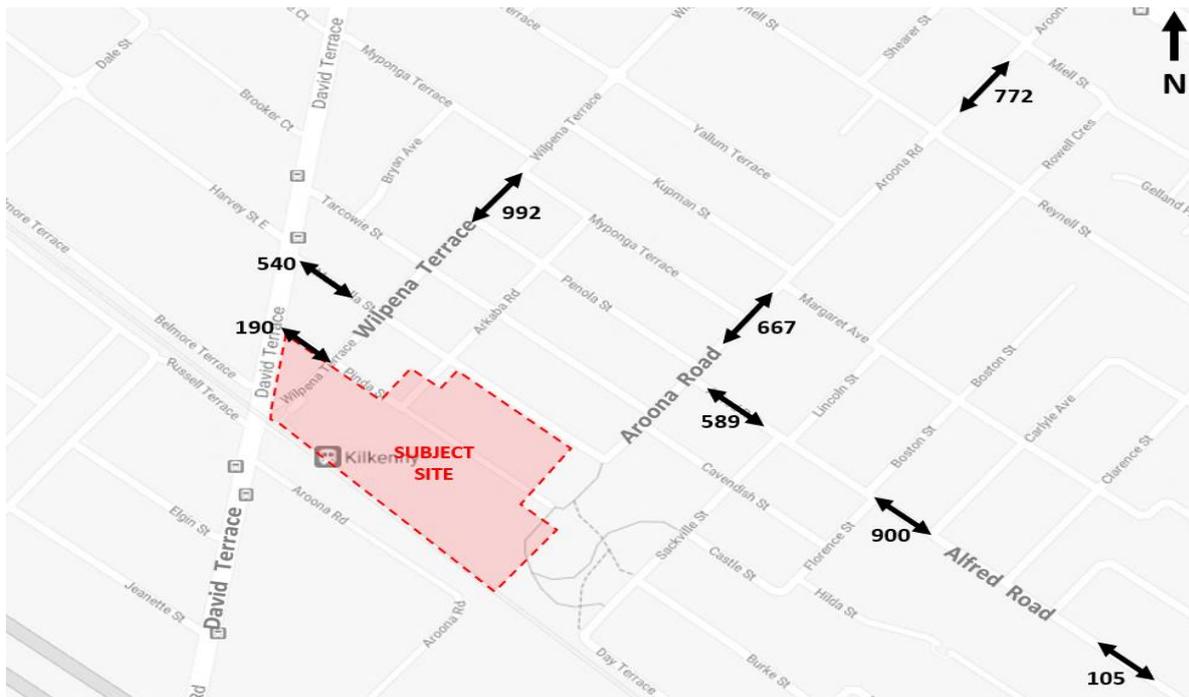


Traffic Volume Movements

Existing Traffic Movements

Recent traffic volume counts were received from council at eight (8) different locations. The locations of each traffic count and the two-way daily traffic movements are shown in Figure 3.

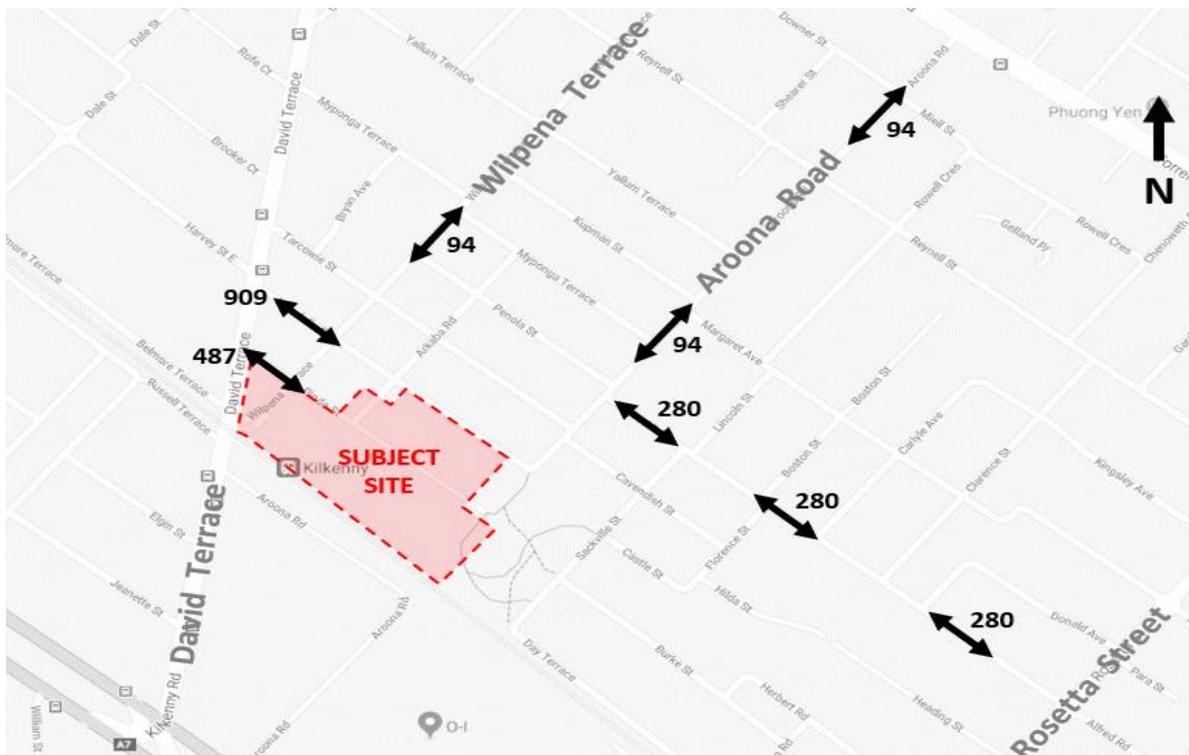
Figure 3: Existing Two-way Daily Traffic Movements



Revised Development Traffic Generation Movements

Based on the revised land-use trip generation and distribution of vehicle movements on the surrounding local road network, the projected daily two-way traffic volumes from the DPA site are shown in Figure 4.

Figure 4: Development Generated Two-way Daily Traffic Movements



historically the local road network would have accommodated traffic associated with the previous industrial use on the site.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



Paul Froggatt
Associate Director



Environment Protection Authority
GPO Box 2607 Adelaide SA 5001
211 Victoria Square Adelaide SA 5000
T (08) 8204 2000 F (08) 8204 2020
Country areas 1800 623 445

EPA 496-206

Mr Jim Gronthos
Senior Policy Planner
City Of Charles Sturt
72 Woodville Road
WOODVILLE SA 5011

Dear Mr Gronthos

Kilkenny Mixed Use Development Plan Amendment - Post consultation review

Thank you for providing the Environment Protection Authority (EPA) with the opportunity to provide further comment on its 5 May 2020 response to the Kilkenny Mixed Use Residential and Commercial Development Plan Amendment (DPA).

Council requested the EPA to confirm its response to the DPA that there is sufficient policy within the *Charles Sturt Council Development Plan (Consolidated 13 February 2020)* and proposed within the DPA to enable assessment of noise and air quality issues at the development application stage. The request from Council comes in response to a submission on the DPA made by Owens-Illinois (O-I), a landholder adjacent the area proposed to be rezoned through the DPA.

The EPA reviewed the DPA and the O-I submission and confirms its previous advice that there is sufficient policy proposed in the DPA and within the *Charles Sturt Council Development Plan* to enable noise and air quality issues to be considered when assessing future development applications.

However, as part of the DPA process Council may wish to seek from the proponent further details as to how noise impacts from industrial noise sources would be addressed to ensure that external amenity from industrial noise can be achieved. There may also be an opportunity to explore the potential use of the 'Significant Industry Interface Overlay' which has been incorporated within the live version of the Phase 2 Planning and Design Code in rural areas of the state.

More detailed comments are made below for your consideration.

Noise

The O-I submission included a letter from Resonate Acoustics which was engaged to perform a reverse acoustic amenity risk assessment on the subject DPA (Reference: A190829LT1B; dated

January 2020). Resonate Acoustics provided comments on the Sonus Report (Reference: S5913C4; dated July 2019) and disputed some of the claims made in the report.

The summary provided by Resonate Acoustic is mostly accurate. Although the Minister's Specification SA78B may provide a good level of internal amenity, it does not include external amenity and is not required to be implemented for impacts from industrial noise sources.

The DPA notes that the warehouse to the south of the subject site is proposed to operate 24 hours per day and will be serviced by semi-trailer trucks loading and unloading on the north loading dock. This potentially exposes the subject site to a significant amount of noise during the night time hours. A 1.8m high acoustic fence was proposed to attenuate noise for existing residential receivers. No consideration was provided to possible receivers in the area affected by the DPA. The Sonus Report modelled noise from the proposed warehouse at potentially above 65dB for night time external noise levels at the closest locations (Figure 4 of the Sonus report). This is significantly above the levels that are to be expected at a suburban activity node. Furthermore, with the proposed buildings next to the southern noise sources planned to be 3-5 storeys, the 1.8m high acoustic fence proposed by the warehouse is unlikely to be effective in mitigating noise impacts for receivers on higher floors.

However, with sufficient siting and land use planning, this issue may be alleviated. In accordance with Figure 1 in the DPA, it is noted that buildings alongside the rail line are planned to be mixed use in nature 3-5 storeys high. With good planning, this can be utilised to the advantage of the subject land by using these tall buildings as a form of acoustic barrier for sensitive receivers within the affected area. This is noted within the DPA where it is stated on page 52 that 'The acoustic implications are linked to, and similar to those of the O-I Glass facility, and can be addressed through appropriate design and construction of dwellings within the affected area in the same way noise from the O-I facility can be mitigated'. The EPA agrees with this point; however, there do not seem to be any further details on how this would be achieved.

Without further information, the proposed DPA may be potentially exposing its future residents in the area to excessive noise from industrial land use that is proposed to operate 24 hours a day.

As advised in the EPA's response to the DPA on 5 May 2020, it is noted that the Desired Character statement for the Suburban Activity Node Zone identifies that development should be sited, designed and constructed to mitigate potential impacts from the O-I Australia glass manufacturing facility. It is also proposed that the Noise and Air Emissions Overlay be applied to the site. In addition, the *Charles Sturt Council Development Plan* (consolidated 13 February 2020) contains Interface between Land Uses policies to ensure noise matters are assessed in any future development applications.

The EPA notes that there is sufficient policy proposed within the DPA and already existing within the *Charles Sturt Council Development Plan* to enable the potential impacts of noise to be assessed at the development application stage. However, as part of the DPA process Council may wish to seek from the proponent further details as to how noise impacts from industrial noise sources would be addressed to ensure that external amenity from industrial noise can be achieved.

There may also be an opportunity to explore the potential use of the 'Significant Industry Interface Overlay' which has been incorporated within the 31 July 2020 version of the Phase 2 Planning and Design Code in rural areas of the state. This Overlay expressly deals with the protection of significant industries and may provide more scope for specific design measures (such as acoustic targets for sensitive receivers), particularly given Minister's Specification SA78B does not apply to industrial noise sources. It may be beneficial to discuss the intended application of this Overlay with Planning and Land Use Services (formerly DPTI), and determine if its application around O-I could provide a mutually acceptable policy setting to assess future development applications.

Air Quality

The DPA included an air quality assessment undertaken by Enviroscan (Report No: 18- 0332; dated 8 March 2018). The O-I submission included a peer review of the Enviroscan report by Assured Environmental (AE) (Ref: 11438; dated 5 July 2018).

The EPA had previously reviewed both the Enviroscan and AE reports, but has again reviewed them and provides comment on each below.

Enviroscan (Report No: 18- 0332; dated: 8 March 2018)

Enviroscan undertook an assessment of the potential air quality impacts at the proposed redevelopment site, particularly from the O-I glass manufacturing plant located nearby on Port Road.

The EPA had requested that modelling be done at height as well as a standard assessment at ground level in order to understand the potential impact of air quality on sensitive receivers at all levels of the residential buildings.

At the time of modelling only AD5 glass furnace was operational, with AD2 and AD6 glass furnaces being mothballed. Enviroscan was requested by the EPA to assess air quality impacts from the O-I Adelaide Plant with the AD5 glass furnace in operation together with resumption of the AD2 and AD6 glass furnaces. It was the EPA's understanding that that represented what O-I had approval for in undertaking their operations. The modelling was based on emissions data made available by O-I at the time. Consequently, this is a very conservative approach to modelling.

The modelling was considered by the EPA to have met the requirements of the EPA's *Ambient Air Quality Assessment* (2016) publication.

Assured Environmental Peer Review (Ref: 11438; dated: 5 July 2018)

AE were contracted by O-I to undertake a review of the Enviroscan assessment report, and raised the following concerns:

1. The methodology adopted by Enviroscan was considered simplistic.
2. Enviroscan failed to provide justification for adopting Ausplume as the air dispersion model.
3. Enviroscan did not justify the chosen meteorological dataset.

4. The assessment was deficient or failed to justify the estimated emissions from the O-I land.
5. The assessment was deficient or failed to justify the assumptions of flat terrain.
6. The assessment was deficient or failed to justify the selection of background data.

The issues raised by AE were addressed previously by the EPA in a letter to Mr Craig Daniel, City of Charles Sturt, on 24 August 2018.

In its submission on the DPA, O-I opposed the rezoning citing the issues identified in the AE peer review. The EPA provides the following comments on the issues raised in the AE peer review.

1. The methodology adopted by Enviroscan was considered simplistic

AE expressed concern in the peer review about terrain variations, which appears to be the basis of the criticism that the use of Ausplume was not appropriate. AE provided a contour map of the area showing a significant variation in terrain heights between the O-I site and the proposed rezoning site. This information was incorrect as the terrain in the area is flat. While acknowledged by the EPA as a simplistic model, Ausplume does provide considerations for terrain effects on dispersion as 'surface roughness factors' and the EPA understands that an appropriate roughness factor was adopted. Furthermore, Ausplume is also considered to be a more conservative model than Calpuff and, as a consequence, the EPA accepted and continues to accept Ausplume as an appropriate model for this work.

2. Enviroscan failed to provide justification for adopting Ausplume as the air dispersion model

This has been answered in response to issue no.1.

3. Enviroscan did not justify the chosen meteorological dataset

The use of the 2009 meteorological dataset in air quality modelling, as was used in the Enviroscan assessment, has been an expectation of the EPA for about eight years as it is a 'typical year'. Ensuring the use of the 2009 meteorological dataset has provided consistency in modelling. Furthermore, the terrain differences between the area proposed to be rezoned and the Bureau of Meteorology site does not concern the EPA. Whilst there may be some differences between the data from the Bureau of Meteorology site 5km away and that generated for the site using TAPM, it is expected that the differences would be minimal with insignificant differences at ground level. Consequently, the EPA believes that the meteorological dataset used was appropriate.

4. The assessment was deficient or failed to justify the estimated emissions from the O-I land

The emissions data was provided by O-I itself and was the best information available at the time.

5. The assessment was deficient or failed to justify the assumptions of flat terrain

This has been answered in response to concern no.1.

6. The assessment was deficient or failed to justify the selection of background data.

The background data used was derived from available EPA data at the time. The information from

the EPA monitoring network indicates that the levels of fine particles at Netley have since reduced. The EPA was satisfied that a background of $7.2\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ was a reasonable and conservative number to adopt for this site, and sees no reason why this is an underestimate.

Air Quality Conclusion

The EPA acknowledges that air dispersion modelling, by its very nature, is a prediction only as good as the assumptions made for the inputs into the model and the appropriateness of the chosen model. The model is a mathematical algorithm and, as such, could never be an exact prediction. As a consequence, the EPA's expectation is to input conservative data, which the EPA believes has been done by Enviroscan, to ensure that under-prediction is highly unlikely.

Air dispersion modelling remains the best available method to undertake such predictions, and the EPA still believes that AE's concerns do not sway the basic findings of the predictions of the Enviroscan report in support of the rezoning.

As advised in the EPA's response to the DPA on 5 May 2020, it is noted that the Desired Character statement for the Suburban Activity Node Zone identifies that development should be sited, designed and constructed to mitigate potential impacts from the O-I Australia glass manufacturing facility. It is also proposed that the Noise and Air Emissions Overlay be applied to the site. In addition, the *Charles Sturt Council Development Plan* (consolidated 13 February 2020) contains the appropriate Interface between Land Uses policies to ensure air quality matters are assessed in any future development applications.

The EPA notes that there is sufficient policy proposed within the DPA and already existing within the *Charles Sturt Council Development Plan* to enable the potential impacts of air quality to be assessed at the development application stage.

For further information on this matter, please contact Geoff Bradford on 8204 9821 or geoffrey.bradford@epa.sa.gov.au.

Yours sincerely

James Cother

PRINCIPAL ADVISER, PLANNING POLICY & PROJECTS

PLANNING AND IMPACT ASSESSMENT

ENVIRONMENT PROTECTION AUTHORITY

7 September 2020

From: [Cother, James \(EPA\)](#)
To: [Jim Gronthos](#)
Cc: [Bradford, Geoffrey \(EPA\)](#)
Subject: FW: Kilkenny Mixed Use Draft DPA - post consultation review of submissions [DLM=For-Official-Use-Only]
Date: Wednesday, 9 September 2020 5:42:03 PM
Attachments: [image001.gif](#)
[image002.gif](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image009.jpg](#)

For Official Use Only

Hi Jim,

There is understandably concern from O-I as to the potential impact of the DPA on their business.

However, investigations into the potential impacts of air and noise emissions have been undertaken and the EPA's review and assessment of those investigations gives us some level of confidence that they are either not likely to be an issue (in the case of air quality) or could be addressed through careful application of planning policy and design and engineering solutions (in the case of noise).

Whilst the modelling gives a good understanding of the potential impacts of air and noise emissions, there is no guarantee that there wouldn't be complaints from future residents should the DPA be approved and subsequent development occurs on the affected area. However, with proper planning and design of any future developments the risk can be mitigated.

The EPA does not consider that approval of the DPA would automatically lead to changes to the O-I licence.

Regards,

James

James Cother

Principal Adviser, Planning Policy & Projects

Strategy and Assessment | Planning and Impact Assessment
Environment Protection Authority
Phone (08) 820 42093
211 Victoria Square Adelaide 5000

EPA_25th Anniversary Email Footer



This email message may contain confidential information, which also may be legally privileged. Only the intended recipient(s) may access, use, distribute or copy this email.

If this email is received in error, please inform the sender by return email and delete the original. If there are doubts about the validity of this



Environment Protection Authority
GPO Box 2607 Adelaide SA 5001
211 Victoria Square Adelaide SA 5000
T (08) 8204 2000 F (08) 8204 2020
Country areas 1800 623 445

EPA 539-206

Mr Jim Gronthos
Senior Policy Planner
City Of Charles Sturt
72 Woodville Road
WOODVILLE SA 5011

Dear Mr Gronthos

Kilkenny Mixed Use Residential and Commercial DPA – Policy Amendments

Thank you for providing the Environment Protection Authority (EPA) with the opportunity to comment on the proposed policy amendments to the Kilkenny Mixed Use Residential and Commercial Development Plan Amendment (DPA).

When reviewing documents such as this DPA, the key interest of the EPA is to ensure that all environmental issues within the scope of the objects of the *Environment Protection Act 1993* are identified and considered. The EPA is primarily interested in the potential environmental and human health impacts that would result from any development that may be proposed subsequent to this DPA. At the DPA stage, the EPA works to ensure that appropriate planning policy is included in the development plan to allow proper assessment at the development application stage.

Noise

The EPA has reviewed the proposed amendments to the DPA as they relate to noise and advises the following.

SA78B Construction requirements for the control of external sound

The EPA supports inclusion of the predicted sound exposure categories within the concept plan. This would allow developers to easily refer to the requirements and ensure that any residential use closer to noise sources have the requirements of *SA78B Construction requirements for the control of external sound* applied.

The EPA advises that the requirements of SA78B does not ensure external noise amenity and is normally not implemented for impacts from industrial noise sources.

Zone Objectives

The proposed objectives for this zone appear to be written so that the primary land use is high

density residential. From an *Environment Protection (Noise) Policy 2007* (Noise Policy) perspective, the EPA considers that the mixed used areas within this zone are secondary to the residential areas. Therefore, the following day and night indicative noise levels would apply under the Noise Policy to outdoor noise levels within the proposed zone.

Development Plan Zone	Noise Policy land use category	Day Indicative Noise Levels (INL)	Night INL
Urban Employment	Mixed use: General Industry, Commercial	64 dB(A)	55 dB(A)
Suburban Activity Node	Residential	58 dB(A)	50 dB(A)

As worst case noise level predictions are between 57-65 dB(A), external noise may be an issue especially for sensitive receivers fronting the noise source and is unlikely to meet the requirements of the Noise Policy as noted above. Therefore, if the rezoning is approved, the EPA recommends that a qualified acoustic engineer should be engaged to ensure that any future development within the zone is appropriately located, designed and constructed to protect potential residences from such worst case noise levels.

A section of the desired character statement in the DPA states that “office use may be appropriate on upper floors where they provide a buffer between active ground floor and residential activity”. As commercial activity is generally less sensitive to noise impacts, this should be reflected within the objectives for the proposed zone.

For further information on this matter, please contact Geoff Bradford on 8204 9821 or geoffrey.bradford@sa.gov.au.

Yours sincerely

Phil Hazell

**MANAGER PLANNING AND IMPACT ASSESSMENT
ENVIRONMENT PROTECTION AUTHORITY**

1 March 2021

APPENDIX B

City of Charles Sturt Council
Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment
Summary and Response to Agency Submissions

Summary and Response to Agency Submissions

Sub No.	Agency name/ Contact Person	Submission Summary	Comment	Council Response
12.	Rick Chenoweth Senior Policy Planner City of Prospect	<ul style="list-style-type: none"> <i>The City of Prospect does not have any comments to make in relation to this proposal.</i> 	Noted.	No change recommended to the draft DPA.
67.	Mandie Busby Real Estate Advisor SA Power Networks	<p><i>General comments provided:</i></p> <ul style="list-style-type: none"> <i>Any infill development will necessarily require a corresponding upgrade of the electricity distribution network.</i> <i>Prospective developers and those approving developments should give consideration to the current network capacity, the long lead times in meeting any increased load demand, and the requirement for developers to contribute towards augmentation of the upstream electricity network along with funding direct costs associated with extension/connection of electrical infrastructure specifically for their development.</i> 	<p>Noted</p> <p>Comments are generic in nature and relate more to the infrastructure requirements in undertaking individual development proposals for land. They do not have any direct implications for the DPA.</p>	No change recommended to the draft DPA.
68.	John Rushforth SA Housing Authority	<ul style="list-style-type: none"> <i>The SA Housing Authority strongly supports the proposed DPA and the application of the Affordable Housing Overlay.</i> <i>The proposed zoning changes will provide for a higher supply of affordable housing within a key growth area.</i> 	Support for the policy regime noted.	No change recommended to the draft DPA.
69.	Sally Jenkins Team Leader, DPA Planning Division Department of Development, Planning, Transport and Infrastructure (DPTI)	<p><i>General comments provided:</i></p> <ul style="list-style-type: none"> <i>DPTI confirms its interest in progressing further discussion on the prospective redirection of the Outer Harbor Greenway route from Pinda St to the Kilkenny Railway Station, through the land currently subject to the DPA, together with the potential to upgrade the station.</i> <i>In order to facilitate construction of the Outer Harbor Greenway route and any potential future changes to the railway station, land within the DPA, interfacing the railway station area should be protected as already provided for by Council.</i> 	<p>Noted</p> <p>Noted. The DPA supports the provision of the Greenway through the DCS, and the introduction of a Concept Plan, to further support protecting this land for this purpose.</p>	No change recommended to the draft DPA.

City of Charles Sturt Council
**Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment
 Summary and Response to Agency Submissions**

Sub No.	Agency name/ Contact Person	Submission Summary	Comment	Council Response
70.	De'Anne Smith Principal Planning Officer Department of Environment and Water (DEW)	<p><i>Provides several suggested amendments:</i></p> <ul style="list-style-type: none"> • <i>Based on the flood extent map (attached to submission) it can be seen that the main roads and adjacent areas at the North-West side of subject site appear to be affected by stormwater flooding.</i> • <i>The DPA, under Flooding and Stormwater Management, doesn't address the need for safe access for evacuation from the site in a flood event. The National Flood Management guidelines call for higher finished floor level requirements for vulnerable land uses than for standard residential development.</i> • <i>Recommendations within the DPA for managing stormwater peak flow rates based on pre-development and post-development should be carefully reviewed as flow from this development should not exacerbate flooding conditions of the adjacent areas.</i> • <i>The DPA is sound from a green infrastructure perspective (the provision of a high value public realm and public greenspace including public plazas and green streets).</i> • <i>In relation to the proposed public plaza, the proposed amendment includes a PDC promoting the plaza however it does not identify its function and it does not explicitly identify how development adjacent the plaza should address the space. DEW suggest the following amendments to the Desired Character and PDC 26 of the Suburban Activity Node Zone:</i> • <i>"A high amenity public realm, including public park at Seaton and public plaza at Kilkenny and a pleasant pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design."</i> • <i>"To promote a compact pedestrian-oriented development, building entrances will be oriented to the street, public park at Seaton and public plaza at Kilkenny, large parking areas will be minimised and on-site parking areas will be located behind buildings."</i> • <i>PDC 26: "At Kilkenny, development should facilitate the creation of include a public plaza within the existing road reserve adjacent to the northern rail station platform, Wilpena Terrace and Wilpena Street Reserve. The plaza should integrate with the rail station platform, Wilpena Street Reserve, the Outer Harbor Greenway, and wider pedestrian and cycling networks, provide a sense of arrival to the Precinct from the north, and otherwise contribute to the amenity, activation and surveillance of the public realm as per the Desired Character."</i> 	<p>Noted</p> <p>Noted, but existing Development Plan provisions (Hazards module) address this comment.</p> <p>Noted, but existing Development Plan provisions (Natural Resources module) address this comment.</p> <p>Noted</p> <p>Noted and agree. Suggested wording (below) supported.</p> <p>Agree with reference to public plaza.</p> <p>This is existing policy which is not being sought to be changed.</p> <p>Agree some additional wording can be provided to reinforce 'within the existing road reserve'. The additional suggestions are considered too lengthy to be incorporated in the Principle of development control.</p>	<p>Amendments to the Desired Character Statement and PDC 26, as suggested.</p>

City of Charles Sturt Council
**Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment
 Summary and Response to Agency Submissions**

Sub No.	Agency name/ Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> • <i>DEW encourages the developers and Council to utilise onsite reuse and infiltration opportunities to improve the local amenity, provide greening of the neighbourhood, reduce heat stress in the area, and improve water quality for stormwater leaving the site.</i> • <i>The development should aim to achieve the water quality and quantity targets set out in the State Government’s WSUD Guidelines (2013) - Water sensitive urban design (WSUD) – Creating more liveable and water sensitive cities in South Australia as the Council’s Development Plan doesn’t extend to targets for future development.</i> • <i>A green corridor, as proposed within the DPA, could also be utilised for stormwater treatment and passive water reuse to achieve the aims of the Torrens Road Catchment Stormwater Management Plan (2015).</i> • <i>DEW suggests that any development within the Affected Area should include the provision of new open green space to benefit both future residents and the local environment, with a focus on increasing tree canopy cover and combining green spaces with WSUD infrastructure. There is an opportunity to create new open green spaces and streetscapes to benefit the community and to contribute to the 20% increase in tree canopy cover target set out in the 30-Year Plan for Greater Adelaide.</i> 	<p>Noted, but existing Development Plan provisions (Natural Resources module) largely address this comment.</p> <p>Noted, but existing Development Plan provisions (Natural Resources module, especially the Water Sensitive Design sub-section) address this comment.</p> <p>Noted. The existing policies in the Natural Resources Module would support this and this could be dealt with as part of a development application for the site.</p> <p>Noted. This was also a strong position of the community and is therefore supported. There is now scope for the open space to be identified through a Concept Plan (with DPTI now confirming their acceptance of these).</p>	
71.	Matt Minagall Senior Manager, Customer Growth SA Water	<p><i>General comments provided:</i></p> <ul style="list-style-type: none"> • <i>SA Water Planning - The information contained in the DPA document regarding future re-zoning and land development will be incorporated in SA Water’s planning process.</i> • <i>Protection of Source Water - Development/s shall have no deleterious effects on the quality or quantity of source water, or the natural environments that rely on this water.</i> • <i>Provision of Infrastructure - All applications for connections needing an extension to SA Water’s water/wastewater networks will be assessed on their individual commercial merits. Where more than one development is involved, one option may be for SA Water to establish an augmentation charge for that area which will also be assessed on commercial merits.</i> • <i>Trade Waste Discharge Agreements - Any proposed industrial or commercial developments that are connected to SA Water’s wastewater infrastructure will be required to seek authorisation to permit the discharge of trade waste to the wastewater network.</i> 	<p>Noted</p> <p>Matters are covered addressed in the Development Plan.</p> <p>Noted, but comment relates more to the infrastructure requirements in undertaking individual development proposals for land. They do not have any direct implications for the draft DPA.</p> <p>Noted but comment relates relate more to the infrastructure requirements in undertaking individual development proposals for land. They do not have any direct implications for the draft DPA.</p>	No change recommended to the draft DPA.

City of Charles Sturt Council
**Kilkenny Mixed Use (Residential and Commercial) Draft Development Plan Amendment
 Summary and Response to Agency Submissions**

Sub No.	Agency name/ Contact Person	Submission Summary	Comment	Council Response
76.	James Cother Acting Manager, Planning and Impact Assessment Environment Protection Authority (EPA)	<p><i>General comments provided:</i></p> <ul style="list-style-type: none"> • <i>The EPA is satisfied that air quality issues and noise matters have been suitably addressed through the wording of the proposed Desired Character statement and the application of the Noise and Air Emissions Overlay.</i> • <i>The EPA is satisfied that site contamination issues have been suitably addressed through the wording of the proposed Desired Character statement.</i> • <i>The EPA is satisfied that stormwater quality has been suitably addressed through the wording of the proposed Desired Character statement (water sensitive urban design features integrated throughout the area).</i> 	Support for the proposed policy within the draft DPA noted.	No change recommended to the draft DPA.

APPENDIX C

Development Plan Amendment

By the Council

City of Charles Sturt

Kilkenny Mixed Use (Residential and Commercial) DPA (Privately Funded)

The Amendment

For Approval

April 2021

DRAFT

Amendment Instructions Table				
Name of Local Government Area: City of Charles Sturt				
Name of Development Plan Charles Sturt Council				
Name of DPA: Kilkenny Mixed Use (Residential and Commercial) DPA				
The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 14 January 2021.				
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.				
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				
Suburban Activity Node Zone				
1.	REPLACE	Entire zone with the content of Attachment A	N	N
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				
2.	INSERT	Against Suburban Activity Node listing – Maps ChSt/9 and ChSt/14	N	N
3.	INSERT	Against Affordable Housing listing – Map ChSt/14	N	N
4.	INSERT	Against Noise and Air Emissions listing – Map ChSt/14	N	N
Map(s)				
5.	REPLACE	<ul style="list-style-type: none"> Council Index Map Overlay Map ChSt/9 Affordable Housing Overlay Map ChSt/9 Development Constraints Overlay Map ChSt/9 Noise and Air Emissions Overlay Map ChSt/9 Zone Map Overlay Map ChSt/14 Development Constraints Overlay Map ChSt/14 Zone Map with the Contents of Attachment B	N	N
6.	INSERT	The contents of Attachment C: <ul style="list-style-type: none"> Overlay Map ChSt/14 Affordable Housing Overlay Map CgSt/14 Noise and Air Emissions 	N	N
7.	INSERT	The contents of Attachment D (new Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny)	N	N

Attachment A

Suburban Activity Node Zone

Black text = Core SA Planning Policy Library – Existing

Green text = Local Addition policy – Existing

~~Strike through text~~ = Text proposed to be deleted by this DPA

Red text = Local additional policy proposed as part of this DPA – during consultation

Purple text = Local additional policy proposed as part of this DPA – post consultation

DRAFT

Suburban Activity Node Zone

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

OBJECTIVES

- 1 A zone that includes a range of medium and high density residential development supported by a mix of compatible land uses.
- 2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.
- 3 The design and layout of development to encourage walking and cycling and promote public transport use.
- 4 A mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will be developed as a medium to high density residential node with integrated mixed use development and quality public open spaces around public transit stops. This node is set within a wider suburban context and offers a focus for community scale activity. It is designed to foster an area with a sense of identity and uniqueness.

Residential development, primarily in the form of row dwellings and residential flat buildings, is appropriate in the zone. Aged and student accommodation, serviced apartments and diverse housing forms that cater for a range of household types, ages and life cycle stages, which are adaptable, are also encouraged in the zone to take advantage of its proximity to nearby transport services and facilities.

To minimise the impacts on development in adjacent zones, the zone at Seaton will consist of a Core Area and Transition Area **as identified on [Concept Plan Map ChSt/30 – Suburban Activity Node Zone Seaton](#)**. At Kilkenny, net residential densities of up to 150 dwellings per hectare are appropriate within the area south of Pinda Terrace and east of Wilpena Terrace, with other locations limited to a net residential density of 70 dwellings per hectare, resulting in a net maximum yield of 300 dwellings.

The form, scale and mix of development will be at its greatest intensity in the Core Area **at Seaton with building heights of up to 4 storeys (16.5 metres) appropriate where located more centrally around the existing railway station. At Kilkenny, building heights of up to 4 storeys (16 metres) are appropriate south of Pinda Street and east of the extension of Arkaba Road, reducing to 2 – 3 storeys (8.5 metres – 12.5 metres) in other locations, with the exception of the Mundulla Street frontage at a maximum of 2 storeys (8.5 metres) with single storey form within the first 7 metres of the Mundulla Street frontage.**

Land uses located at street level will include a mix of residential, shop, office and tourist accommodation. Office uses may be appropriate on upper floors especially where they provide a buffer between more active ground floor and residential activity. The mix of uses will cater for the day to day needs of local residents and workers and will be at its greatest intensity closest to the public transit. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are desirable, particularly at ground level adjacent to Trimmer Parade and Tapleys Hill Road **at Seaton and David Terrace and Wilpena Terrace at Kilkenny.**

At Seaton, the Transition Area will act as a buffer between the Core Area and nearby lower density residential zones or lower intensity zones. Land uses in the Transition Area will be predominantly residential but may include other low impact uses such as offices and retail which address the frontage along Trimmer Parade. The density and intensity of development will be less than that of the Core Area but will be greater than neighbouring residential zones. Building heights of up to 3 storeys (12.5 metres) maybe appropriate within the Transition Area where located closest to Trimmer Parade to maximise its location to the railway station.

At Kilkenny, non-residential land uses are expected to be limited to the site fronting David Terrace and Wilpena Terrace and service the purpose of small scale retail and commercial uses that service the day-to-day needs of the local community and transit passengers.

Trimmer Parade at Seaton and all existing and new streets at Kilkenny will develop as a pedestrian friendly environment achieved by landscaping, surface treatments, street furniture and building design. Building setbacks along Trimmer Parade and the eastern side of Talpeys Hill Road at Seaton and the eastern side of David Terrace at Kilkenny are subject to road widening requirements and will also consider additional setback requirements to encourage street activation (eg outdoor dining) due to the narrow nature of the existing footpath. Building setbacks adjacent to the railway corridor will take into account the potential electrification of the railway line to address safety distance requirements, as well as the establishment of the Outer Harbour Greenway at Kilkenny.

Development is within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design. The building envelopes will contribute to the provision of a coherent public realm by framing the street space and, in particular, the physical and functional character of the road and transit stop. Buildings at the interface of the zone with lower intensity zones will create an appropriate transition of development scale and massing.

The range of setbacks provided in the zone will be critical in providing space between buildings and in front yards for landscaping to soften the hard edge of new built form.

As development intensifies, some overlooking, overshadowing and noise impacts may occur within the zone but this will be moderated through good design and noise attenuation techniques. Solar access may also be reduced. Any adverse impacts for adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and siting of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access.

There are a number of potential sources of air and/or noise emissions within and adjacent to the zone including Tapleys Hill Road, Trimmer Parade, the Grange railway line and a hotel at Seaton, as well as the Outer Harbor railway line, David Terrace, and the Glass plant and warehouse at Kilkenny. Development should be sited, and designed and constructed to mitigate these potential impacts and at Kilkenny, be designed and constructed to the relevant Sound Exposure Category Levels as identified within *Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny*.

To promote a compact pedestrian oriented development, building entrances will be oriented to the street, large parking areas will be minimised and on-site parking areas will be located behind buildings.

The function of Tapleys Hill Road, and Trimmer Parade and David Terrace as arterial roads will be protected by minimising access points. Access will be provided from secondary road frontages, rear access ways and serviced by internal roads where possible with provision for on-street car parking, with vehicle access points at Seaton limited to those identified on *Concept Plan Maps ChSt/30 – Suburban Activity Node Zone Seaton*.

Amalgamation of adjacent allotments or sharing of facilities including communal open space, parking areas and access ways is encouraged. At Kilkenny, coordinated redevelopment will facilitate the expansion of the MJ McInerny Reserve as shown on *Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny*

A high amenity public realm, public parks and public plaza (at Kilkenny) and a pleasant pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Side and internal streets will incorporate traffic calming and Water Sensitive Urban Design measures.

The street system will be highly connected to surrounding areas and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations (such as the train stations, shops, schools and local parks).

In Seaton, a local park will be provided for the purposes of community interaction and for local amenity. The location of public open space is desired to the north of Trimmer Parade with connections to the existing street/footpath network and adjacent to the proposed 'Greenway' along the railway corridor to provide surveillance and interaction with the existing suburb. The desired location of public open space is identified on *Concept Plan Map ChSt/30 – Suburban Activity Node Zone Seaton*.

Front fences will be minimised to ensure visual permeability and avoid large blank walls to encourage passive surveillance, active streetscapes and a visually interesting public realm.

At Kilkenny, a small portion of the zone is within the Historic Conservation Area, as identified within *Overlay Maps – Heritage*. Development within and directly abutting this part of the zone will have regard to the elements of historic character through the consideration of height, siting, design, use of materials and fencing of new buildings.

There are areas within the zone known to be affected by potentially contaminating activities. Offsite contamination may also exist on adjacent or nearby land, which may impact the use of the land within the zone. The extent of contamination in some areas is unknown. Development of these areas affected will not proceed unless appropriate investigations and remediation (where required) has been undertaken. This may include in some risk situations, either a Preliminary Site Investigation (PSI), detailed Site Investigation (DSI) or a Site Contamination Audit Report (SCAR) being prepared.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the area at the neighbourhood, site and building level. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways and greenways. ~~Front fences will be designed to ensure visual permeability and avoid large blank walls to encourage passive surveillance, active streetscapes and a visually interesting public realm. (other than a bulky goods outlet)~~

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- nursing home
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops, excluding a bulky goods outlet or a retail showroom
- supported accommodation

- tourist accommodation.
- 2 Non-residential land uses should have a local or neighbourhood focus to their scale of activity and intended market catchment.
 - 3 Development listed as non-complying is generally inappropriate.
 - 4 **At Seaton**, Core Areas, Transition Areas and other identified features should be developed in accordance with the relevant *Concept Plan Map ChSt/30 – Suburban Activity Node Zone Seaton*.
 - 5 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.
 - 6 At Seaton, Development should primarily take the form of:
 - (a) in Core Areas - residential flat buildings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor
 - (b) in Transition Areas - residential flat buildings, row dwellings, detached and semi-detached dwellings with supporting shops and community facilities.
 - 7 **At Kilkenny**, development should primarily take the form of
 - (a) residential development fronting Mundulla Street
 - (b) residential flat buildings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor along David Terrace and Wilpena Terrace
 - (c) residential flat buildings and row dwellings in the remainder of the zone.
 - 8 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should:
 - (a) have a local or neighbourhood focus to their scale of activity and intended market catchment
 - (b) encourage walking to local shopping, community services and other activities
 - (c) not detrimentally impact on the amenity of nearby residents.
 - 9 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.
 - 10 Shops or groups of shops (**other than a bulky goods outlet**) and offices should have the following maximum gross leasable areas:

Designated area	Maximum gross leasable areas (square metres)
Seaton	1000
Kilkenny	250 shops 1,000 offices

- 11 **At Seaton, within the Core Area, direct vehicle access from Trimmer Parade, and Tapleys Hill Road should be minimised and provided from secondary road frontages, rear access ways and internal roads,**

with vehicle access points limited to those identified on *Concept Plan Map ChSt/30 – Suburban Activity Node Zone Seaton*.

12 Development incorporating internal roads should be designed to provide on-street car parking.

Form and Character

13 Development should be consistent with the desired character for the zone.

14 Development should graduate from medium-rise in Core Areas to low-rise in Transition Areas, especially where the development site abuts the zone boundary.

15 Garage top apartments that share the allotment and services of the main dwelling should:

- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
- (b) front a street that provides rear access for vehicles
- (c) complement the existing dwelling or mixed use building.

16 At Seaton, in Core Areas:

- (a) the ground and first floor of buildings of 4 storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
- (b) a minimum of 50 per cent of the ground floor primary frontage of commercial-buildings-facing *Tapleys Hill Road or Trimmer Parade* should be visually permeable, transparent or clear glazed.

17 At Seaton, residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

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

18 At Kilkenny, residential development should achieve maximum net residential site density in accordance with the following:

Area of zone	Maximum net residential site density
South of Pinda Street and east of Wilpena Terrace	150 dwellings per hectare net
All other parts of the zone	70 dwellings per hectare net

19 Sensitive development, within the evaluation distance of an active *Environment Protection Act 1993* licenced activity should seek to mitigate impacts of noise and air quality, including odour from the licenced activity, through built form, landscaping, design and orientation.

20 At Kilkenny, Development should be sited, designed and constructed to address the relevant Sound Exposure Category as identified within *Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny*.

Building Envelopes

Building Height

- 21 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Seaton - Core Area	3 storeys (12.5metres)	4 storeys (16.5 metres)
Seaton - Transition Area	2 storeys (8.5 metres)	3 storeys and (12.5 metres)
Kilkenny – south of Pinda Street and east of the Arkaba Road extension	3 storeys (12.5 metres)	4 storeys (16.5 metres)
Kilkenny - within 7 metres of the Mundulla Street frontage		1 storey (4.5m)
Kilkenny – between 7 metres and 30 metres of the Mundulla Street frontage		2 storeys (8.5 metres)
Kilkenny – north of Pinda Street and west of Arkaba Road		2 storeys (8.5 metres)
Kilkenny – frontage to David Terrace		2 storeys (8.5 metres)
Kilkenny – all other locations (aside from Historic Conservation Area)		3 storeys (12.5 metres)
Historic Conservation Area		1 storey within 7 metres of the primary street frontage 2 storeys (8.5 metres) within 9.5 metres of the primary street frontage

Setbacks from the Primary Road Frontage

- 22 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Designated area	Minimum setback from the primary road frontage (metres)
Seaton - Core Area and Transition Area Kilkenny – all areas	No minimum along Tapleys Hill Road, Trimmer Parade, David Terrace or Wilpena Terrace No minimum along Trimmer Parade 3 metres elsewhere

Note: These setbacks are in addition to any setback requirements pursuant to the Metropolitan Adelaide Road Widening Plan.

Setbacks from Side Boundaries

23 Other than where located within, or in a location sharing a common boundary with, the Historic Conservation Area, buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Designated area	Minimum setback from side boundaries (where not on a street or different zone boundary)	Minimum setback from side boundaries on a zone boundary
Seaton - Core Area and Transition Area Kilkenny – all areas	Irrespective of height, no minimum on the boundary within 18 metres from the front property boundary. No minimum for the remaining length for the ground level only. More than 18 metres from the front property boundary, 1 st level and above (i.e. above ground level) should be setback 2 metres.	0.9 metres for single storey (3 metres in height) 2 metres for two storeys (8.5 metres in height) 3 metres for greater than two storeys

24 Within, or in a location sharing a common boundary with the Historic Conservation Area, buildings should be set back from side boundaries (other than where in the form of a common wall) in accordance with the following parameters:

- (a) 1.5 metres from a secondary road frontage
- (b) 1.5 metres for single storey (3 metres height)
- (c) 2.5 metres for two storeys (8.5 metres in height)

25 Unless abutting an existing building, walls (including attached structures) that have a wall height of greater than 4.5 metres, located on or within 2 metres of side allotment boundaries should provide attractive and interesting facades utilising techniques and combinations such as the following:

- (a) including recessed sections of wall
- (b) continuing some façade detailing
- (c) integrating use of different building materials and finishes
- (d) including green landscaped walls / gardens
- (e) including public art, including murals.

Other Setbacks

- 26 Buildings (excluding verandahs, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage (other than within the Historic Conservation Area)	0.9
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate maneuverability for vehicles
Minimum setback from the rear allotment boundary	5
Minimum setback from the rear boundary that is common with the boundary of the Historic Conservation Area for buildings in excess of 2 storeys	5 for buildings up to two storeys (6m wall height) 10 metres for buildings over 2 storeys

Design and Appearance

- 27 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in:
- (a) *Concept Plan Map ChSt/30 – Suburban Activity Node Zone Seaton*; and
 - (b) *Concept Plan Map ChSt/32 - Suburban Activity Node Zone Kilkenny*.
- 28 At Kilkenny, development should facilitate:
- (a) the expansion of MJ McInerney Reserve as shown within Concept Plan Map ChSt/32 – Suburban Activity Node Zone Kilkenny; and
 - (b) the creation of a public plaza within the existing road reserve adjacent to the northern rail station platform, Wilpena Terrace and Wilpena Reserve to integrate with the rail station platform, outer Harbour Greenway and wider pedestrian and cycling networks.
- 29 Development at Kilkenny should be setback from the rail corridor to allow for the creation of the Outer Harbour Greenway.
- 30 Development at Kilkenny should be sited and designed to provide for pedestrian connections to:
- (a) Arkaba Road from the southern end of the Kilkenny train station platform
 - (b) MJ McInerney Reserve.
- 31 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Land Division

- 32 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

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

In addition, **other than land with frontage to Mundulla Street at Kilkenny**, the following forms of development are designated as complying subject to the conditions contained in [Table ChSt/2A – Off-street Vehicle Parking Requirements for Designated Areas](#):

- (a) change in the use of land from residential to office on the ground or first floor of a building
- (b) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

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

Form of development	Exceptions
Bulky goods outlet	
Hotel at Seaton	Except for alterations and additions to an existing hotel.
Industry	
Fuel depot	
Public service depot	
Road transport terminal	
Service trade premises	Except for alterations and additions to an existing service trade premises.
Store	
Transport depot	
Warehouse	
Waste reception storage treatment or disposal	

Public Notification

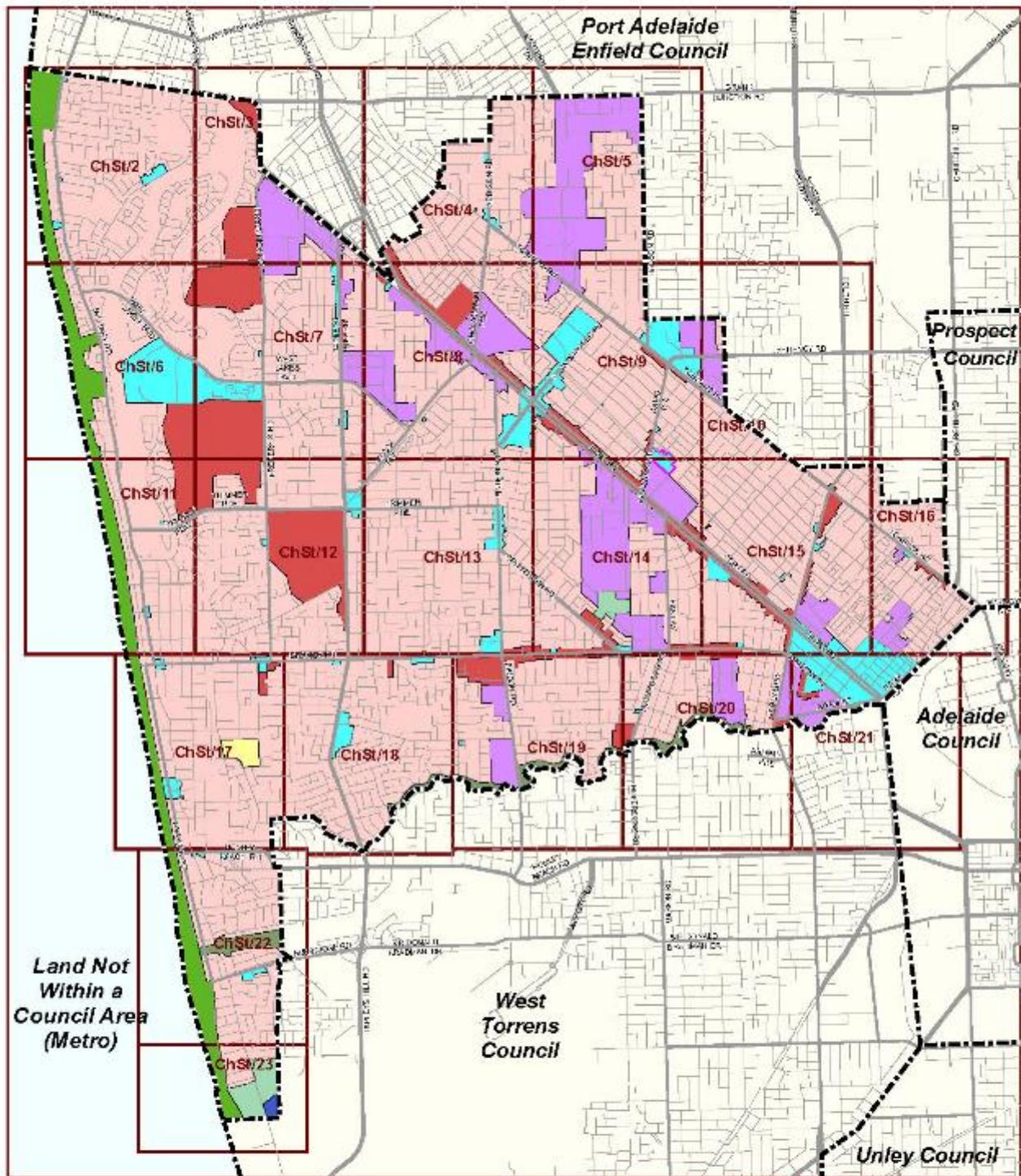
Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
Advertisement Aged persons accommodation All forms of development that are ancillary and in association with residential development Community centre Consulting room Dwelling Dependent accommodation Educational establishment Hall Nursing home Office Pre-school Primary school Residential flat building Retirement village Shop or group of shops Supported accommodation Tourist accommodation	All forms of development not listed as Category 1

Attachment B

DRAFT

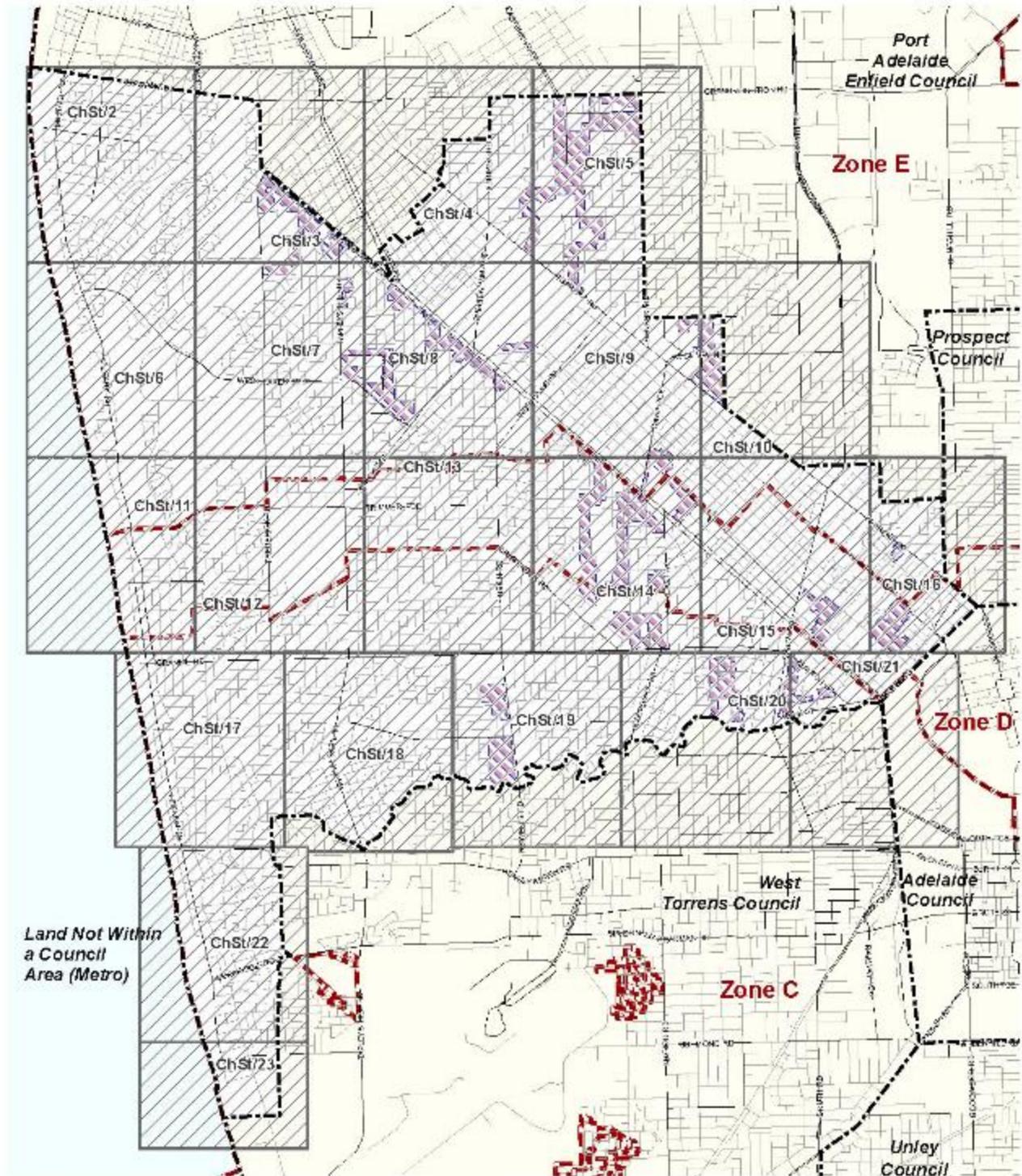


For the purposes of the Development Plan, unless otherwise clearly indicated, the competitive and/or not boundaries depicted on or referred to by Maps ChSt/1 to Map ChSt/23 inclusive shall be read as conforming in all respects to the case they require at the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said competitive and/or not boundaries are shown or otherwise indicated.



Council Index Map

CHARLES STURT COUNCIL
Version A - 8 June 2019



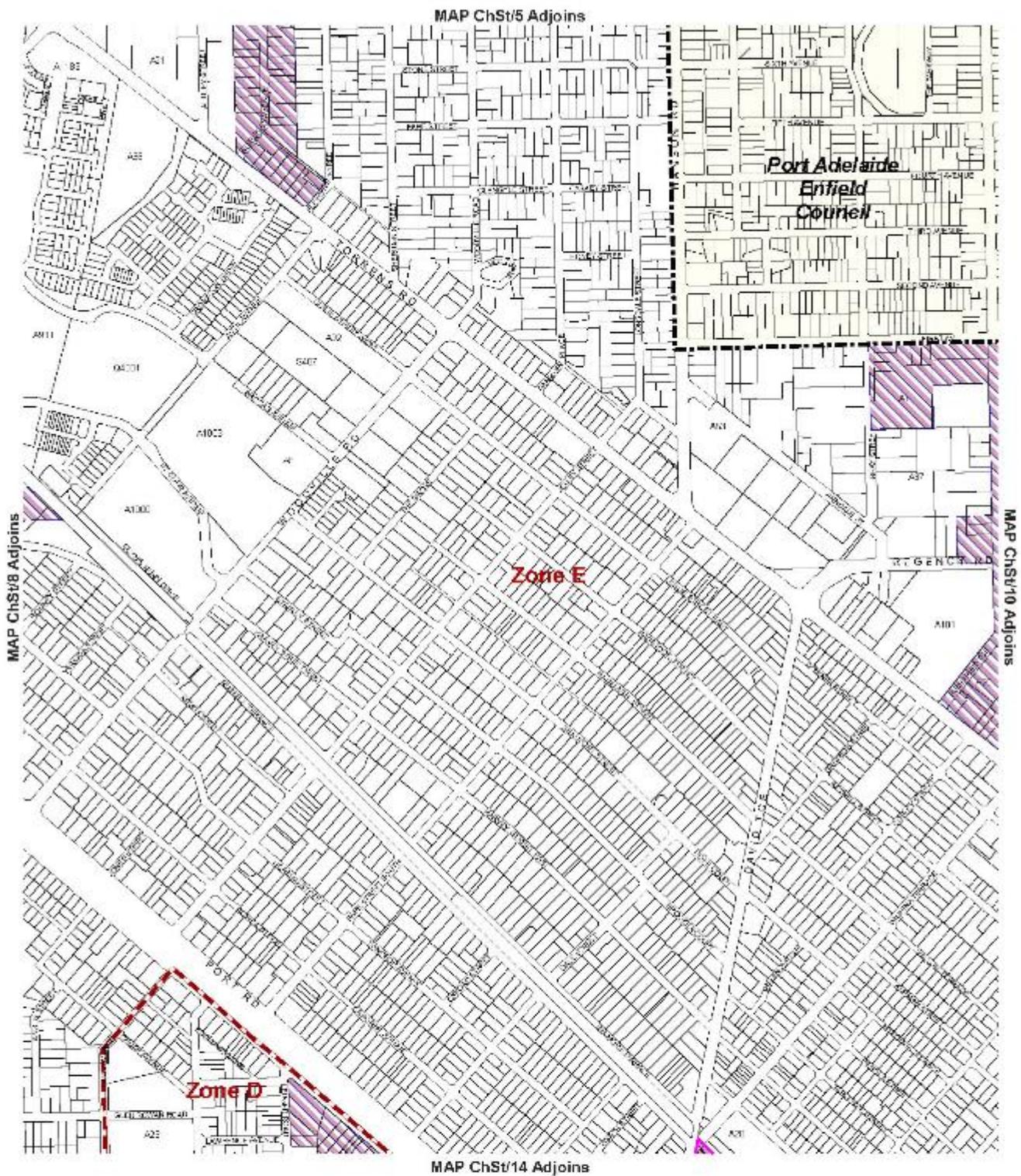
Airport Building Heights
 4 - 14m All Structures restricted to height identified on maps
 (above existing ground level, measured from the top of the nearest roadside curb)
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level



- Airport Building Heights
- Industry Interface Area
- Development Plan Boundary

Overlay Map ChSt/1 DEVELOPMENT CONSTRAINTS

CHARLES STURT COUNCIL
 Version A - 8 June 2019



Airport Building Heights
 Zone D All Structures Exceeding 45 metres above existing ground level
 Zone E All Structures Exceeding 100 metres above existing ground level



- Airport Building Heights
- Industry Interface Area
- Development Plan Boundary

Overlay Map ChSt/9 DEVELOPMENT CONSTRAINTS

CHARLES STURT COUNCIL
Version A - 8 June 2019



Port Adelaide
Enfield Council

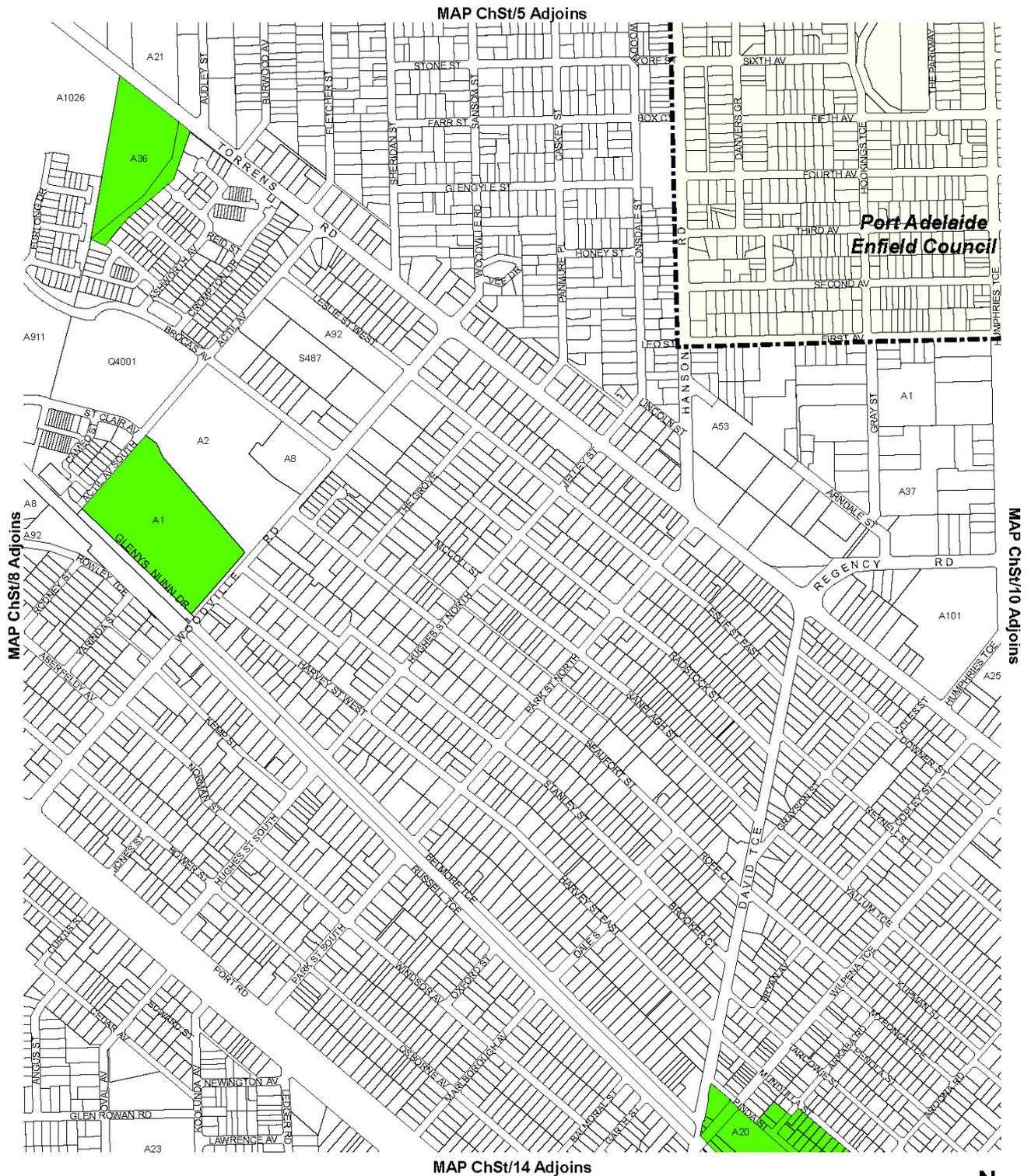


- Designated Road: type A road
- Train Line
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map ChSt/9

NOISE AND AIR EMISSIONS

CHARLES STURT COUNCIL
Version B - 8 February 2021



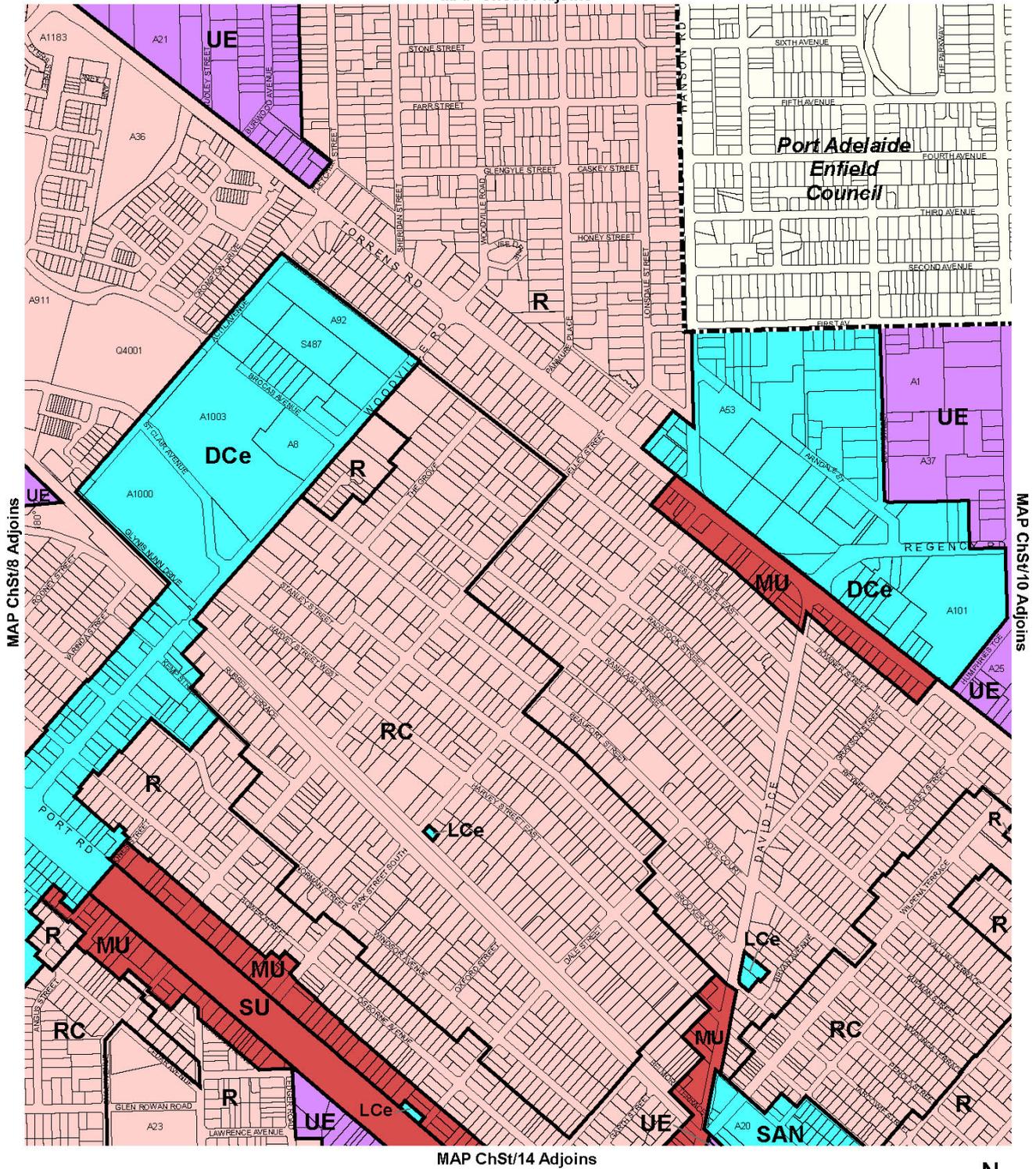
Overlay Map ChSt/9

AFFORDABLE HOUSING

CHARLES STURT COUNCIL
Version B - 8 February 2021

- Affordable Housing Designated Area
- Development Plan Boundary

MAP ChSt/5 Adjoins



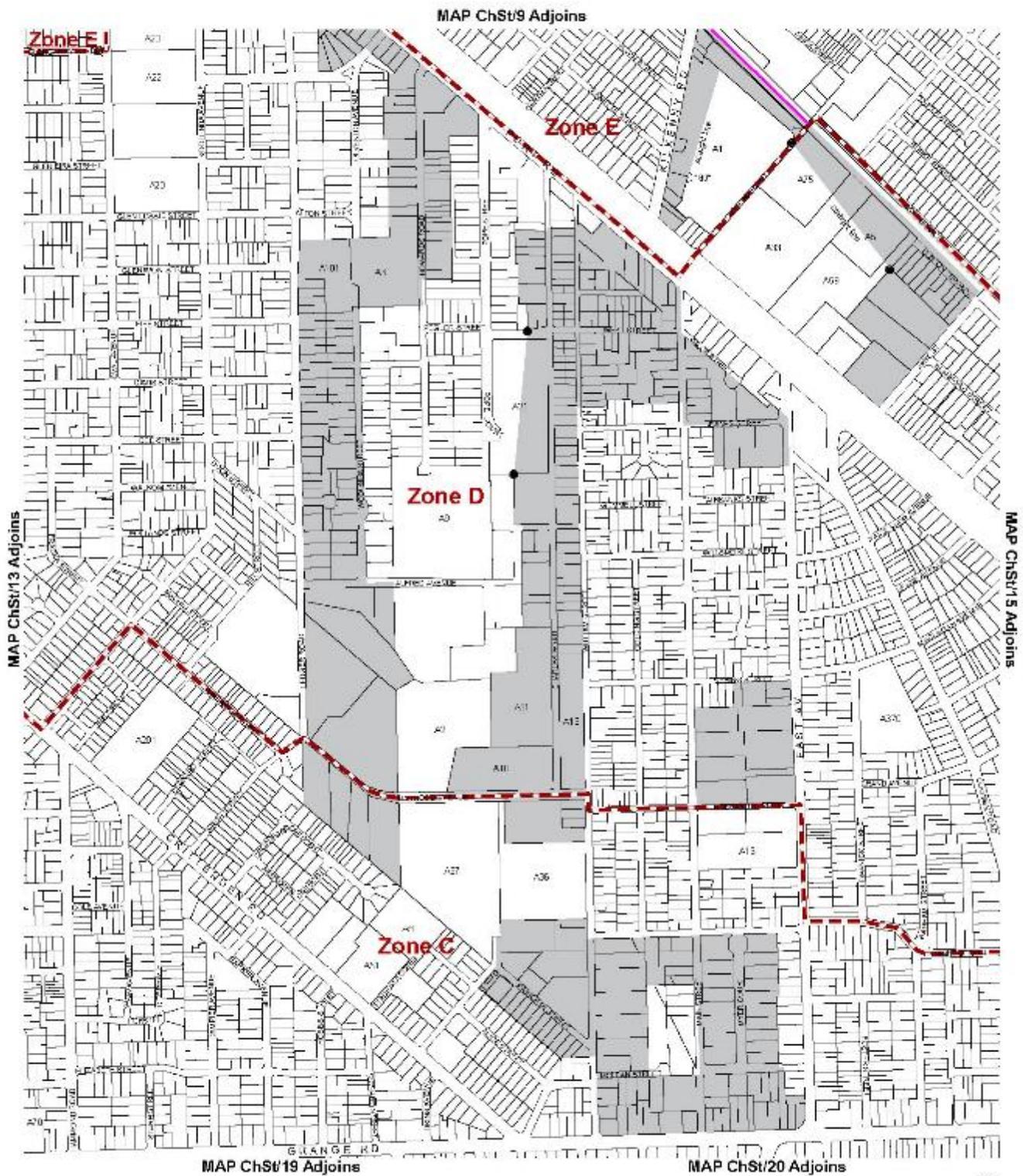
Lamberts Conformal Conic Projection, GDA94

Zones

- SAN Suburban Activity Node
- DCe District Centre
- LCe Local Centre
- MU Mixed Use
- R Residential
- RC Residential Character
- SU Special Use
- UE Urban Employment
- Zone Boundary
- Development Plan Boundary

Zone Map ChSt/9

CHARLES STURT COUNCIL
Version B - 8 February 2021



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

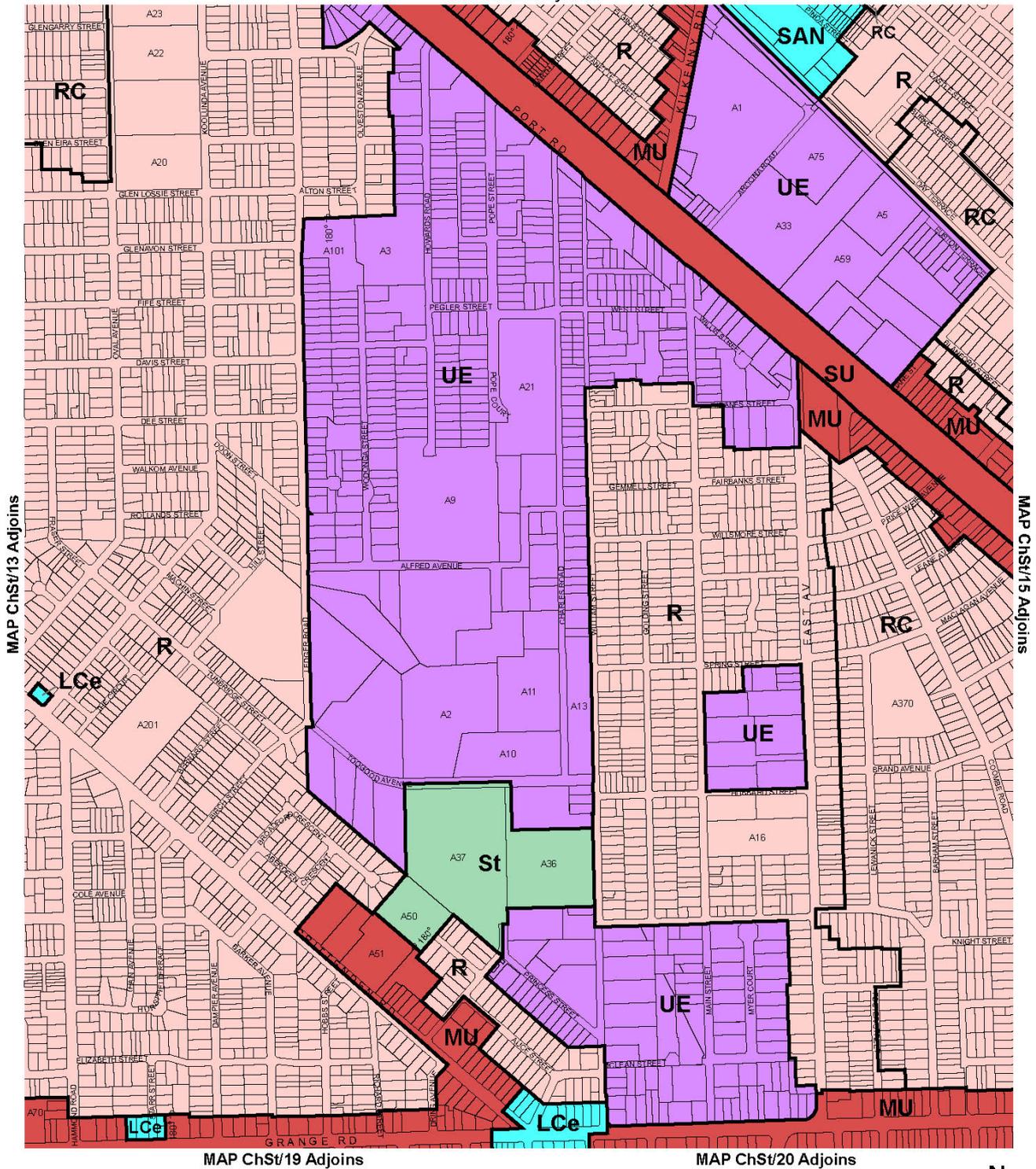
 Airport Building Heights
 Industry Interface Area

Overlay Map ChSt/14

DEVELOPMENT CONSTRAINTS

CHARLES STURT COUNCIL
 Version A - 8 June 2019

MAP ChSt/9 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Zones**
- SAN Suburban Activity Node
 - LCe Local Centre
 - MU Mixed Use
 - R Residential
 - RC Residential Character
 - SU Special Use
 - St Stadium
 - UE Urban Employment
 - Zone Boundary

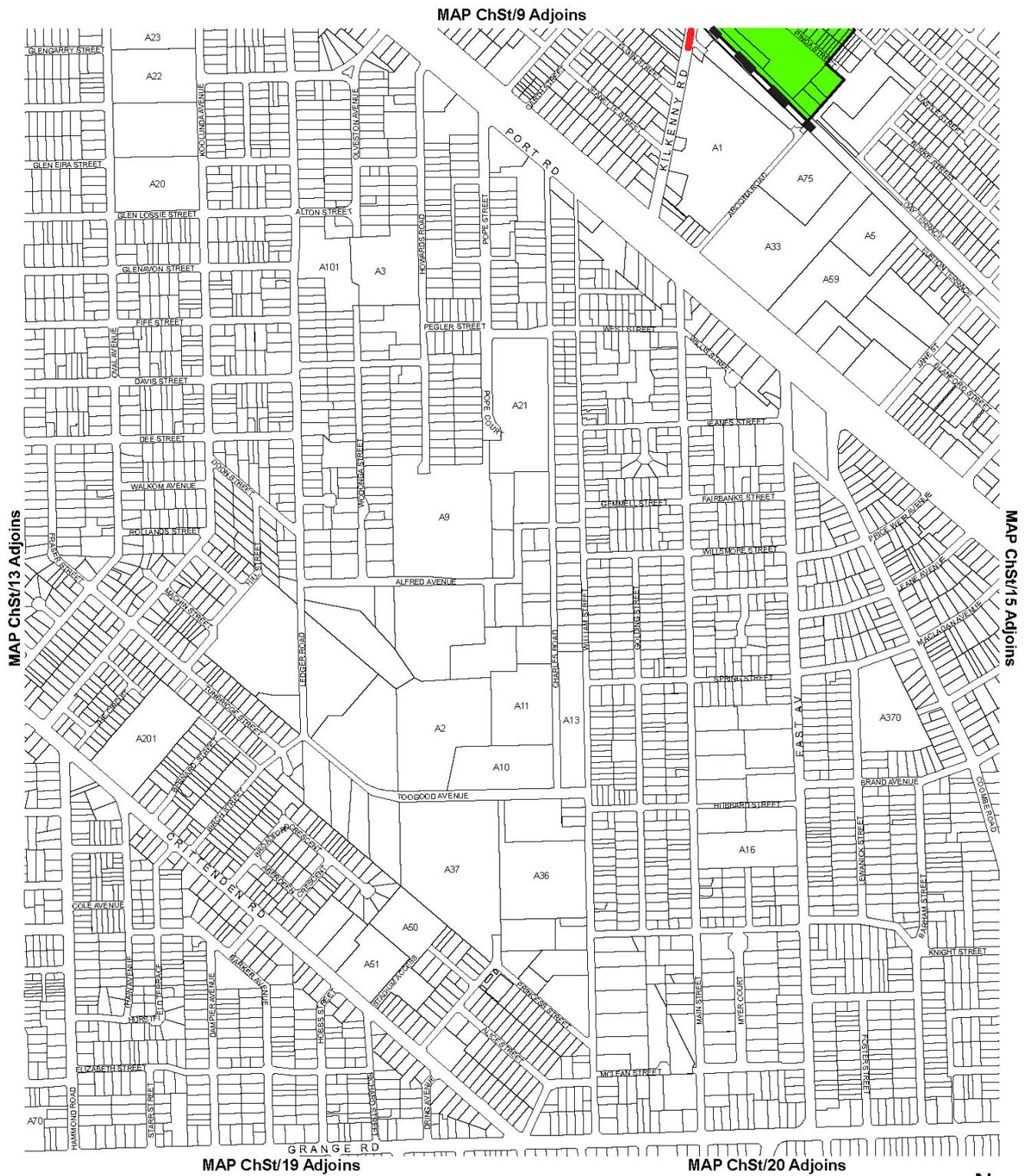


Zone Map ChSt/14

CHARLES STURT COUNCIL
Version B - 8 February 2021

Attachment C

DRAFT



- Designated Road: type A road
- Train Line
- Noise and Air Emissions Designated Area

Overlay Map ChSt/14

NOISE AND AIR EMISSIONS

CHARLES STURT COUNCIL
Version B - 8 February 2021

Attachment D

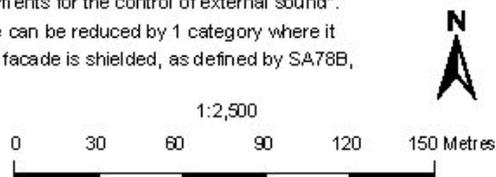
DRAFT



- Activated Frontage
- Future Public Plaza
- Future Retail / Commercial
- Future Public Open Space
- Existing Public Reserve
- Kilkenny Railway Station
- Local Heritage Place
- Railway
- Vehicular Access
- Pedestrian / Cycle Linkage
- Concept Plan Boundary

- Acoustic level - SEC 4
- Acoustic level - SEC 3
- Acoustic level - SEC 2
- Acoustic level - SEC 1
- Private and communal open spaces shielded from noise source.

Sound Exposure Category (SEC) levels based on "Minister's Code SA78B - Construction requirements for the control of external sound". The SEC on a building facade can be reduced by 1 category where it can be demonstrated that the facade is shielded, as defined by SA78B, from the noise source.



Concept Plan Map ChSt/32

SUBURBAN ACTIVITY NODE ZONE

KILKENNY

CITY OF CHARLES STURT COUNCIL
Version C - 05 February 2021

APPENDIX D

72 Woodville Road, Woodville
South Australia 5011
PO Box 1, Woodville SA 5011

T 08 8408 1111
F 08 8408 1122
charlessturt.sa.gov.au



April 2021

The Hon. Vickie Chapman
Minister for Planning and Local Government
C/- Executive Director, Planning and Land Use Services
Attorney –General’s Department
GPO Box 1815
ADELAIDE SA 5001

Dear Minister

**RE: Charles Sturt Council –Kilkenny Mixed Use (Residential and Commercial)
Development Plan Amendment for Approval**

Pursuant to section 25(13) of the *Development Act 1993* or regulation 8(5)(b) of the *Planning, Development and Infrastructure (Transitional Provisions) Regulations 2017*, we are pleased to submit the DPA for your approval.

The DPA was adopted by Council on ## April 2021. The following information is provided in the approval package:

- The Amendment
- Summary of Consultation and Proposed Amendments (SCPA) Report
- Summary and responses to agency submissions
- A hard copy of all written public and agency submissions
- A hard copy of the amendment instructions in track changes showing the changes made in response to consultations.

It is acknowledged that should the DPA be authorised the policy will need to be transitioned into the current Planning and Design Code (Code).

Following the consultation process on the DPA, a number of policy amendments have been included to ensure that any adverse impacts are minimised and/or mitigated (eg reduced density, height limits, environmental considerations regarding potential noise impacts).

A significant issue in particular relates to the concerns on the operations of a licensed activity (Visy Glass). Concerns were raised through the consultation process on its future operations with potential dwellings to be developed on land north of the railway line. The EPA through the course of the draft DPA process has supported the draft zone and the proposed policies to assist with mitigating this issue. The policies contained in the DPA are therefore important to address potential noise related issues in the assessment of future development proposals.

Should the DPA be authorised the transition of its policies need to be appropriately transitioned into the Code. The recommendations include:

- For the land fronting David Terrace and adjacent to Wilpena Street a transition to the Suburban Business Zone under the Code.

- the zone contemplates commercial type land uses with potential for residential
- desires two storey building height
- provide for inclusion of a concept plan
- identified as being for commercial purposes on the draft Concept Plan.
- Remainder of the draft DPA affected area a transition to the Housing Diversity Neighbourhood Zone.
 - desires medium density residential development and provides for non-residential uses more broadly – small-scale
 - importantly, the ability to set local policy on minimum allotment sizes (through TNVs) to reflect the desired density sought in the draft DPA to address the concerns raised through the submissions in particular traffic movements through the local road network
 - ability to set local policy on minimum building heights (through TNVs) to address the desired building heights proposed in the draft DPA
 - provides for inclusion of a concept plan as proposed in the draft DPA to reflect specific policy such as the sound exposure categories, desired vehicle/pedestrian/cycle linkages, the desired location of the Greenway and future public open space
 - The inclusion of policy to address interface for development of 3 storeys or more in the Housing Diversity Neighbourhood Zone needs to be considered as it currently lacks policy which is included in other zones such as the Urban Neighbourhood Zone to address building massing adjacent to other residential zones.
- Transition the proposed Noise and Air Emissions and Affordable Housing Overlays as proposed in the DPA.

The following are also key policies from the DPA that need to be transitioned into the Code and existing policy within the Code that should also be included. The EPA through the course of the draft DPA process has supported the draft DPA and the proposed policies to assist with mitigating this issue:

- The inclusion of the sound exposure categories in the draft Concept Plan requires transition into the Code. The EPA has provided advice during the draft DPA process supporting the inclusion of the predicted sound exposure categories within the concept plan. This will allow developers and the relevant authority to easily refer to the requirements and ensure that any residential use closer to noise sources have the requirements of *SA78B Construction requirements for the control of external sound* applied.
- Inclusion of the Code's Interface Management Overlay over the DPA affected area to address the DPA policy seeking sensitive receivers are carefully sited and designed to mitigate adverse impacts of hazards, noise, dust, odour, light spill or other emissions from existing legally operating land uses through design techniques. The inclusion of this Overlay will complement the sound exposure categories proposed in the Concept Plan.

72 Woodville Road, Woodville
South Australia 5011
PO Box 1, Woodville SA 5011

T 08 8408 1111
F 08 8408 1122
charlessturt.sa.gov.au



Council staff will be happy to liaise further with your Department on the transition of the DPA's policy in the Code.

Should you have any queries regarding this matter please contact Jim Gronthos, Senior Policy Planner on 8408 1265.

Yours faithfully

Paul Sutton
Chief Executive Officer

DRAFT

4.07 FEES AND CHARGES (FACILITIES HIRE) REGISTER MODIFICATIONS

TO: Council

FROM: Coordinator Community Development - Jo Menadue

DATE: 19 April 2021

Brief

There are currently several portfolios across the organisation that manage facility bookings using different processes, systems and fees as outlined within the current 2020/21 Fee's and Charges Register. The City of Charles Sturt has recently partnered with SpacetoCo (a venue management web platform) to connect community members with our available community spaces, halls and reserves for hire. This new approach allows Council to truly focus on the customer experience associated with this hire process, whilst reorienting staff to be proactive, rather than reactive to requests for hire, by implementing a user friendly software solution and reinventing our current processes. The purpose of this report is to seek endorsement of the recommended changes to Council's Fee's and Charges Register associated with the hire of community spaces, halls and reserves, to be effective from 1 July 2021.

Recommendation

1. That the report be received and noted.
2. That the updated fees and charges associated with the hiring of Council's community spaces, halls and reserves, as detailed in Appendix A, be endorsed to apply to the 2021/22 Fee's and Charges Register.

Status

This report relates to or impacts upon the following Community Plan Objectives 2020-2027.

Our Community - A strong and connected community

In our City no one gets left behind; everyone has access to quality resources, services, programs, information and social infrastructure to fully participate in their community.

Our Liveability - A liveable City of great places

Support diverse events and experiences that bring people together and contribute to the history, culture and vitality of our neighbourhoods.

Our Leadership - A leading & transformational Local Government organisation

We provide excellence in customer experience by ensuring our customers are at the heart of everything we do.

Relevant Council policies are:

Nil.

Relevant statutory provisions are:

Local Government Act 1999

Background

There are currently several portfolios across the organisation that handle customer enquiries and bookings associated with the hiring of council's facilities, utilising different processes and systems. These facilities include Council's community halls, rooms within community centres and libraries and reserves, where the hire is in accordance with the applicable Community Land Management Plan. The processes applied to the hiring of these facilities are not consistent and require a significant amount of manual administration by staff, thus creating an inconsistent experience for customers. Additionally, the current approach does not allow customers to book a space, view availability, or view hire fees independently (ie self-service), but rather requires them to contact a staff member during business hours to enquire and book facilities.

An annual operating project was endorsed by Council for the 2020/21 year to implement a software solution to enhance the hiring of council spaces and to provide a solution that would enable customers to utilise Council's website to view available facilities in real time and book a space in a time and location convenient to them (ie 24/7 functionality).

Recently SpacetoCo was the successful vendor selected via a tender process.

During the implementation of this new platform, it has been identified that there are currently inconsistent fees being applied for similar or the same spaces across Council and that the current fee structure is difficult to understand and interpret by our customers. This has created an opportunity to review this approach to truly have a lens on the experience of our customers whilst deploying this new platform. As a result, staff from the Community Connections and Public Health and Safety Portfolios have come together to develop one consistent fee schedule (**Appendix A**), for the hiring of these community facilities. In order to complete the build of the SpacetoCo platform and have this ready to go live for the 1 July 2021, the current 2020/21 Fee's and Charges Register (**Appendix B**), is required to be updated to reflect the new hourly rates that would apply to the hire of these facilities from 1 July 2021.

Report

There are approximately 40 spaces that can be hired across Council's community centres, libraries and community halls. Additionally there are a number of community reserves that can be hired by the public to host events in accordance with the respective endorsed Community Land Management Plans.

Historically, customers have been required to engage with staff across multiple portfolios when hiring facilities through various communication means, including emails and telephone. To date there has been no functionality that has provided our customers with the ability to view availability, book spaces or make enquiries via Council's website, or to make amendments to bookings without direct contact with council staff during business hours. The SpacetoCo platform allows customers to self-serve via Council's website and the SpacetoCo website with ease.

Staff across the organisation currently use different systems to record bookings and receive payments. The SpacetoCo software will be an all inclusive platform that will allow the customer to book a facility, see its availability in real time and will be able to accept payments from the customer at the time of booking. This will deliver an enhanced experience for our customers, improved security of credit card information and an improvement to the efficiency and effectiveness of the current booking process.

The new fee schedule, proposed in **Appendix A**, will replace the individual Council Halls Fee's and Council Community Centres fee's within the current 2020/21 Fee's and Charges Register (**Appendix B**), with one consolidated Council Community Centres, Community Halls and Reserves fee schedule.

The proposed new fee structure, whilst aligning with the SpacetoCo configuration requirements, will streamline Council's fees and charges and therefore provide increased clarity for our customers. It

is recommended that an hourly rate will be applied to the facilities listed below, defined by the type and size of the space:

	Community Halls	Large Function spaces	Multi-purpose spaces	Small meeting spaces
Casual and Business Hire	\$40/hour	\$40/hour	\$20/hour	\$10/hour
Regular Hire - Not for profit organisations	\$20/hour	\$20/hour	\$10/hour	\$5/hour
Regular Hire - Community Groups	\$20/hour	\$10/hour	\$10/hour	\$5/hour

The following 'Event Function Rate' will be applied to events occurring during the hours of 5pm Friday to midnight Sundays. There will be a discount applied to the hourly rate for not-for-profit and community groups of 50% as per the table below:

	Large Community Function spaces & Community Halls	Multi-purpose spaces
Event/Function rate (minimum booking time 3 hours)	\$60/hour	\$30/hour
Event/Function rate for Not for profit and Community Groups (minimum booking time 3 hours)	\$30/hour	\$15/hour

The minimum time limit will be changing from a half day rate (or minimum of a 5 hour booking) to become an hourly rate. A standard minimum 3 hours booking time will apply in Community Halls and for Community Centre Spaces. This will allow more users to access the facilities on the same day whilst saving the hirer an added expense for hours that may not have been required under the current fee structure.

Bonds required when booking a Community Hall or Community Space will now fall into two categories, being a \$500 standard bond fee (no bond will be charged when Community Centres are staffed) and \$1,500 for higher risk activities; replacing the old fee structure that defined bonds based on event type. Examples of higher risk activities include, but are not limited to, 18th and 21st birthday parties. Special considerations may be taken into account and remain at the discretion of delegated staff to amend the bond fee payable. Reserve bonds will now become \$250 for 51-250 attendees and \$1,000 for 250 or more attendees.

Event Type	Reserve Fee
Private Event <50 attendees	\$0/hour
Private Event 51-250 attendees	\$30/hour

Private Event >250 attendees	\$60/hour
Not for Profit/Charitable Event* (51 to 250 attendees)	\$15/hour
Not for Profit/Charitable Event* (250 or more attendees)	\$30/hour

It is anticipated that the booking system will go live at the end of May. Endorsement of the proposed fees and charges prior to July, will enable the project to build in the proposed rates into SpacetoCo. This will allow the community to book spaces online in advance from 1 July 2021 under the new fee structure. All bookings in May and June will use the existing fees and charges and be managed by current processes. As invoices will be managed online within SpacetoCo in the new financial year, this will allow for a smooth transition internally, and for our new and existing customers.

Financial and Resource Implications

The proposed fees and changes for community halls, spaces and reserves will take effect from 1 July 2021.

Customer Service and Community Implications

The implementation of the SpacetoCo platform with a streamlined easy to understand fee structure will significantly enhance the experience we provide to our customers with respect to the hiring of Council's community spaces, halls and reserves.

Environmental Implications

There are no environmental implications.

Community Engagement/Consultation (including with community, Council members and staff)

There is no requirement for community engagement or consultation.

Risk Management/Legislative Implications

The endorsement of Council's Fees and Charges Register is a statutory requirement of the Local Government Act.

Conclusion

The new system and new fee schedule will enable customers to book council facilities 24 hours a day and will potentially increase the usage rate of some spaces which have remained under-utilised for many years. Additionally, some community centre spaces that have been in high demand could be offered alternative space in a community hall at the same rate, which could free up some demand on community centres and provide alternative homes for community groups.

Appendices

#	Attachment
1	Appendix A - Final Fees and Charges changes 2021-22 combined Community Halls, Community Spaces and Reserve Hire
2	Appendix B - Fees-and-Charges-Register-2020-2021

APPENDIX A

Council Community Centres (staffed), Libraries & Community Halls (unstaffed)

All fees listed in this section apply to the following Community Centres, Libraries and Community Halls:

Community Spaces	Address
19 on Green Community Centre	19 Green Street, Brompton SA 5007
Bower Cottages Community Centre	200 Bower Road, Semaphore Park SA 5019
Cheltenham Community Centre	62 Stroud Street North, Cheltenham SA 5014
Findon Community Centre	222 Findon Road, Findon SA 5010
Henley and Grange Community Centre	196A Military Road, Henley Beach SA 5022
West Lakes Community Centre	Cnr Brebner Drive and West Lakes Boulevard, West Lakes SA 5021
Seaton North Neighbourhood Centre	16 Cairns Avenue, Seaton SA 5023
Findon Library	Cnr Findon Rd and Grange Rd Findon
Henley Library	378 Seaview Road Henley Beach
Community Halls	Address
Flinders Park Community Hall	67 Grange Road Beverley
Kilkenny Community Hall	27A Wilpena Terrace Kilkenny
Woodville North Community Hall	Sparrow Reserve at Thirteenth Avenue Woodville North
Henley Town Hall	196A Military Road Henley Beach

Priority for bookings at Community Centres is for not for profit and community groups who provide a wider community benefit, are inclusive and whose activities are aligned to the priorities of Council's Community Plan.

Definitions - for the purpose of fees and charges

- Casual Hire - one off or infrequent use.
- Regular hire – a series of bookings that occur on a regular basis for the same purpose. e.g. a weekly, fortnightly or monthly booking.
- Business Hire – an activity undertaken to produce and/or sell goods and services for profit.
- Function or event hire – an official ceremony or social occasion to be applied during the period of 5pm Friday to 11:59pm Sunday and Public Holidays.

Casual and regular hire for Community Spaces and Community Halls - All prices are GST Inclusive

	Community Halls	Large Community Function Space	Multipurpose Community Space	Small community Space
Casual and Business Hire	\$40/hour	\$40/hour	\$20/hour	\$10/hour
Regular Hire* - Not for profit organisations	\$20/hour	\$20/hour	\$10/hour	\$5/hour
Regular Hire* - Community Groups	\$20/hour	\$10/hour	\$10/hour	\$5/hour
	<p>Community Spaces</p> <p>*Regular hire rate is only available to Not for Profit and Community Groups who can demonstrate;</p> <ul style="list-style-type: none"> • Non for-profit organisations will be required to provide proof of incorporation and status; • current insurances (relevant public and/or product liability insurance certificate of currency) are essential for Not for Profits and Community Groups based on risk assessment criteria; • services provided demonstrate a wider local community benefit; • do not duplicate existing services/activities; • are aligned to the Community Centres community development principles; • activities are affordable and aligned to the priorities of Council's Community Plan. 			
	<p>Casual, business and regular room hire subsidies</p> <p>Organisations or groups who demonstrate they require additional support during the organisations establishment or for extenuating circumstances may apply for a subsidy for a Community Space. The Manager Community Connections or Coordinator Community Development will assess applications and determine subsidies. Subsidies will only apply to regular room hire. Additional events will attract a fee, as per the Fees and Charges Register.</p>			

Event/Functions Rate for Community Spaces and Community Halls - All prices are GST Inclusive

Applies to events/functions held from Friday 5pm until midnight Sunday night and on public holidays

	Large Community Function spaces & Community Halls	Multipurpose spaces
Event/Function rate (minimum booking time 3 hours)	\$60/hour	\$30/hour
Event/Function rate for Not for profit (minimum booking time 3 hours)	\$30/hour	\$15/hour
<p>Event/Function Subsidies – Hire Fees Only</p> <p>Not for profit and Community Groups receive a 50% subsidy of the event/function rate (hire fee only) if they demonstrate;</p> <ul style="list-style-type: none"> • proof of incorporation and status required (not for profit); • services provided demonstrate a wider local community benefit; • are aligned to the Community Centres community development principles; • activities are affordable and aligned to the priorities of Council's Community Plan. 		

Bonds

Bonds will be applied to all casual bookings at community halls and during non-staffed hours at community spaces.

\$500 Standard Bond

\$1500 Bond will be applicable to higher risk activity bookings.

The Manager Community Connections, Manager Public Health and Safety, the Coordinator Community Development and the Team Leader Community Safety have the right to vary the bond depending on the function.

Security is at the discretion of the Community Development Officer or Team Leader Community Safety and is the responsibility of the hirer.

Additional fees will be deducted from the bond:

- Council will recover the full amount associated with any damages incurred.
- Council will recover the full amount associated with cleaning costs incurred.
- Council will recover the full amount associated with security costs incurred.
- Council will recover the full amount of costs associated with replacing a lost key or swipe card.

A non-refundable 2.5% Guest Booking Fee is included in the final price for all casual bookings and is calculated on the maximum final value of the booking.

Community Centre Council initiated and funded program fees

Participants in council initiated and funded programs and services will attract a user charge per session or service.

Council initiated group programs	\$2 per session Additional fees can apply for course facilitator and/or course materials.
----------------------------------	--

Reserve Hire

Event Type	Reserve Fee	Bond Applicable
Private Event (under 50 attendees)	\$0/ hour	Not applicable
Private Event (51 to 250 attendees)	\$30/hour	\$250
Private Event (250 or more attendees)	\$60/hour	\$1000
Not for Profit/Charitable Event* (51 to 250 attendees)	\$15/hour	\$250
Not for Profit/Charitable Event* (250 or more attendees)	\$30/hour	\$1000

A non-refundable 2.5% Guest Booking Fee is included in the final price for all casual bookings and is calculated on the maximum final value of the booking.

*To receive the 50% subsidy for a Recognised Charity / Not for Profit Organisation the Event Organiser may be requested to provide documentation from the Australian Taxation Office of this status.

Additional Fee's	Rate
Irrigation Line Marking for Marquees/tents/gazebos (Small Reserve <2500m ²)	\$80
Irrigation Line Marking for Marquees/tents/gazebos (Large Reserve >2500m ²)	\$160
Bin hire - up to 10 bins, includes delivery, & collection)	\$70 (Each additional bin over 10 incurs a \$17 fee/bin)
Additional Toilet Cleaning Request	\$60
Vehicle Access (1-5 vehicles)	\$60
Vehicle Access (6 or more vehicles)	\$250
Key deposit for access – per key	\$50
Amusement Fee**	\$50

**Amusement Fee will be incurred if there will be an amusement ride, petting zoo, jumping castle or similar at the discretion of the Manager Public Health and Safety or the Team Leader Community Safety.

APPENDIX B



Fees & Charges Register

Effective 1 July 2020 – 30 June 2021

Contents

Explanatory Notes.....	5
Council Halls	6
Casual Hirers.....	6
Event/Function Subsidies – Hire Fees Only.....	7
Regular Users.....	8
Community Centres Administrative Facilities	12
Council Meeting Rooms	13
Council Venues.....	14
Woodville Town Hall	14
Miscellaneous	16
Advertisement Fee – Development Act.....	16
Animal Collection, Impound & Sustenance.....	16
Miscellaneous	17
Bus Charter Fees.....	17
Cat Cages.....	17
Certificate of Title Search Fee – Development Applications	17
Miscellaneous	18
Cemetery (Hindmarsh).....	18
Miscellaneous	19
Council Meeting Papers	19
Miscellaneous	20
Dangerous Dog Collars and Signs	20
Dog Waste Bags.....	20
Dog Registration.....	20
Miscellaneous	21
Miscellaneous	22
Development Bonds (pursuant to section 245A of Local Government Act 1999).....	22
Election Signs.....	22
Events - Street Hire.....	25
Event Services – Rubbish Bins/Toilet Clean	26
Film/Photo Shoots	26
Food Inspections	27
Commonwealth Home Support Program	31
Home Support Services	31
Social/Respite Activities	31
Community Transport.....	32

Home Maintenance/Home Modification	32
High Risk Manufactured Water Systems*	33
Immunisation	34
Impounded Objects (excluding vehicles)	35
Inflammable Undergrowth	35
Irrigation Systems	35
Keys – for Access to Council Facilities including Reserves, Halls and Buildings	35
Keys – Additional	35
Licence – Encroachment of Community Land or Other Local Government Land.....	36
Library – Various.....	36
Map Production	40
Memorials	41
Applications must be filled in and approvals granted prior to the installation of the memorial. All costs of supply and installation of the memorial item’s including the plaque will be borne by the applicant/donor. The applicant must make full payment upon approval of the memorial application.....	41
Miscellaneous	42
Other Council Documents	42
Other Council Documents	43
Permits – For Vehicle Access Across Council Reserves/Foreshore.....	43
Permits – By Laws.....	44
Permit – Local Nuisance Act.....	44
Permits – Commercial Activities on Local Government Land	44
Permits – Work on Public Roads.....	44
Permits – Excess Animal(s)	45
Permits – Keeping Poultry	45
Permits – Fundraising/Donations/Collection of Monies for Registered Charities.....	45
Permits – Horses on the Foreshore.....	46
Permits – Mini Skips, Industrial Bins & Shipping Containers	46
Permits – Mobile Vending	47
Permits – Motorised Vessel on West Lakes Lake	48
Permits – Outdoor Dining	48
Permits – Parking.....	49
Permits – Public Road Encroachment	50
Licence – Season Sportsgrounds	51
Permits – Signs (excluding community banner frames & moveable signs conforming to By-Law 2 – Moveable Signs)	53
Permits - Street & Local Government Land Activities	53
Permits – Public Space Occupation.....	54
Photocopying	54

Engineering Printing.....	55
Port Road Banners.....	55
Register of Dog Extract.....	55
Reinstatement Charges.....	56
Reproduction of Plans (microfilm and other) – Planning & Development Department.....	57
Damaged Infrastructure – Reinstatement Charge.....	57
Quotation received from a Minor Work Panel Contractor plus 5 percent management fee.....	57
Clearance – for National Heavy Vehicle Regulator.....	57
Salaries Register.....	58
Signage Hire – supply only.....	58
Sportsground Services.....	59
Road Closures - Temporary.....	60
Supported Residential Fees* \$.....	60
Thermometer.....	61
Vehicles – Towing, Storage & Disposal.....	61
Waste Control* \$.....	62
Waste Management Centre (<i>Officer Responsible: Manager Field Services</i>).....	63
Water Business Unit.....	65
Purchase of Domestic Waste, Recycling, and Garden Mobile Garbage Bins and food waste recycling Caddy - (Additional, stolen, or damaged).....	66
Dog Park Etiquette Artwork.....	67
*These prices are GST inclusive.....	67

Fees & Charges Register

Explanatory Notes

Authority

The Local Government Act 1999 empowers a Council to impose fees and charges for various services that it provides, either as part of its statutory functions or on request.

Fees and charges other than those prescribed by any Act or Regulation in respect of a particular matter, may be fixed, varied or revoked by by-law or by resolution of Council. (Section 44(1) of the Local Government Act 1999 permits a Council to delegate some of these powers to a Committee or officers but at this stage Council has not taken up this prerogative to any significant degree).

Section 188(6) of the Act provides for the Council to keep a list of fees and charges imposed under this Section on public display at the principal office of the Council. This document is the record of fees and charges for public display for the City of Charles Sturt.

As per the new tax system (Goods and Services Tax Act 1999), GST at the rate determined by the Act will be charged on all fees and charges, except those given exemption under the Act.

The fees and charges register will identify all those charges that attract a Goods and Services Tax. All prices will be inclusive of a 10% GST where applicable. Bond monies will not attract GST unless those monies are not refunded due to breaches in relation to conditions of hire.

Council Halls

Casual Hirers

All hirers have the option to clean the hall themselves (to an agreed standard), or the option to request Council to arrange the cleaning of the hall (using Council's current contract cleaners) and change the hirer the actual cost incurred."

All hall hire attracts a 10% GST

** These prices are GST inclusive*

	\$	\$	\$
Council Hall	Half Day Rate * (up to 5 hours)	Full Day Rate * (over 5 hours)	Bond
Flinders Park Community Hall Council Facilitator (where required)	300.00	500.00 70.00 per hr	Refer to note 1 below
Henley Town Hall Council Facilitator (where required)	300.00	500.00 70.00 per hr	Refer to note 1 below
Kilkenny Community Hall	200.00	380.00	500.00
Woodville North Community Hall	200.00	380.00	500.00
Note 1: Bond fees applicable to Henley Town Hall, and Flinders Park Community Hall, as follows:			
16 th , 18 th & 21 st Birthdays (not sit-down family event)			2,000.00
16 th , 18 th & 21 st Birthdays (sit down family event)			1,500.00
Engagements and Weddings			1,500.00
Community/Charity/Not-for Profit Groups (non-commercial activity)			500 .00

The Manager Public Health & Safety has the right to vary the bond depending on function.

- These rates are for all hirers. However, approved registered charities and community groups can apply for a discount on these hire fees see Event/Function subsidies section.
- * Half day refers to a maximum 5-hour booking. Any bookings over 5 hours will be considered a full day hire and will be charged accordingly.
- * The hirer, where applicable will admit a carer free of charge to an event when that carer is accompanying a holder of a Companion Card and is there to assist the holder of the companion card to participate (the carer is admitted free to assist, not to participate themselves).

- * Where a booking is made at the Henley Town Hall or Flinders Park Community Hall, the Council reserves the right to have a security officer / Council Facilitator on site for the duration of the booking until leaving the premises. This may be charged on a cost recovery basis to the organiser of the event. Additional security officers may be required for more than 200 people (1 officer per 200 people) at a cost to the hirer.
- A non-refundable deposit is required to secure all casual hall hire bookings. The deposit is then deducted from the hire costs of your event. Cancellation must be made in writing at least four weeks before the booking date otherwise further charges may be incurred.
- Additional fees will also be charged for attendance if the building is left unsecured and/or if a security call-out is registered. Charges for security company call outs will be in accordance with Council's current security contract. Other charges for Council staff time and/or other services may be applicable.

Event/Function Subsidies – Hire Fees Only

It is acknowledged that Events/functions play an important role in the community and the proposed cost increases associated with implementing an event may make it difficult for this to continue. To assist in keeping costs to a minimum, a number of events/functions may be able to claim a series of subsidies under the below categories. The percentage stated below is the amount that would be deducted from the total hire cost.

Community Event – Non Profit Organisations – 20%

To receive this subsidy the Event Organiser must prove that the organisation/committee is non profit or does not operate as a commercial entity. The organisation must prove that they are registered in this manner by documentation provided by the Australian Taxation Office.

Organisation is Council Based – 10%

The company/organisation holding the event must be located within the City of Charles Sturt Council boundary.

Proceeds go to Charity – 20%

The Event Organiser must provide a Certificate for Registered Charity, which can be sourced from the Australian Taxation Office.

Please note for events/functions the standard hire fee and bond charge per category is listed however, hire fees and bonds can change at the discretion of the Manager Urban Projects and Manager Public Health & Safety. Events will be assessed on a case by case basis.

Council Halls

Regular Users

All hall hire attracts a 10% GST

**These prices are GST inclusive*

Council Hall	Sessional Rate for Regular Hall Hirer \$	Council Hall	Sessional Rate for Regular Hall Hirer \$
Flinders Park Community Hall	50.00	Kilkenny Community Hall	50.00
Henley Town Hall	50.00	Woodville North Community Hall	50.00

* The regular user where applicable will admit a carer free of charge to an event when that carer is accompanying a holder of a Companion Card and is there to assist the holder of the companion card to participate (the carer is admitted free to assist, not to participate themselves). * One session is 3 hours.

Council Community Centres (staffed)

All fees listed in this section apply to the following Community Centres:

Community Centre	Address
19 on Green	19 Green Street, Brompton SA 5007
Bower Cottages	200 Bower Road, Semaphore Park SA 5019
Cheltenham Community Centre	62 Stroud Street North, Cheltenham SA 5014
Findon Community Centre	222 Findon Road, Findon SA 5010
Henley and Grange Community Centre	196A Military Road, Henley Beach SA 5022
West Lakes Community Centre	Cnr Brebner Drive and West Lakes Boulevard, West Lakes SA 5021
Seaton North Neighbourhood Centre	16 Cairns Avenue, Seaton SA 5023

Casual Hall Hirers (Private Functions) *All prices are GST Inclusive*

Community Centres	Weekday Hourly Rate \$	Weekday Evening \$	Weekend Half Day Rate \$	Weekend Hourly Rate \$	Weekend Day and/or evening Rate \$
All Community Centres listed above	50.00	225.00	300.00	60.00	500.00
Bond Fees applicable to the above as follows:					\$
Bond					500.00
16 th , 18 th , & 21 st Birthdays (not sit-down family event)					2,000.00
16 th , 18 th , & 21 st Birthdays (Sit down family event)					1,500.00
Engagements and Weddings					1,500.00
Community/Charity/Not-for Profit Groups (non-commercial activity)					1,000.00
Priority for bookings are not for profit groups who provide a wider community benefit, are inclusive and whose activities are aligned to the priorities of Council's Community Plan. Individuals seeking to book for private functions/parties are encouraged to look at the range of options under Council Halls, as well as those external to Council.					

The Manager Community Connections, Coordinator Community Development and Community Development Officers have the authority to vary the bond depending on function.

- Weekday evening rate is effective from 5pm onwards until midnight
- Weekend half day refers to a maximum 5-hour booking.
- Weekend or evening daily rate is for exclusive full day or afternoon and evening booking
- Weekend is deemed from Friday evening 5pm onwards

Additional cleaning and/or damages will be deducted from the bond. Charges will be in accordance with Council's current cleaning contract.

Additional fees will also be charged for attendance if the building is left unsecured and/or if a security call-out is registered.

Meeting Rooms

All prices are GST Inclusive

Community Centres (staffed – Halls or meeting rooms)	Per Hour for profit \$	Each hour thereafter \$	Per hour (not for profit) \$	Each hour thereafter (not for profit) \$
All Community Centres as listed on page 13	30.00	18.00	13.00	9.00
Priority for bookings are not for profit groups who provide a wider community benefit, are inclusive and whose activities are aligned to the priorities of Council's Community Plan.				

A list of subsidised groups can be provided from the Manager Community Connections, Coordinator Community Development or Community Development Officers on request.

Hire Conditions

All staffed Community Centres are to be booked directly through the Community Centre.

Security is at the discretion of the Community Development Officer and is the responsibility of the hirer.

The hirer, where applicable will admit a carer free of charge to an event when that carer is accompanying a holder of a Companion Card and is there to assist the holder of the companion card to participate (the carer is admitted free to assist, not to participate themselves).

Not for profit groups who are newly established who can demonstrate they require additional support during the establishment of their organisation may apply for a subsidy of up to 100%. The Manager of Community Connections or the Coordinator Community Development will assess applications and will determine appropriate subsidies in line with this criteria.

Subsidies will only apply to their regular meetings. Any additional events held, will attract a hire fee, as per the fees and hire schedule.

Event/Function Subsidies – Hire Fees Only

It is acknowledged that Events/functions play an important role in the community and the proposed cost increases associated with implementing an event may make it difficult for this to continue. To assist in keeping costs to a minimum, a number of events/functions may be able to claim a series of subsidies under the below categories. The percentage stated below is the amount that would be deducted from the total hire cost.

Community Event – Non-Profit Organisations – 20%

To receive this subsidy the Event Organiser must prove that the organisation/committee is non-profit or does not operate as a commercial entity. The organisation must prove that they are registered by documentation provided by the Australian Taxation Office.

Organisation is Council Based – 10%

The company/organisation holding the event must be located within the City of Charles Sturt Council boundary.

Proceeds go to Charity – 20%

The Event Organiser must provide a Certificate for Registered Charity, which can be sourced from the Australian Taxation Office.

Please note for events/functions the standard hire fee and bond charge per category is listed however, hire fees and bonds can change at the discretion of the Coordinator Community Development or Manager Community Connections. Events will be assessed on a case by case basis.

User Services

User services are those activities where participants are charged per session, with either;

- (A) the facilitator of the session paying Council a percentage of the fee
OR
- (B) the participant paying Council a program fee (Council initiated and funded program)

Please note: User Services fees are applicable only to incorporated and/or registered not-for-profit groups and/or individuals, who meet the key criteria as below.

For profit business may be considered on a case by case basis providing they meet the key criteria below. For those registered as for-profit, where the average number of participants attending sessions is 10 people or more, the Regular Hire rates (for-profit) must be applied.

Key Criteria

- Proof of incorporation and status required (not for profit or for profit), copy current insurances (must have relevant public and/or product liability insurance certificate of currency).
- Services provided demonstrate a wider community benefit.
- Do not duplicate existing services/activities.
- Are inclusive
- Activities are affordable and aligned to the priorities of Council's Community Plan.

All user services session hire attracts 10% GST (prices are GST inclusive)

Scale of Fees	Paid to Centre (\$)	Facilitator Retains (\$)
(A) \$1.00 - \$7.00 per person per session	\$1.00 per person per session	Difference between fee per session per participant charged less \$1.00 paid to centre
(A) \$8.00 - \$10.00 per person per session	\$2.00 per person per session	Difference between fee per session per participant charged less \$2.00 paid to centre
(B) Henley Meals Program (2 course meal)	\$8.00	\$2.00 HACC subsidy (eligible HACC clients)
(B) Group Programs all centres funded/initiated by Council	Gold coin donation \$10.00 per session	Not applicable

Community Centres Administrative Facilities

Self Service Photocopying	\$
a. Black & White	0.20 per A4 page
	0.40 per A3 page
Colour Copies 1.00 per A4 page	2.00 per A3 page
b. Lamination Service:	
Lamination Service to the Public	A4 2.20
	A3 4.40
Officer Responsible: Manager Community Connections	

Council Houses** These prices are GST inclusive*

Location	Tenant	Rental (\$)
32 Adam Street, Hindmarsh (Cemetery "Sexton's Cottage")	Private Tenant	216.65 per week
136 North Street, Henley Beach	Private Tenant	495.00 per week
43 Aberfeldy Avenue, Woodville	Private Tenant	840.00 per fortnight

Council Meeting Rooms**Library Meeting Rooms***All meeting room charges attract a 10% GST*** These prices are GST inclusive*

Staffed – during library hours

Meeting Room	Per Hour \$	Each Hour thereafter \$	Per Hour (not for profit) \$	Each hour thereafter* \$
Henley Learning Room	30.00	18.00	13.00	9.00
Findon Meeting Room 1	30.00	18.00	13.00	9.00
Findon Meeting Room 2	30.00	18.00	13.00	9.00
Findon Foyer	30.00	18.00	13.00	9.00

Subsidies of up to 100% may apply for not for profit groups who provide a wider community benefit, are inclusive and whose activities are aligned to the priorities of Council's Community Plan, and the Library and Community Centres Strategic Plan-Connecting People, Programs, Partners and Places). The Manager Community Connections, Coordinator Customer Experience and Team Leaders have the authority to determine appropriate subsidies in line with this criteria.

After Hours

Meeting Room	\$
Henley Learning Room	25.00 per hour 250.00 bond
Findon Meeting Room 1	25.00 per hour 250.00 bond
Findon Foyer	25.00 per hour 250.00 bond

The Manager Community Connections, Coordinator Customer Experience and Team Leaders have the authority to vary the bond depending on function.

Bond includes \$50.00 key deposit and is returned to customer upon return of the key (unless cleaning and/or damages equals or is great than the total bond).

Additional cleaning and/or damage costs will be deducted from the bond. Charges will be made in accordance with Council's current cleaning contract.

A security 'call out' when required incurs minimum fee of (2 hours) \$110.00 is payable.

All library meeting room bookings are to be taken via the library.

Council Venues

Woodville Town Hall

The following Fees & Charges are effective from 1 July 2020

All hire attracts a 10% GST

** These prices are GST inclusive*

	Hourly Rate*	Half Day Rate *	Full Day Rate *	Single
	\$	(up to 5 hours)	(over 5 hours)	fee
		\$	\$	\$
Commercial Rate				
Main Hall (includes kitchen access)		1,180.00	2,350.00	
Murree Smith Hall		770.00	990.00	
Whole Venue		1,430.00	2,850.00	
Community Rate				
Main Hall (includes kitchen access)		620.00	1,140.00	
Murree Smith Hall		550.00	770.00	
Whole Venue		810.00	1,610.00	
Rehearsal/Bump in Rate (all hirers)				
Main Hall			560.00	
Technician/ Production Staff	\$77			
Security	\$55			
Front of House	\$55			
Bar Staff	\$55			
Other Services as required	POA			
Bond (all hires)				500.00

- Rates of hire for Woodville Town Hall include:
 - A standard clean comprising of sweeping, mopping, vacuuming, cleaning toilets, and emptying waste;
 - A venue supervisor responsible for opening and locking up;
 - Set up and pack down of tables and chairs to the hirer's required set up.
- Murree Smith Hall Full Day Hire Rates are for a maximum of 10 hours access to the venue. Hirers who require longer access will need to cover cost of extra staffing.

- The Manager Urban Projects has the right to vary the bond depending on function.
- Council reserves the right to recoup from the hirer the cost of any additional cleaning required as a result of the hirer's use of the venue.
- Main Hall hire includes access to the kitchen, dressing room, and under the stage.
- All hires have shared access to the foyer and toilets.
- There is no sessional rate for regular hire of the Woodville Town Hall.
- Entities that wish to hire the Woodville Town Hall on 4 or more occasions within a 12-month period or for a period of 6 or more consecutive days may apply for a discount or package deal by contacting the Woodville Town Hall Venue Coordinator. The Manager Urban Projects may approve such a deal according to Council criteria.
- The Commercial Rate is applicable to all business, private hirers, and community groups running member-only events or selling tickets to their event.
- The Community Rate is applicable to all approved registered charities and not-for-profits, community groups that are running free public events, and any hirer who is running an event where all profits will be donated to an approved registered charity or not for profit.
- Half day refers to a maximum 5-hour booking. Any bookings over 5 hours will be considered a full day hire and will be charged accordingly.
- Rehearsal/Bump in Rate is provided for bump in/bump out/rehearsal for up to 1 full day before or after any 1 full day hire and up to 2 full days (total) before and/or after any 2+ full day hire.
- The hirer, where applicable will admit a carer free of charge to an event when that carer is accompanying a holder of a Companion Card and is there to assist the holder of the companion card to participate (the carer is admitted free to assist, not to participate themselves).
- The Council reserves the right to have a Venue Supervisor on site for the duration of the booking. Additional security officers may be required (as detailed in the Woodville Town Hall Conditions of Hire) at a cost to the hirer.
- A Venue technician may be required to operate audio-visual equipment in the Woodville Town Hall; this will be charged to the hirer (minimum 3 hours). This will be dependent on the type of event and technical requirements.
- A non-refundable deposit is required to secure all casual hall hire bookings. The deposit is then deducted from the hire costs of your event. Cancellation must be made in writing at least 28 days before the booking date otherwise further charges may be incurred.

The deposit is not refunded if you cancel your event or change the date of your booking.

Miscellaneous

\$

Advertisement Fee – Development Act** These prices are GST inclusive*

Advertising fee under Section 38(5)(c) of the Act	630.00
Officer Responsible: <i>Manager Planning & Development</i>	

Animal Collection, Impound & Sustenance** These prices are GST inclusive*

Short term council hold	\$50.00
Cat - Collection and Impound Fee (per collection)	52.00
Other animals – Collection and Impound Fee (per collection)	57.00
Dog Acceptance Fee (Impound fee)	158.00 per animal (up to 72 hours)
Sustenance Fee (based on fee set)	57.00 per animal per 24 hours or part there of
Transport fee for Relinquishment of a Dog	158.00
Euthanasia Fee (based on fee set)	190.00
Other Animals (ie goats, chickens, sheep) – Impounding Fee	158.00 minimum fee + recovery of any additional costs, ie hire of trailer, transportation to other impounding facilities
Dog transfer from Council hold facility	\$50.00
Officer Responsible: <i>Manager Public Health & Safety</i>	

Miscellaneous

\$

Bus Charter Fees** These prices are GST inclusive*

Administration Fee *	15.00
Mileage Fee *	1.50 per kilometre travelled
Bond (only for unincorporated hirers)	100.00 (no GST)
Eligibility Criteria apply to bus charter services. Nursing Homes are exempt from paying the Administrative Fee.	
Officer Responsible: Manager Community Connections	

Cat Cages** These prices are GST inclusive*

Hire Fee	No charge 20.00 refundable deposit (no GST)
Replacement	140.00
Late Return of Cage	11.00 per cage per week
Officer Responsible: Manager Public Health & Safety	

Certificate of Title Search Fee – Development Applications** These prices are GST inclusive*

Cost to cover providing a copy of the current Certificate of Title for a development application	42.00
Officer Responsible: Manager Planning & Development	

Miscellaneous

\$

Cemetery (Hindmarsh)**Subcontractor rates - these prices are GST inclusive*

a. Lease		
30 Year Lease		475.00
b. Burials		
Interment fee (single, double, or triple depth)		2,200.00
Lift & Deepen (additional to interment fee)		2,400.00
Oversize coffin (additional to interment fee)		93.75
Ossuary box		150.00
Interment fee (hand dig, not able to access by machine)	POA with Council Contractor	
Additional Fees –		Cost + GST
- If an external contractor cost as per contractor fees		Costs + GST
- hire of external plant or equipment		
c. Interment of Ashes		
Interment		260.00
Persons in Attendance		70.00
Interment (with concrete or marble cut)		350.00
d. Additional Cemetery Fees		
Work Permit – Monument		155.00
Remove/Replace Ledger (eg granite, slate, marble)	by arrangement with Funeral Director	
Search Cemetery Records – refer CCS website		
Saturday surcharge		750.00
Sunday & Public Holiday surcharge		950.00
Weekdays after 3.00pm		55.00 per half hour
e. Exhumation Fee (a. first, b. second & c. third set of remains)		a. 6,700.00
		b. 3,620.00
		c. 1,810.00
Officer Responsible: Manager Governance & Operational Support		

Miscellaneous

\$

Council Meeting Papers**Subscription service for Council Meeting papers.**

Description	Number Per Year	Fee for 6 Month
		Subscription \$
Council/Committee – Agendas & Reports	23	260.00
Council/Committee – Minutes Only	23	105.00
Council/Committee – Agendas, Reports & Minutes	23	365.00
Development Assessment Panel– Agendas & Reports	23	80.00
Development Assessment Panel – Minutes Only	23	40.00
Development Assessment Panel – Agendas, Reports & Minutes	23	120.00
Monthly Committee – Agendas & Reports (1)	12	80.00
Monthly Committee – Minutes Only (1)	12	40.00
Monthly Committee – Agendas, Reports & Minutes (1)	12	120.00
Quarterly Committee – Agendas & Reports (2)	4	40.00
Quarterly Committee – Minutes Only (2)	4	20.00
Quarterly Committee – Agendas, Reports & Minutes (2)	4	60.00
(1) Monthly Committees are: Corporate Services Committee City Services Committee Asset Management Committee.		
(2) Quarterly Committees are: Audit Committee- last Monday of month (months with 5 Mondays)		
Officer Responsible: <i>Manager Governance & Operational Support</i>		

Miscellaneous \$

Dangerous Dog Collars and Signs

** These prices are GST inclusive*

	\$
Dangerous Dog Collar (all sizes)	40.00
Dangerous Dog Sign (each)	20.00
Officer Responsible: Manager Public Health & Safety	

Dog Waste Bags

** These prices are GST inclusive*

	\$
Dog Waste Bags (Pkt 10) *	2.00
Pooch Pouches*	3.00
Officer Responsible: Manager Public Health & Safety	

Dog Registration

	\$
Annual registration fee – Non-Standard Dog	100.00
Annual registration fee – Standard Dog	50.00
Fee for Standard Trained Dog	45.00
Fee for Non-Standard Trained Dog	90.00
Fee for Puppy (under 6 months of age)	50.00
Fee for Puppy Trained	45.00
Fee for concession card holder rebate	50% of applicable registration fee (not including late payment fees/replacement disc)
All dog registrations between 1 June to 30 June each year	Fee waived
Fee for Assistance Dogs	No Fee
Fee for first year registration of dogs obtained from the Animal Welfare League, the RSPCA and any licenced animal rescue centre.	No Fee
Replacement disc fee	10.00

Miscellaneous

\$

	\$
Penalty fee for late registrations	20.00
Registration of dogs involved with a Dog Business	1 x Business Dog \$100.00
	2 x Business Dog \$200.00
	3 x Business Dog \$300.00
	4 x Business Dog \$400.00
	5-10 Business Dog \$500.00
	11-20 Business Dog \$1000.00
	21-30 Business Dog \$1,500.00
	31+ Business Dog \$2,000.00
Refunds: Upon written request from a dog owner whose dog has deceased between 1 July and 30 September, Council may approve a 50% refund.	
Officer Responsible: Manager Public Health & Safety	

Educational Dog Publications

* These prices are GST inclusive

	\$
Single printed booklet	3.00
Officer Responsible: Manager Public Health & Safety	

Doggy Day Community Events

* These prices are GST inclusive

	\$
Stall Holder 3mx3m marquee hire fee	60.00
Stall Holder 3mx3m standard marquee space allocation only (BYO marquee)	20.00
Food vendor space allocation – vehicle or trailer	20.00
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Development Bonds (pursuant to section 245A of Local Government Act 1999)

a) For approved residential developments, residential ancillary structures or demolitions with an estimated value of up to \$15,000, the amount of the charge that may be levied is up to \$2,000. This bond is refundable subject to the local government land in front or adjacent to the development site being maintained in its original state or, where damage is caused by the performance of work in connection with the development, the local government land is restored to its original state after completion of the development.

b) For approved residential developments, residential ancillary structures or demolitions with an estimated value of greater than \$15,000, the amount of the charge that may be levied is up to \$5,000. This bond is refundable subject to the local government land in front or adjacent to the development site being maintained in its original state or, where damage is caused by the performance of work in connection with the development, the local government land is restored to its original state after completion of the development.

c) For approved non residential developments or demolitions with an estimated value of up to \$150,000, the amount of the charge that may be levied is up to \$5,000. This bond is refundable subject to the local government land in front or adjacent to the development site being maintained in its original state or, where damage is caused by the performance of work in connection with the development, the local government land is restored to its original state after completion of the development.

d) For approved non residential developments or demolitions with an estimated value of greater than \$150,000, the amount of the charge that may be levied is up to \$10,000. This bond is refundable subject to the local government land in front or adjacent to the development site being maintained in its original state or, where damage is caused by the performance of work in connection with the development, the local government land is restored to its original state after completion of the development.

Election Signs

** These prices are GST inclusive*

Removal of Illegal Signs	\$ 30.00 per sign
<i>Officer Responsible: Manager Public Health & Safety</i>	

Miscellaneous

\$

** These prices are GST inclusive*

Event Classification	Description	Fee (GST Inclusive) \$
School Sports Day		Bond: 300.00 Hire Fee: Nil
Weddings - Freshwater Lake	Ceremony / reception	Bond: 300.00 Hire: 100.00 per 4 hours of occupation
Weddings – Other Locations		Bond: 300 Hire Fee: 100.00
Special Event for Commercial Activity – Reserve	Application Fee	50.00
	1-100 people	Bond: 500.00 Hire Fee: 250
	101 – 500 people	Bond: 800.00 Hire Fee: 500.00 per day or part thereof of occupation
	501 – 2,000 people	Bond: \$ 800.00 Hire Fee: 800.00 per day or part thereof of occupation
	2,001 – 5,000 people	Bond: 1,000.00 Hire Fee: 1,800.00 per day or part thereof of occupation

Miscellaneous

\$

** These prices are GST inclusive*

5,001+ people	Bond: 1,500.00
	Hire Fee: 3,000.00 – 5,000.00 per day or part thereof of occupation
Greater than 1 Amusement ride (includes jumping castle, carousels, ferris wheels etc.)	50.00 per ride
Foreshore Activities (excluding the actual water)	Bond: 300.00
Administration Fee 50.00	Hire Fee: 100.00 per day or part thereof of occupation
Car Displays – Reserve	Application Fee: 50.00 Bond: 800.00 Hire Fee: 250.00
Events Conducted by Approved Registered Charities, Community Groups & Not-for-profit Groups on Reserve	No entry fee is charged to the event Application Fee: 50.00 Bond: 500.00 minimum Hire Fee: Nil
	Entry fee is charged to the event Bond: 500.00 minimum Hire Fee: 150.00 per day or part thereof of occupation
NB: Application Fee of 50.00 applies to businesses and organisations applying to conduct events on reserves I.E.; Staff Parties, Fun Runs, Triathlons, etc.)	

Fireworks SMS Notifications	The organiser will be responsible for costs associated with SMS notifications to registered dog owners to advise of fireworks displays
Consultation Fees associated with events and activities on reserves and community land	Council will recover the full cost associated with any community consultation that may be required and assessment of the event application

Events - Street Hire

** These prices are GST inclusive*

Hire Fee	200.00 minimum per day
Bond	500.00
<i>Applicant is responsible to cover any costs associated with the event including advertising and traffic management costs.</i>	
Officer Responsible: <i>Manager Public Health & Safety</i>	

Miscellaneous

\$

Event Services – Rubbish Bins/Toilet Clean

** These prices are GST inclusive*

Special Event Rubbish Bins Delivery and Collection (1-10 bins)	70.00
Additional Bins	7.00 per additional bin
Emptying of bins	10.00 per bin per additional emptying
Additional Toilet Cleaning Service	60.00 per additional cleaning
Officer Responsible: Manager Public Health & Safety	

Film/Photo Shoots

Location Permit Fee (per day)	110.00
Temporary Parking Controls	
- Installation & removal	170.00
- Per car space (per day)	17.00
Bond	250.00
Road Closure associated with film or photography permit	No Charge
Film/Photo shoots forming part of educational pursuits by schools & universities	No Charge
<i>Applicant is responsible to cover any costs associated with the event including advertising and traffic management costs.</i>	
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Food Inspections

Permanent Food Business Premises

* GST not applicable

Routine Inspections:	
Premises with 20 or less full-time food handlers	127.00
Premises with more than 20 full time food handlers	315.00
Follow up inspections where non-compliances are identified:	
Premises with 20 or less full-time food handlers	127.00
Premises with more than 20 full time food handlers	315.00
*Fees prescribed by the Food Regulations 2017 and are subject to change.	

Food Inspections*

Community Groups, Charitable and Not for Profit Organisations and Priority 4 (Low Risk) Food Business Premises

* GST not applicable

Routine Inspections	no charge
Complying follow up inspections	no charge
Follow up inspections resulting in the service of an Improvement Notice under Section 43 of the Food Act 2001	127.00
Follow up inspections where non-compliance with an Improvement Notice served under Section 43 of the Food Act 2001 is identified	127.00
*Fees prescribed by the Food Regulations 2017 and are subject to change	

Miscellaneous \$

Food Inspections (continued)

Mobile Food Vans Garaged Within the City of Charles Sturt

** GST not applicable*

Routine Inspection	127.00
Follow up inspections where non-compliances are identified	127.00
All inspections at Events, Festivals, Fetes, Shows, Irregular Markets and the like within the City of Charles Sturt	no charge

Temporary Food Stalls* at Events, Festivals, Fetes, Shows, Irregular Markets and the Like (where the business is not based and notified in another Council area)

** GST not applicable*

1 or more inspections over the course of one day:	
Inclusive of all annual inspections	63.50
* Community Groups, Charitable and Not for Profit Organisations and Nominal Risk Food Business Premises exempt from routine and complying follow-up food inspection fees.	

Reoccurring Food Stalls* at Events, Festivals, Fetes, Shows, Markets and the Like Where the Majority of Food Processing Occurs Onsite

Routine inspections	127.00
Follow up inspections resulting in the service of an Improvement Notice under Section 43 of the Food Act 2001	127.00
Follow up inspections where non-compliance with an Improvement Notice served under Section 43 of the Food Act 2001 is identified	127.00
* Community Groups, Charitable and Not for Profit Organisations and Nominal Risk Food Business Premises exempt from routine and complying follow-up food inspection fees.	
<i>*Fees prescribed by the Food Regulations 2017 and are subject to change</i>	

Miscellaneous

\$

Reoccurring Food Stalls* at Events, Festivals, Fetes, Shows, Markets and the Like Where the Majority of Food Processing Occurs Offsite at a Notified Food Business

Routine inspections	63.50
Follow up inspections resulting in the service of an Improvement Notice under Section 43 of the Food Act 2001	63.50
Follow up inspections where non-compliance with an Improvement Notice served under Section 43 of the Food Act 2001 is identified	63.50
* Community Groups, Charitable and Not for Profit Organisations and Nominal Risk Food Business Premises exempt from routine and complying follow-up food inspection fees.	
*Fees prescribed by the Food Regulations 2017 and are subject to change.	

Major Venues including Hindmarsh Soccer Stadium, Entertainment Centre, Beverley Basketball Stadium and Woodville West Torrens Stadium

* GST not applicable

Permanent Kitchens	
Routine Inspections:	
Premises with 20 or less full-time food handlers	127.00
Premises with more than 20 full time food handlers	315.00
Follow up inspections where non-compliances are identified:	
Premises with 20 or less full-time food handlers	127.00
Premises with more than 20 full time food handlers	315.00
Permanent Kiosks:	
Inclusive of all inspections annually	127.00
Temporary Food Vans, Food Stalls, and Food Trolleys:	
Inclusive of all annual inspections	62.50

Miscellaneous

\$

Food Inspections (continued)**Definitions**

Priority 4 "Low Risk":
Business sectors that will normally handle only "low risk" foods, i.e. those that are unlikely to contain pathogenic organisms and will not support their growth, and will not introduce microbial, physical or chemical hazards to the foods they sell or handle. Typical examples of this type of premises are alcoholic beverage retailers, newsagents, chemists, variety stores and dry goods distributors.
Officer Responsible: Manager Public Health & Safety

Food Safety Auditing** These prices are GST inclusive*

Desktop Audit - Conducted within the Charles Sturt Office	96.00/hour
- Conducted on site of the food business	193.00/hour
Hourly Audit Rate	193.00/hour
Non-Compliance with Follow up Audit	96.00/hour
Fees applied on 15-minute increments, rounded down to the nearest quarter hour.	

Community Groups, Charitable and Not for Profit Organisations, Nominal Risk Food Business Premises** These prices are GST inclusive*

Desktop Audit - Conducted within the Charles Sturt Office	no charge
- Conducted on site of the food business	no charge
Hourly Audit Rate	no charge
Non-Compliance with Follow up Audit	193.00/hour

Miscellaneous

\$

Commonwealth Home Support Program

The City of Charles Sturt receives limited State and Commonwealth Funding to provide services to eligible residents who reside within Councils boundaries.

Home Support Services

Assisted Shopping *	12.00 per hour
Shopping List	12.00 per hour
Home Cleaning *	12.00 per hour
* All services are subject to eligibility criteria. Service Fees can be negotiated if the recipient is assessed as being financially disadvantaged.	
Officer Responsible: <i>Manager Community Connections</i>	

Social/Respite Activities

Centre Based Meal and activities *(2 courses)	11.00
Respite 1:1 Service	5.00 per hour
Social 1:1 Service	5.00 per hour
* All services are subject to eligibility criteria. Service Fees can be negotiated if the recipient is assessed as being financially disadvantaged.	
Officer Responsible: <i>Manager Community Connections</i>	

Miscellaneous

\$

Community Transport

Community Bus Shopping Transport	5.00 per return trip*
Transport to Community Centres	5.00 per return trip
“Around Town” and “Men on the Move” transport to all day social outings	15.00 per return trip
“Getting Out and About” transport subsidy	5.00per return trip plus for trips greater than 10.00 a passenger transport subsidy (taxi) voucher is required*
Personalised Transport (volunteer or staff)	5.00 per trip + parking costs*
* All Services are subject to eligibility criteria. Service Fees can be negotiated if the recipient is assessed as being financially disadvantaged.	
Officer Responsible: Manager Community Connections	

Home Maintenance/Home Modification

General Maintenance Safety and Security *	12.00 per hour per worker or 6.00 per worker per half hour or part thereof plus any material or waste removal costs
Volunteer Gardening Assistance	12.00 per hour per worker or 6.00 per worker per half hour or part thereof plus any waste removal costs
Home Modification Installation Fee	12.00 per hour
Gutter Cleaning	35.00 flat rate
Lawn Mowing	25.00 flat rate 30.00 flat rate if clippings removed
* All services are subject to eligibility criteria. Service Fees can be negotiated if the recipient is assessed as being financially disadvantaged.	
Officer Responsible: Manager Community Connections	

Miscellaneous

\$

High Risk Manufactured Water Systems*

For the registration of a high risk manufactured water system –	
a. for registration of 1 system	39.75
b. for registration of each additional system installed on the same premises	26.50
On application for renewal of registration of a high risk manufactured water system (for each system)	20.00
For inspection of a high risk manufactured water system –	
a. for inspection of 1 system	159.00
b. for inspection of each additional system installed on the same premises	106.00
Follow up inspection –	
a. Follow up inspection where all non-compliances identified during the routine inspection have been rectified by the specified time.	No fee
b. Follow up inspection where non-compliances have not been rectified (for each system).	106.00
Microbiological analysis of sample water collected during inspection	Actual sampling costs incurred by Council including GST
* Fees prescribed by the South Australian Public Health (Fees) Regulations and are subject to change.	

Miscellaneous

\$

Immunisation

Hepatitis A – Adult	70.00 per dose
Hepatitis B – Child	20.00 per dose
Hepatitis B – Adult	35.00 per dose
Hepatitis A&B – Adult (Twinrix)	75.00 per dose
Influenza - Quadrivalent	20.00 per dose
Polio (IPV)	60.00 per dose
Gardasil (HPV)	250.00 per dose
Chicken Pox	85.00 per dose
Meningococcal C	115.00 per dose
Diphtheria, Tetanus & Pertussis (Whooping Cough) (Boostrix)	40.00 per dose
Measles, Mumps & Rubella (Priorix)	30.00 per dose
Diphtheria, Tetanus, Pertussis & Polio (Infanrix IPV)	65.00 per dose
Pneumococcal (Prevenar)	180.00 per dose
Rotavirus (Rota Teq)	140.00 per dose
Diphtheria, Tetanus, Pertussis, Polio, Haemophilus Influenza & Hepatitis B (Infanrix Hexa)	110.00 per dose
Influenza – Quadrivalent (administered at School vaccination clinic)	25.00 per dose
Haemophilus influenzae type B (HIB)	35.00 per dose
MMRV (measles, mumps, rubella, chicken pox)	110.00 per dose
Bexsero (Meningococcal B)	130.00 per dose
Nimenrix (Meningococcal ACWY)	80.00 per dose
Workplace/Nursing Home Visit	100.00 per hour (plus vaccine) (min 1-hour charge and then rate applied in 15-minute increments)
Cancellation Fee for Workplace/Nursing Home Visit	100 where less than 1 business days' notice is provided
Officer Responsible: Team Leader Environmental Health	

Miscellaneous \$

Impounded Objects (excluding vehicles)

Shopping Trolley – payable upon return	60.00 per trolley
Signs - payable on return	30.00 per sign
Other objects	minimum 30.00 per object + recovery of actual costs
Officer Responsible: <i>Manager Public Health & Safety</i>	

Inflammable Undergrowth

From private property

After non-compliance with Notice issued under the Fire and Emergency Services Act 2005 – Contractor's rate to Council plus 50.00 Administration Fee plus 50.00 per Inspection, plus GST.	
Officer Responsible: <i>Manager Public Health & Safety</i>	

Irrigation Systems

** These prices are GST inclusive*

Marking out for Marquee, Tent etc erection	76.00 per hour (minimum 1 hour)
Officer Responsible: <i>Manager Field Services</i>	

Keys – for Access to Council Facilities including Reserves, Halls and Buildings

Deposit	50.00 per key
Officer Responsible: <i>Manager Governance & Operational Support</i>	

Keys – Additional

Charge for Keys in Excess of Standard Issue	23.40 per key
Security Cards	11.75 per card
Officer Responsible: <i>Manager Governance & Operational Support</i>	

Miscellaneous

\$

Licence – Encroachment of Community Land or Other Local Government Land

Application Fee (non-refundable) – Public Road Encroachment	\$100.00
Encroachment – Residential purpose	No ongoing fees
Encroachment – Commercial purposed	Monthly fee based on commercial Valuation on the encroached area.
Officer Responsible: <i>Manager Open Space, Recreation and Property</i>	

Library – Various

*These prices are GST inclusive

a. Lamination Service:	
Lamination Service to the Public	A4 2.20
	A3 4.40
Officer Responsible: <i>Manager Community Connections</i>	

Miscellaneous

\$

b. Fees (Non-returned and damaged items): *	
Adult fiction	32 .00
Adult non-fiction	32 .00
Adult Large Print	32 .00
Children's material (except AV)	32 .00
Magazines	12.00
Audiobooks	85 .00
Language Kits	51 .00
Community Language fiction and non-fiction	32 .00
CDs	23.00
DVDs	23.00
Bluray	23.00
Electronic games	72 .00
Graphic Novels	32 .00
Kindle (Fire and Paperwhite)	250.00
Navigator/Daisy Players	123.00
Energy Kit	626 .00
Inter Library Loans (other Libraries)	Replacement cost is dependent on actual cost as verified by source documentation

Miscellaneous

\$

Library – Various (continued)

* Replacement fee – the fee charged when an item is lost. The fee will be the RRP (inclusive of GST) that appears in the item record. In the event that the item record does not contain a replacement value the system will use a default RRP value that has been configured in the system. The system applies a replacement fee to a customer account when the item becomes either Assumed Lost or Long Overdue.

Lost or damaged processing fee

Processing fee – an administration fee that is automatically applied by the system with the replacement fee to cover the internal costs of processing the replacement copy. If the item is being replaced the processing fee is still payable.

** These prices are GST inclusive*

Lost Item Processing Fee Per Item	5.00
Officer Responsible: Manager Community Connections	

** These prices are GST inclusive*

c. Inter Library Loan:	
Outside of SA Public Library Network	29.50
d. Other Charges:	
Library Bags	5.00
Imagination Playground Hire – Education Centres (schools, kindergartens, playgroups)	115.00
Imagination Playground Hire – All others	180.00

Miscellaneous

\$

Library – Various (continued)

** These prices are GST inclusive*

e. Library Photocopying and Printing (Self Service Photocopying Service):	
Black & White	0.20 per A4 page
	0.30 per A3 page
Colour Copies	1.00 per A4 page
	2.00 per A3 page
f. Fax Service – Library:	
Sending:	
Local	1.10 per page
STD (SA)	2.20 connection + 1.10 per page
STD (Interstate)	3.30 connection + 1.10 per page
ISD (Overseas)	4.40 connection + 1.10 per page
Receiving:	
Receive Fax Transmissions provided prior arrangements have been made	0 – 9 A4 pages 5.50
	10 – 30 A4 pages 11.00
	More than 30 A4 pages by negotiation
g. Exam Invigilation – Library:	
1 hour	30.00
2 hours	40.00
3 hours	50.00
Officer Responsible: Manager Community Connections	

Miscellaneous

\$

Map Production

Map	Cost \$
A4 Black & White Single Copy of Requestor's Property	No charge
A4 Black & White	2.00
A4 Colour	5.00 each

The charges listed below are for ad hoc or custom map requests. These requests are to be referred to the Information Services portfolio.

Paper Size	Commercial	
	Basic	Custom*
	\$	\$
A4	10.00	50.00
A3	15.00	60.00
A2	20.00	70.00
A1	25.00	80.00
A0	30.00	90.00
A0 Oversize	40.00	100.00

*These Custom map charges are the minimum amounts payable. Each map may have additional charges added for time taken (at \$40 per hour), data costs and materials. These costs will be determined on a case by case basis and advised prior to commencement of map production.

Miscellaneous

\$

Memorials

Applications must be filled in and approvals granted prior to the installation of the memorial. All costs of supply and installation of the memorial item's including the plaque will be borne by the applicant/donor. The applicant must make full payment upon approval of the memorial application.

Type of Memorial:

1. Standard Bronze plaque on existing bench/seat (\$770 incl GST)
2. Standard Bronze plaque on new bench at Council approved location (\$4,400 incl GST)
3. Standard Bronze plaque on new seat at Council approved location (\$5,500 incl GST)
4. Standard Bronze plaque on existing picnic bench (\$770 incl GST)
5. Standard Bronze plaque on new picnic bench (\$7,700 incl GST)
6. Standard Bronze plaque for existing timber bollard or fencing (\$770 incl GST)

Miscellaneous

\$

Other Council Documents

Annual Business Plan and Budget Document (free to residents)	40.00
• per single sided A4 page	0.33
Annual Report (<i>free to residents and promotional</i>)	25.00 each
Area Plans	7.50 each
Audited Financial Statements (<i>free to statutory bodies and promotional</i>)	30.00
• per single sided A4 page	0.33
Henley Heritage Survey	10.00 each
Hindmarsh Heritage Survey	15.00 each
Historic Conservation Review	5.00 each
Local Heritage Areas	2.50 each
Other Reports	0.33 per single sided A4 page
Parking Control Register Extract (hard copy only)	2.50 per page
Public Exhibition – Draft DPA	5.00 or 10.00 per draft plan depending on size
Register of By-laws	10.00 each
Council Member Register of Interest – per single/double sided A4 Pursuant to the Local Government Act 1999 Section 70	0.35
Delegations Register – per single/double sided A4	0.35
Procurement Policy – per single/double sided A4	0.35
Public Consultation Policy – per single/double side A4	0.35
Code of Conduct – Staff or Council Member – per single/double sided A4	0.35
Council Member Allowance & Benefits Register – per single/double sided A4	0.35
Council Member Training & Development Policy – per single/double sided A4	0.35

Miscellaneous

\$

Other Council Documents

Code of Practice for Meeting Procedure – per single/double sided A4	0.35
Campaign Donations Returns – per single/double sided A4	0.35
Electoral Roll – Inspection at the Council Office during normal business hours	No Charge
*Printed Copy of A4 Electoral Roll in Name Order and Street Order from their respective positions in the document. (Note: Available to nominated Candidates in relevant ward between close of nominations and polling day for an election)	20.00
*Printed Copy of A4 Electoral Roll in Name Order and Street Order from their respective positions in the document. Full Copy (Note: Available to Nominated Mayoral Candidates between close of nominations and polling day for an election)	125.00
*Printed Copy of A4 Electoral Roll in Name Order and Street Order from their respective positions in the document will be provided free to each candidate for their respective nomination.	
Woodville Heritage Survey	15.00 each
Zoning Plans	7.50 each
Copy of prior financial years rates notice	11.00 per notice
Rates assessment book extract fee	5.00 per assessment
Officer Responsible: Manager Financial Services	

Permits – For Vehicle Access Across Council Reserves/Foreshore

Application Fee	
Permit for Vehicle to travel Across Council Reserves/Foreshore (> 5 working days processing time)	60.00 per permit
Permit for Vehicle to travel Across Council Reserves/Foreshore (2-4 working days processing time)	80.00 per permit
Extension of duration of approved permit (before permit expiry date) & Reschedule of Post inspection due to non-compliance	15.00 per permit
Officer Responsible: Manager Public Health and Safety	

Miscellaneous

\$

Permits – By Laws

Application Fee for permit for any activity requiring permission under By-Law 3 Local Government Land & By-Law 4 Roads (excluding the specific permit types listed)	50.00
Replacement Permit or Extension of duration (before permit expiry date)	15.00 per permit
Officer Responsible: Manager Public Health & Safety	

Permit – Local Nuisance Act

Application Fee for Exemption under the Local Nuisance Act (\$200 application fee plus ability to charge cost recovery for any extra expenses incurred i.e. advertising etc)	200.00
Cost recovery for any extras such as advertising etc	As per quote provided
Officer Responsible: Manager Public Health & Safety	

Permits – Commercial Activities on Local Government Land

Application Fee	100.00
Permit Fee	to be negotiated depending on activity and location required
Officer Responsible: Manager Public Health & Safety	

Permits – Work on Public Roads

Permit Fee (any private structure, or service being on, under, or above ground)	50.00 per permit
Officer Responsible: Manager Engineering Strategy & Assets	

Miscellaneous \$

Permits – Excess Animal(s)

Application Fee for Permit to Keep Excess Animal(s) or Livestock subject to Council By Laws	50.00
Officer Responsible: Manager Public Health & Safety	

Permits – Keeping Poultry

Application Fee for Permit to Keep Excess Poultry or to Keep Rooster subject to Council By Law 6	50.00
Officer Responsible: Manager Public Health & Safety	

Permits – Fitness Groups & Personal Trainers

Application fee	50.00
Permit Fee for Category 1 1-4 participants	100.00 per annum
Permit Fee for Category 2 5-10 participants	250.00 per annum
Permit Fee for Category 3 11+ participants	500.00 per annum
Permit fee for one off casual sessions will be charged	25% of the Permit Fee
Officer Responsible: Manager Public Health & Safety	

Permits – Fundraising/Donations/Collection of Monies for Registered Charities

Application Fee	35.00
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Permits – Horses on the Foreshore

Application Fee	35.00
Permit Fee - Resident of City of Charles Sturt (family pet of resident)	25.00 per horse/pa
Permit Fee - Commercial Enterprise	520.00 per stable/pa
Permit Fee - Non-residents of City of Charles Sturt (family pet of resident)	50.00 per horse/pa
Permit Fee - Temporary Stable/Trainee Permit Fee	110.00 per horse/month (max 2 months)
Officer Responsible: Manager Public Health & Safety	

Permits – Mini Skips, Industrial Bins & Shipping Containers

Application Fee – Mini Skips (4 cubic metre & less) inclusive of 3 days use of Council land for placement	35.00
Application Fee – Industrial Bins (5 cubic metres & greater) inclusive of 3 days use of Council land for placement	45.00
Additional fee for urgent permit applications applies for applications received with less than 5 working days' notice	20.00
Use of Council land for placement of Mini skip or Industrial Bin beyond initial 3 days	15.00/day
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Permits – Mobile Vending

Application Fee for Mobile Vending	55.00
Mobile Food Vendor (Food Truck) Off Peak Season (May to September)	150.00 per month or 50.00 per day (GST Exempt)
Mobile Food Vendor (Food Truck) Peak Season (October to April)	200.00 per month or 75.00 per day (GST Exempt)
Mobile Food Vendor (Food Truck) Annual Fee (May to April)	2,000.00 (GST Exempt)
Permit Fee for Ice Cream Vans Annual Permit – 1 April to 31 March	780.00 per section per annum
Permit Fee for Ice Cream Vans Winter Period - Valid 1 April to 31 August	325.00 per section
Permit Fee for Ice Cream Vans Summer Period - Valid 1 September to 31 March	455.00 per section
Permit Fee for Annual Fee for Ice Cream /Ice Confection Hand Cart Trolleys on Beach Foreshore	450.00 per section per annum
Permit Fee for Annual Fee for Ice Cream /Ice Confection Hand Cart Trolleys on Beach Foreshore Winter Period - Valid 1 April to 31 August	187.50 per section
Permit Fee for Annual Fee for Ice Cream /Ice Confection Hand Cart Trolleys on Beach Foreshore Summer Period - Valid 1 September to 31 March	262.50 per section
Permit Fee for Event Vending – coffee, food & other (Day Rate)	minimum 55.00 per day or part thereof
Permit Fee for Event Vending (Annual Rate)	minimum 175.00 per year
Special Vending Permit – Riverbank Adam Street Reserve Christmas Trading	1,500.00 per week

Miscellaneous

\$

Permits – Motorised Vessel on West Lakes Lake

Application Fee	35.00
Officer Responsible: Manager Public Health & Safety	

Permits – Outdoor Dining

Application Fee (including applications for amendments to current permits)	100.00
Permit Fee for Licensed Premises	\$47.00 per chair per annum
Permit Fee for Licensed Premises – Casual Rate	10% of annual fee or minimum charge is \$ 60.00 whichever is greater
Permit Fee for Unlicensed Premises – (non-serviced areas)	\$15.00 per chair per annum
Permit for Unlicensed Premises – (serviced area)	\$30.00 per chair per annum
Permit Fee for Licensed Premises – Henley Square	\$80.00 per chair per annum
Permit Fee for Unlicensed Premises - Henley Square	\$40.00 per chair per annum
Permit Fee for Unlicensed Premises - Henley Square - Casual Rate	10% of annual fee or minimum charge of 100.00 whichever is greater
Outdoor Dining Permit late payment fee (applied when permit is not renewed within 30 days)	\$50.00
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Permits – Parking

Permit Fee for Parking Control Exemption for Private Purposes – 3 working days’ notice	\$10.00 per permit up to a maximum duration of 7 days + 3.00 per day or part thereof after initial 7 days
Permit Fee for Parking Control Exemption for Private Purposes - 1-2 working days’ notice	\$20.00 per permit up to a maximum duration of 7 days + 3.00 per day or part thereof after initial 7 days
Permit Fee for Parking Control Exemption for Commercial Purposes – 3 working days’ notice	\$25.00 per permit up to a maximum duration of 7 days + 3.00 per day or part thereof after initial 7 days
Permit Fee for Parking Control Exemption for Commercial Purposes – 1-2 working days’ notice	\$50.00 per permit up to a maximum duration of 7 days + 3.00 per day or part thereof after initial 7 days
Application Fee for Residential Parking	\$50.00
Permit Fee for Residential/commercial Parking	\$25.00 per annum per vehicle
Replacement permit	\$10.00 per annum per vehicle
Application fee for parking permit exemption for No Parking zones (applies to Businesses only)	\$50.00
Permit replacement fee or Additional parking permit request for parking permit exemption to No Parking zones (applies to Businesses only, per permit)	\$10.00
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Permits – Public Road Encroachment

Application Fee (non-refundable) – Public Road Encroachment	\$100.00
Public Road Encroachment – Residential purpose	No ongoing fees
Public Road Encroachment – Commercial purposed	Monthly fee based on commercial Valuation on the encroached area.
<i>Officer Responsible: Manager Engineering Strategy and Assets</i>	

Miscellaneous

\$

Licence – Season Sportsgrounds

Reserve	Cost per Season (GST inclusive)
	(Summer/Winter) CPI Adjusted \$
St Clair No 2	579.00
St Clair No 3	2,021.00
St Clair No 4	579.00
St Clair Tennis Courts	1,068.00
St Clair Futsal Court* (Flat rate)	\$12.50 per hour
St Clair Futsal Court – refundable key deposit	\$50.00
Rowley Reserve Tennis Courts	223.00
John Mitchell Reserve**	579.00
Jubilee Reserve	579.00
Allenby Gardens Reserve	579.00
Jetty Street Netball Courts	579.00
Trust Reserve	579.00
Henley & Grange Memorial Oval (athletics)	579.00
Step into Life – St. Clair	579.00
Henley & Grange Memorial Oval (schools)	1,228.00
Henley Square Foreshore (volleyball)	n/a
Seasonal Changeroom Fees & Classifications***	
Level 1 Changeroom Facilities - Jubilee Reserve & St Clair (Oval 2)	\$479.00
Level 2 Changeroom Facilities - John Mitchell & Trust Reserves	\$279.00
Officer Responsible: Manager Open Space Recreation and Property	
<i>*NOTE: futsal court is available for community hire outside of school hours (i.e. before 9am and after 3pm) and when not in use by sporting clubs with an approved season licence for this space.</i>	
<i>** This excludes non for profit community dog obedience training groups</i>	

****Level 1 Changerooms provide a more substantial amenity than level 2, and “may” include some other features i.e. Canteen/Servery, covered viewing areas, Umpire and First Aid rooms, and/or storage areas. These facilities “may” also provide the potential to generate revenue through canteen sales. Level 2 Changerooms generally only provide the essentials for changing and showering.*

Miscellaneous

\$

Permits – Signs (excluding community banner frames & moveable signs conforming to By-Law 2 – Moveable Signs)

Permit Fee for Advertising Sign for commercial purposes	50.00 per sign
Permit Fee for Advertising Sign for other groups	
1-5 signs	20.00
6-10 signs	40.00
10+ signs	75.00
Permit Fee for Real Estate Sign – Unlimited sites	165.00 pa
Permit Fee for Real Estate Sign – Site specific	25.00 per site
Application Fee for Signs not conforming to By-law 2: Moveable signs	50.00 100.00 per sign per annum
Permit Fee for Additional Moveable Sign	
Officer Responsible: Manager Public Health & Safety	

Permits - Street & Local Government Land Activities

Permit Fee for Adam Street Car Park Site (Christmas Light Display)	5,000.00 per week if not tendered
Bond	500.00
Electricity Fee	220.00
Application Fee for Business Promotion/Marketing (handing out samples)	50.00
Permit Fee	50.00 per day or part there of
Application Fee for Distribution of Leaflets/Pamphlets	50.00
Application Fee for Flower Seller	50.00
Permit Fee for Flower Seller (private purposes)	50.00 per day or part there of
Permit Fee for Flower Seller (commercial purposes)	100.00 per day or part there of
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Permits – Public Space Occupation

Application Fee	50.00
Permit Fee – Minimum Fee	50.00
Permit Fee	3.00 per metre ² , per calendar week or part thereof*
Permit Fee – Road Closure	300.00
Long Term Projects (> 8 Weeks)	20% reduction of the permit fee
Permit Assessment and Consultation Fees	Council will recover the full cost associated with any consultation and assessment of a permit application
Officer Responsible: Manager Public Health & Safety	
<i>*Permit fee for major city developments greater than \$10k are assessed through a matrix having consideration to locality, area used, impact, duration and community benefit with final approval and assessment by the General Manager City Services</i>	

Photocopying

b. General

Charge for photocopies provided by Council staff

(for Council extracts including Council Agendas, Minutes and By-laws)

** These prices are GST inclusive*

A4	0.40 per page (single sided)
A3	0.50 per page (single sided)
Note: Up to 3 pages	no charge
Officer Responsible: Manager Information Services	

Miscellaneous

\$

Engineering Printing

All Concept or Design Drawing using plotter (i.e. larger than A3 size paper).	\$10.00 per drawing
Pontoon Design Drawings	\$150.00 per set
Officer Responsible: Manager Engineering Strategy & Assets	

Port Road Banners

Advertising charges for community groups and/or events.

For up to 3 months	80.00
Officer Responsible: General Manager Corporate Services	

Register of Dog Extract

Details of 1 Dog (hard copy only)	5.00 per extract
Officer Responsible: Manager Public Health & Safety	

Miscellaneous

\$

Reinstatement Charges

Charges made to property owners, developers, builders and service authorities etc. for reinstatement work carried out by Council:

Reinstatement Charges attract a 10% GST

*These prices are GST inclusive

Type of Infrastructure	Rate
Bitumen Road	180.00 per m ²
<i>Minimum Charge</i>	720.00
Bitumen Footpath	155.00 per m ²
<i>Minimum Charge</i>	620.00
Concrete Driveways and Footpath	165.00 per m ²
<i>Minimum Charge</i>	660.00
Brick Paving	170.00 per m ²
<i>Minimum Charge</i>	680.00
Standard Kerb and Gutter (including driveway inverts)	210.00 per linear metre
<i>Minimum Charge</i>	840.00
Side Entry Pit Replacement – lid and frame only	1,600.00
Side Entry Pit Reconstruction	4,000.00
Reinforcing to inverts and kerbing	220.00 per lineal metre
Reinforcing to driveways and footpaths	32.00 per m ²
Officer Responsible : Manager Field Services	

Type of Infrastructure	Rate
Screen Footpath	142.00 per m ²
<i>Minimum Charge</i>	650.00
Screen Landscape & irrigation	23.00per m ²
<i>Minimum Charge</i>	600.00
Turf replacement	17.00 per m ²
<i>Minimum charge</i>	425.00
Streetscape landscape & irrigation	31.00 per m ²
<i>Minimum charge</i>	810.00
Tree Replacement (refer to Tree Policy)	229.00
Verge Reinstatement/Removal of Spoil	225.00 per m ²
<i>Minimum Charge</i>	675.00
Officer Responsible: Manager Field Services	

Miscellaneous

\$

Reproduction of Plans (microfilm and other) – Planning & Development Department

Search Fee (includes first 10 A4 or A3 pages)	30.00
Additional A4	0.40 per page
Additional A3	0.50 per page
<i>Officer Responsible: Manager Planning & Development</i>	

Damaged Infrastructure – Reinstatement Charge

Cost recovery for works undertaken due to default in response to an Order issued under the Local Government Act, 1999.	Quotation received from a Minor Work Panel Contractor plus 5 percent management fee
<i>Officer Responsible: Manager Engineering Strategy & Assets</i>	

Clearance – for National Heavy Vehicle Regulator

Clearance	75.00
<i>Officer Responsible: Manager Engineering Strategy & Assets</i>	

Miscellaneous

\$

Salaries Register

Hard Copy Salary Detail Extract for City of Charles Sturt Employees Pursuant to Relevant Legislation per single/double sided A4 page	0.20
Officer Responsible: <i>Manager People and Culture</i>	

Signage Hire – supply only

* These prices are GST inclusive

Temporary Parking Controls	
Residential	18.00 per sign per week No delivery or pick up fee
Non-residents or commercial	18.00 per sign per week plus 130.00 delivery and collection fee
Replacement of Temporary Parking Control signs	132.00 per missing sign
Temporary Traffic Controls for events	18.00 per sign per week 138.00 delivery and collection fee
Replacement of Temporary Traffic Control signs	204.00 per sign
Installation of signage by Council staff will be recovered from responsible organiser or body at Council costs + 10% administration fee.	
Officer Responsible: <i>Manager Field Services</i>	

Miscellaneous

\$

Sportsground Services

** These prices are GST inclusive*

a. Line Marking of Sports Fields	
1. AFL (per oval)	
Initial Marking (includes labour & materials)	697.00
Follow up Marking (includes labour & materials)	135.00
2. Soccer (per field)	
Initial Marking (includes labour & materials)	560.00
Follow up Marking (includes labour & materials)	126.00
Sporting Carnivals etc (includes labour & materials) per hr	92.00
3. Modified Soccer (per field)	
Initial Marking (includes labour & materials)	413.00
Follow up Marking (includes labour & materials)	92.00
4. Cricket (per oval)	
Initial Marking (includes labour & materials)	234.00
Follow up Marking (includes labour & materials)	110.00
5. Sporting Carnivals – i.e. multiple fields	
Multiple Fields (includes labour & materials) per hr	92.00
b. Installation of Sportsfield Goals	
1. AFL (per set)	
Installation of Goals (includes labour & plant)	503.00
Removal of Goals (includes labour & plant)	294.00

Miscellaneous \$

2. Soccer (per set)

Installation of Goals (includes labour & plant)	377.00
Removal of Goals (includes labour & plant)	215.00

c. Green Waste Bins

This service is no longer supplied by Council – Where Sporting Clubs require the green waste bin, they are able to arrange it direct through the Contractor.

Officer Responsible: Manager Field Services

Road Closures - Temporary

Application Fee	Reimbursement of fees incurred associated with road closures
-----------------	--

Officer Responsible: Manager Engineering Strategy & Assets

Supported Residential Fees* \$

Licence Fee (Licence period up to 12 months)	384.00
Application for Licence	82.50
Late Application Fee	49.25
Inspection fee of Supported Residential Facility	197.00
Lodgement of licence renewal application forms	82.50
Application for Transfer of Licence	82.50
Application for Settlement of Disputes under Section 43(5)(c) of the Supported Residential Facilities Act	49.25

***Fees prescribed by the Supported Residential Facilities Regulations 2009 and are subject to change.**

Officer Responsible: Team Leader Environmental Health

Miscellaneous

\$

Thermometer

**These prices are GST inclusive*

Supply of digital probe thermometer	30.00
Officer Responsible: Team Leader Environmental Health	

Vehicles – Towing, Storage & Disposal

Impounding & Public Notification Fee	Fee is charged by Contractor and Council will recover this fee from the vehicle owner along with the costs associated with advertising and storage.
Towing Fee	Fee is charged by Contractor and Council will recover this fee from the vehicle owner.
Towing of oversized and/or over length vehicle	Fee is charged by Contractor and Council will recover this fee from the vehicle owner.
Locksmith Fees (for opening of vehicles)	Fee is charged by Contractor and Council will recover this fee from the vehicle owner.
Officer Responsible: Manager Public Health & Safety	

Waste Control***\$**

Application for a wastewater works approval for the installation or alteration of a temporary on-site wastewater system:	
If the system's capacity does not exceed 10 Equivalent Persons (EP)	50.50
If the system's capacity exceeds 10 EP	101.00
- Plus, for each 2 EP in excess of 10 EP	Additional 24.90
Application for a wastewater works approval for the installation or alteration of an on-site wastewater system (other than a temporary on-site wastewater system):	
If the system's capacity does not exceed 10 EP	113.00
If the system's capacity exceeds 10 EP	113.00
Plus, for each 2 EP in excess of 10 EP	24.90
Application for variation or revocation of a condition of a wastewater works approval	113.00
Application for postponement of expiry of a wastewater works approval	113.00
Inspection fee for an inspection in connection with an application or other matter under the South Australian Public Health (Wastewater) Regulations 2013	126.00
<i>*Fees prescribed in South Australian Public Health (Fees) Regulations 2018 and are subject to change</i>	
<i>Officer Responsible: Team Leader Environmental Health</i>	

Miscellaneous

\$

Waste Management Centre (*Officer Responsible: Manager Field Services*)

Disposal Charges for Larger Vehicles (Trucks/Buses)					
Category	Min. Weight	Min. Charge (GST inc.)	GST	\$ (GST included)	Quantity
General Waste & Mixed Unsorted Waste	100kg	\$	28.56	\$ 285.60	per tonne
Concrete / Rubble	200kg	\$	26.54	\$ 132.70	per tonne
Un-Clean Fill	200kg	\$	34.72	\$ 173.60	per tonne
Clean Soil	100kg	\$	5.72	\$ 57.20	per tonne
Clean Un-treated Timber	100kg	\$	11.23	\$ 112.30	per tonne
Green Waste	100kg	\$	10.21	\$ 102.10	per tonne
Verge Mowing Grass (Council Only)	500kg	\$	30.65	\$ 61.30	per tonne
Street Sweepings (Council Only)	500kg	\$	30.65	\$ 61.30	per tonne
Drain Sediment (Council Only)	500kg	\$	32.65	\$ 65.30	per tonne

Category - Disposal Charge – Other Waste Types Charges		
Disposal Charge	\$ (GST included)	Quantity
Minor Charge (single bag of rubbish)	\$ 10.00	per bag
Car Tyres – off rim	\$ 11.00	per tyre
4WD or Truck Tyres - off rim	\$ 22.00	Per tyre
Car Tyres – on rim	\$ 20.00	per tyre
4WD or Truck Tyres - on rim	\$ 31.00	per tyre
Mattresses	\$ 26.00	per mattress
Oil (over 20 litres)	\$ 1.00	per litre over 20
Fluorescent Tubes – Non-Residents	\$ 2.00	per tube

Free Disposal
Paint (up to 100 litres per vehicle per visit)
Oil (up to 20 litres)
Carboard (Clean sorted)
E-Waste (TVs and Computers)
Steel (sorted)
Car Batteries
Fluorescent Tubes (Charles Sturt residents only)

Miscellaneous

\$

Items for Sale		
Sale Charge	\$ (GST included)	Quantity
Bulk Mulch	\$ 55.00	per cubic metre
Jeffries Organic Compost	\$ 10.30	30L Bag
Jeffries Organic Potting Soil	\$ 10.30	30L Bag
Jeffries Veggie & Garden Soil	\$ 10.30	30L Bag
Jeffries Recover	\$ 15.50	50L Bag
Jeffries Forest Mulch	\$ 15.50	50L Bag

Vehicle Type	General Waste	Concrete / Rubble / Un-Clean Fill / Clean Un-Treated Timber	Green Waste	Clean Soil
Car Boot	\$ 25.00	\$ 18.00	\$ 20.00	\$ 10.00
Station Wagon	\$ 37.00	\$ 29.00	\$ 23.00	\$ 15.00
Small ute / Micro Trailer	\$ 54.00	\$ 39.00	\$ 34.00	\$ 20.00
Medium Ute / Van	\$ 71.00	\$ 59.00	\$ 38.00	\$ 26.00
Large Ute / Transit Vans	\$ 96.00	\$ 80.00	\$ 44.00	\$ 26.00
Trailer up to 6x4				
Level	\$ 71.00	\$ 59.00	\$ 36.00	\$ 26.00
Heaped	\$ 96.00	\$ 80.00	\$ 41.00	\$ 31.00
Full	\$ 110.00	\$ 100.00	\$ 55.00	\$ 36.00
Trailer up to 7x5		\$ -	\$ -	\$ -
Level	\$ 99.00	\$ 80.00	\$ 44.00	\$ 31.00
Heaped	\$ 113.00	\$ 100.00	\$ 56.00	\$ 36.00
Full	\$ 141.00	\$ 120.00	\$ 61.00	\$ 41.00
Trailer up to 8x5				
Level	\$ 111.00	\$ 100.00	\$ 56.00	\$ 36.00
Heaped	\$ 136.00	\$ 120.00	\$ 61.00	\$ 41.00
Full	\$ 176.00	\$ 141.00	\$ 77.00	\$ 46.00
Trailers greater than 8x5				
Level	\$ 136.00	\$ 120.00	\$ 71.00	\$ 41.00
Heaped	\$ 176.00	\$ 141.00	\$ 87.00	\$ 46.00
Full	\$ 220.00	\$ 161.00	\$ 107.00	\$ 51.00

Miscellaneous

\$

Water Business Unit

Category	\$ (GST included)
GENERAL FEES	
Connection Fee – Single Residential Connection (includes supply of Purple Meter, inlet and outlet riser and Initial Cross Connection audit)	500.00 (no GST)
Community Plan Connection Fee – includes supply of purple meter, inlet and outlet riser and initial cross connection audit	Cost recovery + 10% (no GST)
Cross Connection Audit Inspections (charged every 5 years or on change of ownership)	220.00
Annual Supply Charge as required by legislation/regulation	51.50
SERVICE FEES & USAGE CHARGES	
Recycled Water supply - residential & commercial usage	2.85 / Kilolitre
Recycled Water supply – irrigation only usage	2.62 / Kilolitre
Interim Water supply	2.91
CHARGES REFERENCED UNDER THE RECYCLED WATER SERVICE CHARTER	
Special Meter Reading	35.00
Meter Test (per test)	145.00

Miscellaneous

\$

CHARGES INCURRED WHERE THERE IS A BREACH OF THE RECYCLED WATER SUPPLY AGREEMENT AND/OR THE CUSTOMER SERVICES CHARTER	
Restriction Action Fee (Imposed where there is non- payment following the Final Notice and Notice Before Restriction) which limits the flow of Recycled Water to the allotment	Cost recovery (No GST)
Removal of Restriction Action (where the Recycled Water account is returned to order following payment of the outstanding amount)	Cost recovery (No GST)
Disconnection Fee	Cost recovery + 10% (+GST)
Reconnection Fee	Cost recovery + 10% (+GST)
Damage to Council Infrastructure	Cost recovery + 10% (+GST)
Relocation of the Council's Infrastructure	Cost recovery + 10% (+GST)
Dishonoured and overdue payments	Cost Recovery of Associated Bank Fees and Legal Recovery Costs.

Purchase of Domestic Waste, Recycling, and Garden Mobile Garbage Bins and food waste recycling Caddy - (Additional, stolen, or damaged)

Waste Service	\$ (GST Included)	Annual Service Fee on Additional Bins
Domestic 140 Litre "Blue Lid"	50.00	131.00
Recycling 240 Litre "Yellow" Lid"	51.00	46.00
Garden Waste 240 Litre "Green" Lid"	51.00	39.00
Kitchen Caddy	Free	N/A
Compostable Bags (per roll)	Free	N/A
Gedye 220L Compost Bin	38.00	N/A
Officer Responsible: Manager Governance & Operational Support		

Miscellaneous

\$

Dog Park Etiquette Artwork

*These prices are GST inclusive

Single artwork – high resolution electronic copy	165.00*
4 complete set of sign artwork – high resolution electronic copies	550.00*
<i>Officer Responsible: Manager Public Health and Safety</i>	

5. MOTIONS ON NOTICE

Nil.

6. QUESTIONS ON NOTICE

Nil.

7. MOTIONS WITHOUT NOTICE

[As previously identified and agreed by the Presiding Member]

8. QUESTIONS WITHOUT NOTICE

9. BUSINESS - PART II - CONFIDENTIAL ITEMS

10. MEETING CLOSURE