

DRAFT FOR CONSULTATION

Seaton Code Amendment

By the Chief Executive, Department for Housing and Urban Development
(the Designated Entity)

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Government of South Australia

Department for Housing
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Contents

1.	What is the Planning and Design Code?	4
1.1.	Planning and Design Code Framework	4
1.2.	Overlays	4
1.3.	Zones	4
1.4.	Subzones	4
1.5.	General Development Policies	4
1.6.	Amending the Planning and Design Code	5
2.	What is proposed in this Code Amendment?	6
2.1.	Need for the amendment	6
2.2.	Affected Area	7
2.3.	Summary of proposed policy changes	8
2.3.1.	Current Code Policy	8
2.3.2.	Proposed Code Policy	11
3.	What are the next steps for this Code Amendment?	13
3.1.	Engagement	13
3.2.	How can I have my say on the Code Amendment?	13
3.3.	What changes to the Code Amendment can my feedback influence?	14
3.4.	What will happen with my feedback?	14
3.5.	Decision on the Code Amendment	15
4.	Analysis	15
4.1.	Strategic Planning Outcomes	15
4.1.1.	Summary of Strategic Planning Outcomes	15
4.1.2.	Consistency with the State Planning Policies	16
4.1.3.	Consistency with the Regional Plan	16
4.1.4.	Consistency with other key strategic policy documents	16
4.2.	Investigations	17
4.2.1.	Desktop Review of Transport and Parking Investigation	18
4.2.2.	Desktop Review of the Stormwater Investigation	20
4.2.3.	Search of the Register of Aboriginal Sites and Objects (Taa-wika)	22
4.2.4.	Investigation into the surrounding interface	22
4.2.5.	Code Policy Investigation	24
4.2.6.	Social Infrastructure Investigation	28
4.2.7.	Infrastructure Capacity Assessment	29
4.3.	Recommended policy changes	30
	ATTACHMENT A – AFFECTED AREA MAPPING	33

ATTACHMENT B – CURRENT CODE POLICY 34

ATTACHMENT C – PROPOSED SPATIAL CHANGES.....36

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES 39

D1. State Planning Policies.....39

D2. Regional Plans 42

D3. Other Strategic Plans.....44

ATTACHMENT E – INVESTIGATIONS.....45

HAVE YOUR SAY

This Code Amendment is on consultation from 4 November to 16 December 2025

During this time, you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be made:

- online at plan.sa.gov.au/en/codeamendments
- by email to plansasubmissions@sa.gov.au
with subject "Submission - Seaton Code Amendment"
- by post mailed to:

*Code Amendment Team
Planning and Building
Department for Housing and Urban Development
GPO Box 1815, Adelaide SA 5001*

There is public information sessions planned within the consultation period. You must register to attend a session by visiting PlanSAevents.eventbrite.com (search for: 'Seaton Code Amendment') or go to the events calendar on the [PlanSA website](#).

Questions regarding the Code Amendment can be directed to the PlanSA Service Desk on 1800 752 664 or plansa@sa.gov.au

1. What is the Planning and Design Code?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1. Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. Information about how the Code works is available on the [PlanSA website](#).

1.2. Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3. Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4. Subzones

Subzones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5. General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6. Amending the Planning and Design Code

The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister) the Chief Executive of the Department for Housing and Urban Development (the Department), a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

The Seaton Code Amendment was initiated by the Minister on 23 July 2025.

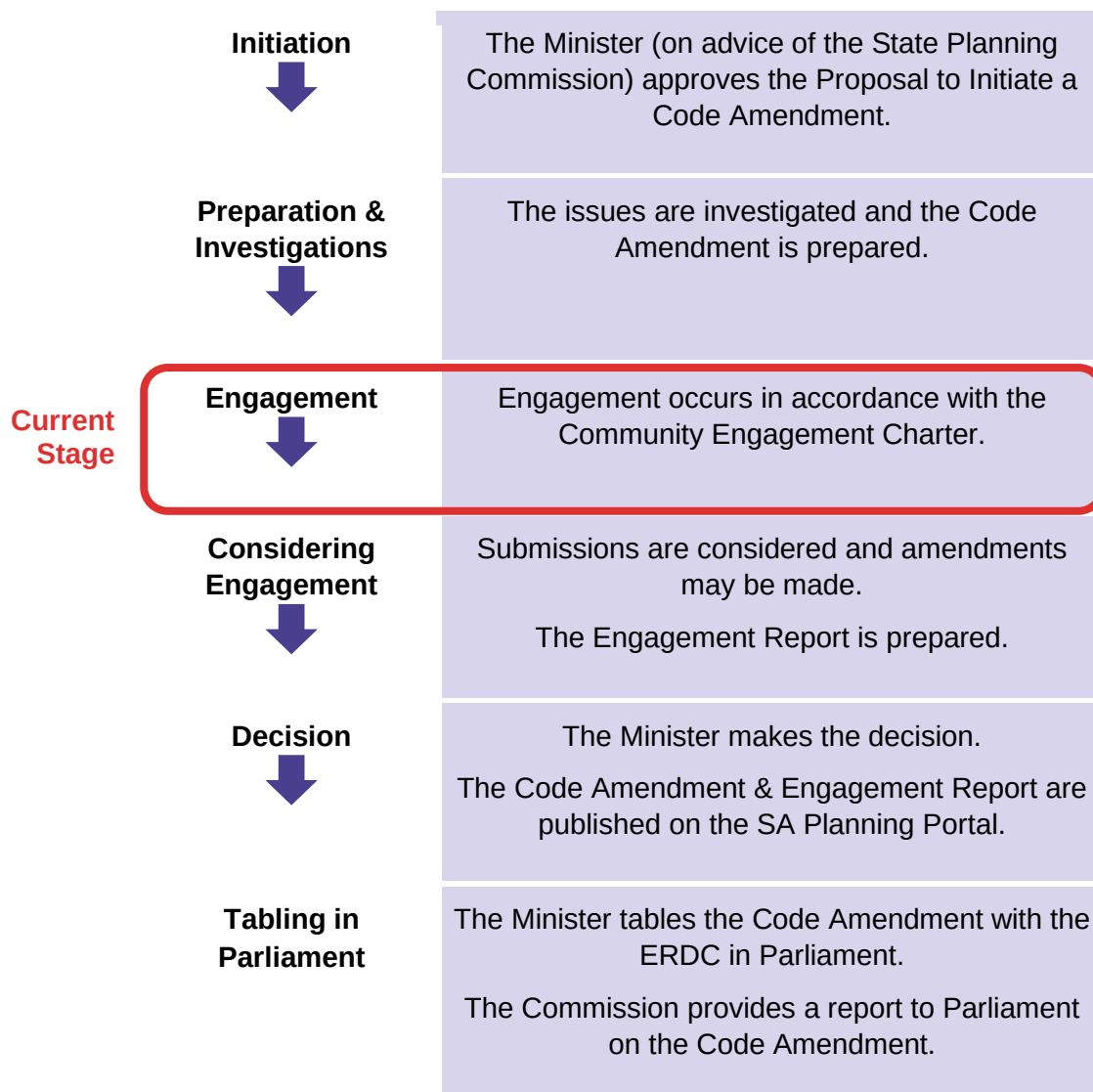
An approved Proposal to Initiate defined the scope of the Amendment and prescribed the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form. A copy of the Proposal to Initiate for the Seaton Code Amendment can be downloaded from:

plan.sa.gov.au/have_your_say/code-amendments/on-consultation

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.

A summary of the Code Amendment process is outlined in **Figure 1**.

Figure 1. Summary of the Code Amendment process

2. What is proposed in this Code Amendment?

2.1. Need for the amendment

The Affected Area is identified in the *Greater Adelaide Regional Plan* (the Regional Plan) as part of a 'State Significant Infill Area' and is the subject of a large-scale urban redevelopment project being delivered by the State Government through its property development agency, Renewal SA, in partnership with the South Australian Housing Trust (SAHT). This area is predominantly characterised by semi-detached dwellings on large allotments that are a locally well-known and recognised style of post-war SAHT housing.

The Affected Area represents an ideal location for large-scale redevelopment given the quantity and concentration of aging housing trust stock, its proximity to retail and services at West Lakes, existing high-frequency bus services, and multiple train stations.

This Code Amendment will facilitate the urban renewal of the Affected Area, enabling the development of housing at a higher density, contributing to achieving annual housing targets for the Adelaide Western Region outlined in the Plan.

It is therefore proposed that the approximately 39 hectares of land in the Seaton area be rezoned to an appropriate zone that will facilitate the urban renewal of the subject site.

2.2. Affected Area

The Area Affected by the proposed amendment is described as follows and is shown in the map in [Attachment A](#).

The Affected Area is bound by:

- West Lakes Boulevard and Pedlar Street to the north;
- Tapleys Hill Road to the east;
- Glenburnie Street to the south; and
- Frederick Road to the west.

The Affected Area and current zoning are shown in Figure 2 below:

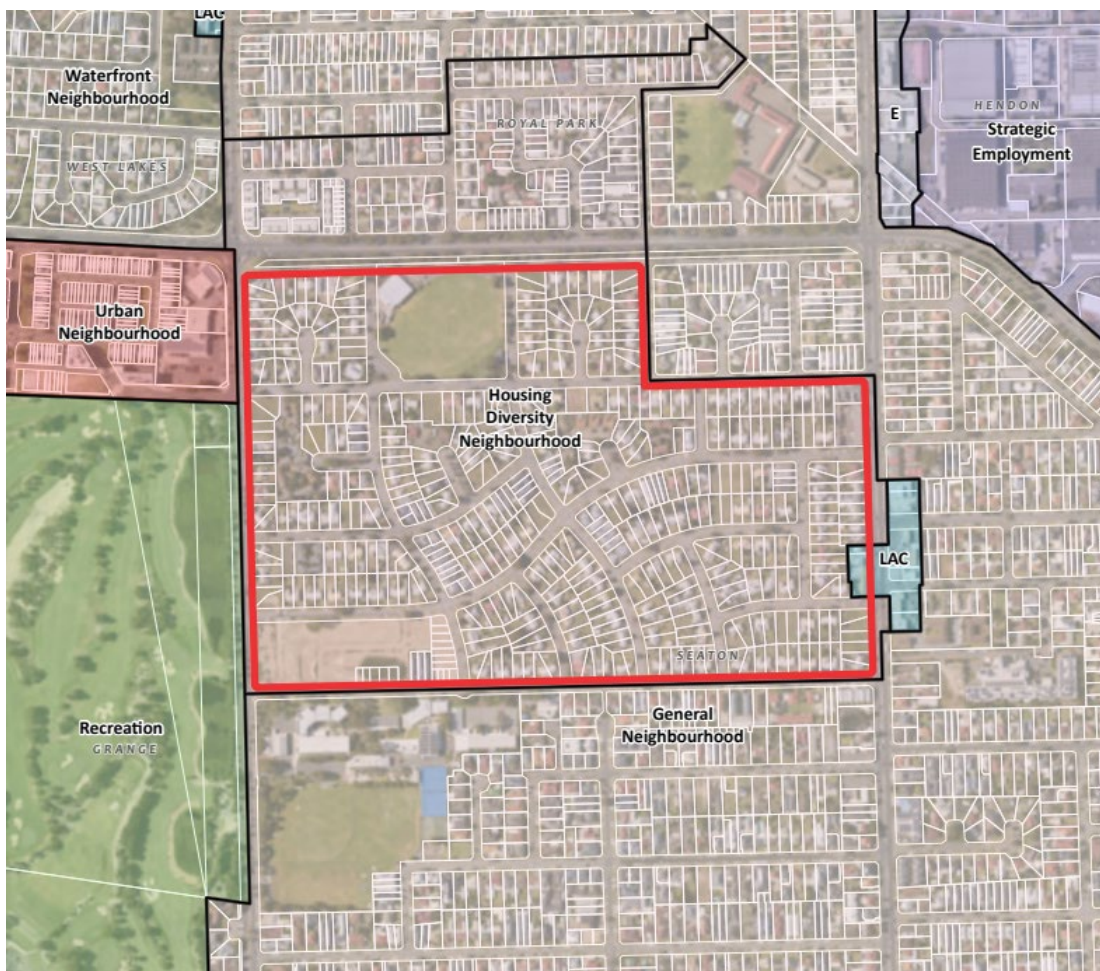


Figure 2: Affected Area and current zoning

The majority of the Affected Area is currently low-rise residential housing, with a small section of shops within the Local Activity Centre Zone along the eastern side. In the southwest corner of the Affected Area is the first stage of the master plan by Renewal SA, which consists of 137 dwellings. To the north, open space in the form of Pedlar Reserve sits adjacent to West Lakes Boulevard.

2.3. Summary of proposed policy changes

2.3.1. Current Code Policy

The Affected Area is currently located in **Housing Diversity Neighbourhood Zone** and section within the **Local Activity Centre Zone**. Numerous Overlays apply to the Affected Area, as detailed in [Attachment B](#).

The existing **Housing Diversity Neighbourhood Zone** envisages medium-density housing that is in proximity of various services and facilities. While the **Local Activity Centre Zone** seeks to accommodate small-scale shops, businesses, and health or community facilities. A Local Variation (Technical and Numeric Variations or TNVs) applies to the site, which prescribes that buildings must not be higher than 2 levels or 9 metres.

Zones:

Housing Diversity Neighbourhood Zone

Desired Outcome (DO):

DO 1 Medium density housing supports a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

Land uses envisaged that may be appropriate are listed in DTS/DPF 1.1:

Development comprises one or more of the following:

- a) Ancillary accommodation
- b) Child care facility
- c) Consulting room
- d) Community facility
- e) Dwelling
- f) Educational facility
- g) Office
- h) Place of Worship
- i) Recreation area
- j) Residential flat building
- k) Retirement facility
- l) Shop
- m) Supported accommodation.

Local Activity Centre Zone

Desired Outcome (DO):

DO 1 A range of small-scale shops, offices, business, health and community facilities to provide daily services to and support walkable neighbourhoods.

Land uses that are envisaged and may be appropriate are listed in DTS/DPF 1.1:

Development comprises one or more of the following:

- a) Advertisement*
- b) Child care facility*
- c) Community facility*
- d) Consulting room*
- e) Dwelling*
- f) Office*
- g) Shop*

Overlays:

The following Overlays currently apply to the Affected Area:

Overlay	Purpose	Where it applies
Advertising Near Signalised Intersections	Provides for a safe road environment by reducing driver distraction at key points of conflict on the road.	At the intersections located on the northwest, southwest, and southeast corners of the site.
Airport Building Heights (Regulated)	Manages the potential impacts of buildings and generated emissions, maintaining operational and safety requirements for airports, airstrips and helicopter landing sites.	Across the entire affected area.
Building Near Airfields	Maintains the operational and safety requirements of commercial and military airfields.	To allotments in the southeast corner of the affected area.
Hazards (Flooding)	Ensures that impacts on people, property, infrastructure, and the environment from high flood risk are minimised through retaining areas free from development, minimising intensification where development has occurred.	To specific areas along Glenburnie St, Childs Ave, Harris Pl, Larks Ave, and Parker Ave.

Overlay	Purpose	Where it applies
Hazards (Flooding - General)	Ensures that the impacts on people, property, infrastructure, and the environment from general flood risk are minimised through the appropriate siting and design of development.	Across the majority of local roads, in addition to allotments on Harris Pl, Lark Ave, Parker Ave, and Tapleys Hills Rd.
Major Urban Transport Routes	Ensures the safe and efficient operation of, and access to and from, Major Urban Transport Routes for all road users.	Across the allotments on the eastern boundary of the affected area, along Tapleys Hill Rd.
Prescribed Wells Area	Ensures sustainable water use in prescribed well areas.	Across the entire affected area.
Regulated and Significant Tree	Manages the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.	Across the entire affected area.
Stormwater Management	Manages development in the incorporation of water sensitive urban design techniques to capture and re-use stormwater.	Across the entire affected area, bar the land within the Local Activity Centre Zone.
Traffic Generating Development	Provides for the safe and efficient operation of, and access to and from, Urban Transport Routes and Major Urban Transport Routes for all road users.	To the majority of the affected area, bar a section to the south, consisting of land surrounding Oliphant Ave and Fidock Ave.
Urban Transport Routes	Provides for the safe and efficient operation of, and access to and from, Urban Transport Routes for all road users.	To allotments along the western boundary, and sections along South Pde on the northern boundary.
Urban Tree Canopy	Ensures that residential development preserves and enhances the urban tree canopy through the planting of new trees, along with the retention of existing mature trees where practicable.	Across the entire affected area.

Overlay	Purpose	Where it applies
Water Resources	Ensures the protection of the quality of surface waters with the consideration of adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures resulting from climate change. It also maintains the conveyance function and natural flow paths of watercourses, assisting in the management of flood waters and stormwater runoff.	To certain allotments to the western boundary, along Frederick Rd.

Current Land Uses

The Affected Area is predominantly encompassed by the **Housing Diversity Neighbourhood Zone**, and partially by the **Local Activity Centre Zone**. It consists mostly of low-density housing, with several small businesses along a section of the eastern boundary on Tapleys Hill Road. As mentioned, existing dwellings within the Affected Area mostly comprise of semi-detached dwellings on large allotments, currently utilised as public housing.

Surrounding Zoning Configuration

Land to the north of the Affected Area is the Housing Diversity Neighbourhood Zone and the General Neighbourhood Zone. While to the northeast there is a mixture of the Employment Zone and the Strategic Employment Zone. To the east and the south, the land is within the General Neighbourhood Zone. West of the Affected Area is both the Recreation Zone and the Urban Neighbourhood Zone, while to the northwest is the Waterfront Neighbourhood Zone.

2.3.2. Proposed Code Policy

The Code Amendment is proposing to rezone approximately 39 hectares of land to facilitate the urban renewal of the subject site, providing a diverse range of housing, including affordable housing within the Affected Area.

The proposed changes to the policies will increase the maximum building heights, which will enable the development of medium to high-density housing within the Affected Area. This will provide much needed housing, within a 'State Significant Infill Area' as per the Regional Plan.

Maps detailing the proposed spatial application of the zoning, overlays, and TNV's is available within [Attachment C](#).

Zoning

The Code Amendment proposes to rezone the **Housing Diversity Neighbourhood Zone** to the **Urban Renewal Neighbourhood Zone**, while retaining the **Local Activity Centre Zone**.

Overlays

The following Overlays will continue to spatially apply to the entire/sections of the Affected Area:

- Advertising Near Signalised Intersections
- Airport Building Heights (Regulated)
- Building Near Airfields
- Hazards (Flooding)
- Hazards (Flooding - General)
- Major Urban Transport Routes
- Prescribed Wells Area
- Regulated and Significant Tree
- Stormwater Management
- Traffic Generating Development
- Urban Transport Routes
- Urban Tree Canopy
- Water Resources.

The Code Amendment will propose to spatially apply the following Overlays to the entirety/sections of the Affected Area:

- **Affordable Housing Overlay**, to ensure the provision of affordable housing
- **Noise and Air Emissions Overlay**, to ensure development is designed and located to protect the health and amenity of the community from the adverse impacts of noise and air emissions.

Local Variations (Technical and Numeric Variations (TNVs))

This Code Amendment proposes to increase the Maximum Building Height (Levels) from 2 levels to 10 levels across specific areas, facilitating opportunities for increased density, particularly in areas fronting arterial roads. For these specific areas the Maximum Building Height (Metres) will be increased from 9m to 35m.

For areas that interface with existing low-density housing adjoining the perimeter of the Affected Area, the Code Amendment will propose a slight increase of the Maximum Building Height (Levels) from 2 levels to 3 levels.

In turn, the Maximum Building Height (Metres) is proposed to be increased from 9m to 12.5m.

For the remaining areas, this draft Code Amendment will propose the Maximum Building Height (Levels) to be increased from 2 levels to 8 levels, and the Maximum Building Height (Metres) to be increased from 9m to 28m.

The recommended policy changes are detailed in [Section 4.3](#).

3. What are the next steps for this Code Amendment?

3.1. Engagement

Engagement on the Code Amendment must comply with the Community Engagement Charter (the Charter), as required under the Act. The Charter sets out the following principles for engagement:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- Letter mailout
- In person community drop-in session
- Online information session
- YourSAy
- Survey
- FAQs
- Fact sheet.

3.2. How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment.

Submissions can be made:

- online at plan.sa.gov.au/en/codeamendments
- by email to plansasubmissions@sa.gov.au
with subject "Submission - Seaton Code Amendment"
- by post mailed to:
*Code Amendment Team
Planning and Land Use Services Division
Department for Housing and Urban Development
GPO Box 1815, Adelaide SA 5001*

Questions regarding the Code Amendment can be directed to the PlanSA Service Desk on 1800 752 664 or plansa@sa.gov.au

3.3. What changes to the Code Amendment can my feedback influence?

Your feedback can influence the Code Amendment in the following ways:

- Change to policies
- Change to application of the Code's spatial layers

Feedback cannot influence instruments which are separate to the Code, such as the Act and its associated regulations.

3.4. What will happen with my feedback?

The Chief Executive is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the Chief Executive when determining whether the proposed Code Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register, and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published; however, company details will be.

The Chief Executive will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister and then published on the SA Planning Portal along with a copy of the submissions received.

3.5. Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister:

- at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the ERDC with a report on the Code Amendment.

4. Analysis

4.1. Strategic Planning Outcomes

4.1.1. Summary of Strategic Planning Outcomes

The proposed amendment of the Affected Area to an appropriate zone that will provide the opportunity to facilitate the delivery of a large-scale urban renewal project, and enables an increase in density for the region.

Other relevant strategic advantages and outcomes are detailed below:

- Increasing the housing supply and density of the Adelaide West region.
- In 2021, the Adelaide West region had a population of 247,123, and by 2024 it increased to 256,390.
- Under a medium growth scenario, it is projected that the population will reach 308,618 by 2051.
- There is an established need for new dwellings in the Adelaide West region, with an annual target of 1,450 new dwellings constructed annually from 2021 to 2031.
- The provision of infill housing in a location with a concentration of public housing stock.
- Increasing the levels of affordable housing in the Greater Adelaide Region, through the application of the Affordable Housing Overlay.
- Within the Regional Plan, the Affected Area has been identified as a 'State Significant Infill Area', envisaging higher-density development for that area.
- The Code Amendment would facilitate the urban renewal of the Affected Area, enabling the development of medium to high-density housing through a range of housing typologies.

These strategic planning outcomes informed and shaped investigations conducted through the preparation of this Code Amendment.

4.1.2. Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in [Attachment D](#).

4.1.3. Consistency with the Regional Plan

The directions set out in Regional Plans provide the long-term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in [Attachment D](#).

4.1.4. Consistency with other key strategic policy documents

This Code Amendment aligns with other key policy documents in the following manner:

Government of South Australia's *Housing Roadmap*

This Code Amendment aligns with the SA Government's *Housing Roadmap*, which details the state government's plan for the release of housing in South Australia. The redevelopment of Seaton that is to be facilitated as the result of this Code Amendment is detailed in the *Housing Roadmap*.

Land Supply Report for Greater Adelaide (July 2023)

This report analysed the trends in land development and the projected land supply and demand for Greater Adelaide. The report detailed the infill levels for the Adelaide West area, and specifically for Seaton, where all residential growth had been in the form of general infill. Therefore, through this Code Amendment, strategic infill can be delivered to the suburb and Adelaide West area.

Charles Sturt Community Vision 2040

This key strategic document from the City of Sturt (the Council) speaks to the future of housing in their council area. The Code Amendment aligns with this document, which notes the advocacy of a 'mixture of density and housing types.' Further, this document emphasises the Council's co-operation with the State Government and developers to achieve 'high quality and sustainable development.'

Charles Sturt Council Residential Land Supply Study 2023

The Code Amendment aligns with this document to a moderate extent. Through this document, housing and population projections are analysed for the council area and determined that the Seaton area was a 'high priority' for investigations within the next five years. Additionally, the Affected Area was identified as part of the document's 'Your Neighbourhood Plan' which aimed to have precinct planning for areas with substantial levels of general infill. Of note however, is this study did not identify the Affected Area as a 'known housing supply – strategic site'.

4.2. Investigations

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed to by the Minister in the Proposal to Initiate.

The following investigations have been undertaken to inform this Code Amendment:

- Desktop review of Transport and Parking Investigation
- Desktop Review of Stormwater Management Plan
- Search of the Register of Aboriginal Sites and Objects (Taa-wika)
- Investigation into the surrounding interface
- Code Policy Investigation
- Social Infrastructure Assessment
- Infrastructure Capacity Assessment.

These investigations are explored in more detail in the following sections of this draft Code Amendment.

4.2.1. Desktop Review of Transport and Parking Investigation

CIRQA was contracted to conduct a Transport and Parking Investigation in September 2025, to help inform project planning by Renewal SA. The investigation analysed the existing capacity of the local road networks and access as well as forecasting the traffic generation and impact.

Road capacity:

Upon investigating the capacity of the roads bound by the Affected Area, it was found that roads experienced the following Annual Average Daily Traffic (AADT) volume:

- West Lakes Boulevard: 17,600 vehicles per day (vpd)
- Frederick Road: 13,700 vpd
- Tapleys Hill Road: 21,600 vpd
- Glenburnie Street: 1,100 vpd.

Note, Pedlar Street does not have an AADT volume recorded, as it is a local road.

Walking, Cycling and Public Transport

CIRQA considered the walking and cycling infrastructure for the Affected Area, both existing, and envisaged in the draft master plan prepared by Renewal SA.

There are existing sealed footpaths on both sides of most streets within the site, servicing both pedestrians and cyclists. While on the arterial roads surrounding the Affected Area (Frederick Road, West Lakes Boulevard, and Tapleys Hill Road), there are bicycle lanes. The investigation details the locations of pedestrian actuated crossings and pedestrian refugee islands on each of the arterial roads surrounding the site.

It is further noted in the investigation that from Strava heat mapping that the most utilised roads by runners and cyclists are the surrounding arterial roads. However, it also found that the following streets were also commonly utilised: Green Avenue, Glenburnie Street, Fidock Avenue, Pedlar Street, and South Parade.

Regarding public transport infrastructure and routes that service the Affected Area, CIRQA examined the high frequency bus services that operate nearby. Of note, is the bus stops within 'Go Zones', and their proximity to site.

Specifically, there are bus stops located on both sides of the surrounding arterial roads. These stops service numerous bus routes, including the following:

- 110 - West Lakes Centre Interchange to City;

- 115 - West Lakes Centre Interchange to City;
- 117 - Port Adelaide Interchange to City;
- 118 - Port Adelaide Interchange to City;
- 155 - West Lakes Centre Interchange to City;
- 157 - Largs Bay to City;
- J7 - West Lakes Centre Interchange to Marion Centre Interchange;
- J7M - West Lakes Centre Interchange/Marion Centre Interchange to Camden Park; and
- J8 - West Lakes Centre Interchange to Marion Centre Interchange.

Further, two railway stations are in proximity to the Affected Area. The Seaton Park Railway Station, which is approximately 670m southeast of the site, and the Albert Park Railway Station, 950m east of the site. Both stations are serviced by the Grange railway line, providing access to the Adelaide CBD.

Traffic Generation and Distribution:

The investigation projected the amount of estimated traffic that would be generated, and its distribution across the site. Note, these projections assumed that the Affected Area could comprise of 1,315 dwellings new dwellings (excluding Stage 1) in the form of townhouses to apartments.

It estimated that the existing residential dwellings that have been identified for demolition would potentially generate:

- 266 trips during peak hour in both the morning and afternoon; and
- 2,660 daily trips.

When estimating the projected generation of trips, the investigation found that when compared to the existing levels, it may generate:

- 674 additional morning peak hour trips;
- 566 additional afternoon peak hour trips; and
- 6,363 additional daily trips.

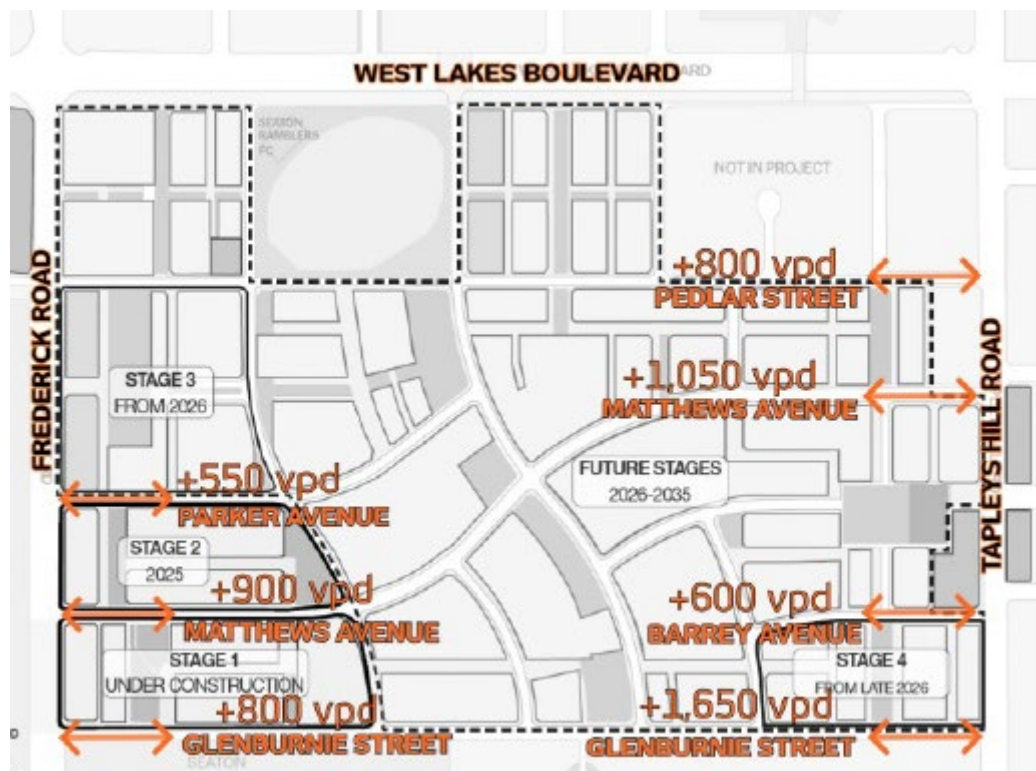


Figure 3: Distribution of estimated additional vehicle trips per day (CIRQA)

CIRQA further notes given this potential increase in capacity, there may be the need for the reclassification of certain roads within the road hierarchy for the area, notably Pedlar Street and Matthews Avenue.

The investigation explored the impact of the forecasted future increased traffic would have on the surrounding intersections. It concluded that it will not detrimentally impact the operation of most of the intersections. For the two intersections with Glenburnie Street, which are projected to experience increased queue lengths during the morning peak hour, it is expected that alternative routes would be utilised, and the intersections will continue to operate satisfactorily.

Code Amendment Outcome

From the assessment by CIRQA, it anticipated that the projected traffic increase from the redevelopment of the Affected Area can be managed with no major impact to the surrounding area. Bar the potential for the reclassification of the local roads due to increased traffic, there does not appear to be any significant traffic issues preventing the proposed policy changes to enable higher density development within the Affected Area.

4.2.2. Desktop Review of the Stormwater Investigation

Kellogg Brown & Root (KBR) were engaged by Renewal SA to conduct a Stormwater Management Report. The report was completed under the assumption that Renewal SA would deliver approximately 1,400 new dwellings.

It detailed the existing stormwater system, noting that within the Affected Area, there are several areas currently expected to be inundated during a 1% Annual Exceedance Probability (AEP) storm event, according to flood mapping previously undertaken by the Council.

It found that pre-development, flooding was observed at 3 low spots during both minor and major storm events, noting that the ponding was typically caused by the inundation of downstream drainage networks or insufficient existing pipes to convey the flow. These low spots were the western end of Harris Place, the cul-de-sac on Lark Avenue, and the roundabout at the intersection of Matthews Avenue and Lark Avenue.

The report proposed a post-development stormwater management strategy that would include:

- On-site detention basins near existing stormwater trunk mains to keep the discharge levels lower than the pre-development levels for both major and minor storm events.
- The re-utilisation of existing stormwater infrastructure where possible. However, the provision of new drains to enable connections to new roof gutters for laneways.
- The designing of overland flows to have sufficient capacity, for example swales to be designed as per 1% AEP storm event flows.
- Upgrades to existing drains to improve drainage capacity and extensions to manage flow widths where required.
- The diversion of as much runoff to the detention basins as practicable.

Using DRAINS modelling, the report found that the peak flow rate post-development would be equal to, or less than that of pre-development for both major and minor storms. For the 3 low spots where ponding was observed, similar results emerged, with ponding depths at the 3 locations to either maintain as per existing or improve post-development. Further, high flooding levels on Pedlar Street and Glenburnie Street during 1% AEP storm events were predicted to decrease post-development, with overland flows reduced and more so contained within road reserves post-development.

Regarding water quality, using MUSIC modelling, it was found that the proposed changes meet the Council's pollutant removal targets.

The report does anticipate that detailed design of the detention basins will be necessary as part of the staged development of the project.

Code Amendment Outcome

From the investigation, it was noted that pre-development ponding occurs on multiple streets within the Affected Area during minor and major storm events. The Stormwater Management Plan proposes that amongst other upgrades, on-site detention basins be implemented to ensure that peak flow rates levels are lower than pre-development. Where possible, it was

proposed that existing stormwater infrastructure be re-utilised, however, upgrades would occur throughout the subject area where necessary. Through DRAINS modelling it was determined that these measures would result in post-development peak flow rates that were equal to, or less than that pre-development levels for minor and major storms. As such, with no significant issues arising from this investigation, stormwater management would be dealt with at the land division and development assessment stages.

4.2.3. Search of the Register of Aboriginal Sites and Objects (Taa-wika)

From the Taa-wika search, it was found that the Aboriginal Affairs and Reconciliation (AAR) holds no records for Aboriginal heritage within the search area.

Note, due to the extensive number of allotments within the Affected Area, it was concluded that a search utilising a 500m buffer would be appropriate. As such, CT 5892/902, an allotment approximately in the centre of the Affected Area was chosen. The search included every allotment within the Affected Area.

Code Amendment Outcome

As no records were found through the search of the Register of Aboriginal Sites and Objects (Taa-wika), no further action is required.

4.2.4. Investigation into the surrounding interface

A desktop investigation of the surrounding interface of the Affected Area was conducted, in addition to a Noise Assessment and Air Quality Assessment, to determine if the location would be appropriate for the higher density development that would be facilitated by this Code Amendment.

To the south, along Glenburnie Street is predominantly one storey housing, a childcare centre, and of note, Seaton High School, which includes multi-storey buildings located near Glenburnie Street.

To the west, on Frederick Street, is the Grange Golf Club, which sits within the Recreation Zone. While to the northwest, sits an ALDI supermarket, commercial shops, and a service station.

To the north, along West Lake Boulevard, there is a road reserve containing trees and bus stops. Opposite the Affected Area are groups of 2 storey townhouses, a small strip of commercial shops, along with a mixture of residential dwellings ranging from 1 to 2 storeys.

To the east, on Tapleys Hill Road, there is a range of residential and commercial uses, that are mostly single storey, with a few 2 storey

dwelling. There is a group of commercial uses within the Local Activity Centre Zone. While the service station that sits on the corner of Morley Road is one of the most significant interface concerns that was addressed through both the Noise Assessment and the Air Quality Assessment.

Noise Assessment

SONUS was contracted to undertake a noise assessment, given that the Affected Area is surrounded by arterial roads, and in proximity of two service stations. The assessment used three data monitoring locations, two near Tapleys Hill Road, and one towards Frederick Road.

The monitoring locations show that the vicinity of Tapleys Hill Road averaged nighttime (10pm to 7am) noise levels that were substantially less than those assumed by *Ministerial Building Standard 010* (MBS 010).

Further, the monitoring location near Tapleys Hill Road indicated that average and maximum noise levels did not vary, therefore suggesting that the nearby service stations did not influence the acoustic environment.

Meanwhile, the monitoring station near Frederick Road and the 'AM/PM West Lakes' service station, found that the noise level was generally lower than on Tapleys Hill Road, consistent with traffic noise.

SONUS concludes that no acoustic treatment is needed specifically for the noise from the service stations. However, it does recommend acoustically treating dwellings due to the noise from Tapleys Hill Road. This acoustic treatment could include:

- External walls
- Windows and external glass doors
- Mechanical ventilation systems
- Ground floors
- External doors other than external glass doors; or
- Roof and ceilings of bedrooms.

Air Quality Assessment

Land & Water Consulting was engaged to undertake air quality monitoring, specifically regarding the levels of exposure from emissions and odour stemming from two nearby service stations, and the potential impact on future housing within the Affected Area. The service stations in question are 'United Petroleum Seaton' (on Tapleys Hill Road) and 'AM/PM West Lakes' (on the corner of Fredericks Road and West Lake Boulevard).

The assessment's primary area of interest was within a 50 to 100 metre buffer of the service stations and was conducted in reference to the air quality guidelines under the *Environmental Protection (Air Quality) Policy 2016* (EPAQP) criteria.

Using dispersion modelling of a worst-case ULP vehicle refuelling scenario for both service stations, the refuelling emissions were found to be approximately half that of the EPAQP criterion across the Affected Area. Further, emissions were shown to decrease significantly for heights above 1 storey. Regarding ambient odour levels, the assessment concluded that it was undetected within 30 metres of refuelling, and when downwind. The assessment resolved that a 50m buffer would be adequate in ensuring that there is no adverse impact to residential dwellings within the Affected Area.

Code Amendment Outcome

The interface investigations did not find any significant physical interface issues that would prevent the change in planning policy for the Affected Area. The Noise Assessment explored the level of noise emissions from the arterial roads surrounding the Affected Area, especially on Tapleys Hill Road. While the Air Quality Assessment found no major adverse impacts on the Affected Area.

It was concluded that the Noise and Air Emissions Overlay is proposed to be spatially applied over dwellings along Tapleys Hill Road.

4.2.5. Code Policy Investigation

The rationale for this Code Amendment is to enable the urban renewal of the Affected Area that facilitates medium to high-density development.

The Proposal to Initiate detailed potential planning policies which could be implemented to facilitate this urban renewal. This included the following zones:

- Master Planned Renewal Zone
- Master Planned Neighbourhood Zone
- Urban Renewal Neighbourhood Zone
- Urban Neighbourhood Zone.

Further, the Proposal to Initiate indicated that the application of a Concept Plan was to be explored.

As such, this investigation explored each of the above zones and determined the most appropriate zoning and policies to be applied through the Code Amendment. Where appropriate, these zones were assessed regarding the desired outcome, anticipated density, building height, land division, as well as their overall suitability for the Affected Area.

From this analysis, it was determined that the **Urban Renewal Neighbourhood Zone** is the most appropriate zone to be applied. However, it was determined that the **Local Activity Zone** should be retained.

Urban Renewal Neighbourhood Zone

DO 1 Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.

Building Height

PO 2.1 Buildings generally 2-3 levels with taller buildings located on sites that are a suitable size and dimension to manage massing and impacts on adjoining residential development.

DTS/DPF 2.1

Building height (excluding garages, carports and outbuildings) is no greater than:

a) the following:

<i>Maximum Building Height (Metres)</i>
<i>Maximum building height is 7m</i>
<i>Maximum building height is 8m</i>
<i>Maximum building height is 8.5m</i>
<i>Maximum building height is 9m</i>
<i>Maximum building height is 11.5m</i>
<i>Maximum building height is 12.5m</i>
<i>Maximum building height is 14m</i>
<i>Maximum building height is 15m</i>
<i>Maximum building height is 16.5m</i>
<i>Maximum building height is 18.5m</i>
<i>Maximum building height is 22m</i>
<i>Maximum building height is 32.5m</i>
<i>Maximum building height is 10.5m</i>
<i>Maximum building height is 20.5m</i>
<i>Maximum Building Height (Levels)</i>
<i>Maximum building height is 2 levels</i>
<i>Maximum building height is 3 levels</i>
<i>Maximum building height is 4 levels</i>
<i>Maximum building height is 5 levels</i>
<i>Maximum building height is 6 levels</i>
<i>Maximum building height is 9 levels</i>
<i>Maximum building height is 10 levels</i>

- a) *in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)):*
 - (i) *4 building levels and 15m where the site:*
 - A. *is at least 1200m² in area*
and
 - B. *has a frontage of 35 metres*
or
 - (ii) *3 building levels and 12m in all other circumstances.*

In relation to DTS/DPF 2.1, in instances where:

- b) *more than one value is returned in the same field, refer to the Maximum Building Height (Levels) Technical and Numeric Variation layer and Maximum Building Height (Metres) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development*
- c) *only one value is returned for DTS/DPF 2.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.*

PO 2.2 Buildings on an allotment at the interface with a different neighbourhood-type zone are sited and designed to provide an orderly transition to the built form scale envisaged in that zone to mitigate impacts on adjacent residential uses.

DTS/DPF 2.2

None are applicable.

Site Division

PO 8.1 Allotments/sites created for residential purposes accommodate a diverse range of medium density housing.

DTS/DPF8.1

Development will not result in more than 1 dwelling on an existing allotment

or

Allotments/sites for residential purposes achieve a net density of up to 70 dwellings per hectare.

PO 8.2 High density residential development located on sites of a suitable size and dimension to achieve a high standard of amenity for occupants and neighbours.

DTS/DPF 8.2

Development with a net residential density over 70 dwellings per hectare on sites with a minimum area of 1200m² and minimum frontage width of 35m.

Application of TNVs

As part of the zone analysis, it was determined that increased Maximum Building Height TNVs were to be spatially applied to enable development up to 10 levels or 35m, enabling increased density. However, this is not proposed to apply across the entire Affected Area.

Rather, it is proposed that these Maximum Building Height TNVs of 10 levels or 35m be spatially applied along arterial roads, the northeast section of the subject site, and an area to the east of Pedlar Reserve.

At the interface with the existing low-density housing, it was determined that the Maximum Building Height TNVs should be 3 levels or 12.5m.

For the remainder of the Affected Area, it is proposed that the Maximum Building Heights TNVs should be 8 levels or 28m to enable the increased density within the Affected Area.

Concept Plan

The potential application of a Concept Plan for the Affected Area was explored, as outlined in the Proposal to Initiate. It was determined that a Concept Plan would not be necessary, with no notable new access points to be established, nor any significant changes to infrastructure which would benefit from a Concept Plan.

Code Amendment Outcome

The Urban Renewal Neighbourhood Zone was determined to be suitable for the envisaged outcome of the draft Code Amendment and would facilitate the proposed residential development. Desired Outcome 1 (DO1) speaks to the development of diverse housing with increased density, on well-located urban land, which suits this Code Amendment.

Further, the building height Performance Outcome (PO2.1) speaks to buildings generally being 2 to 3 levels, with taller buildings located on sites considered to be suitable size and dimension. Therefore, taller buildings will be appropriate within the zone, where there are apt sites. Additionally, this zone has Maximum Building Height TNVs that are applicable.

The Code Amendment proposes Maximum Building Heights of 3 levels along the interface with the low-density housing, in line with PO 2.2 of the zone, which speaks to the orderly transition of built form to mitigate impacts on adjacent neighbourhood-type zones.

The Urban Renewal Neighbourhood Zone is considered appropriate to be applied to the Affected Area, with the section of existing Local Activity Centre Zone fronting Tapleys Hill Road to be retained.

4.2.6. Social Infrastructure Investigation

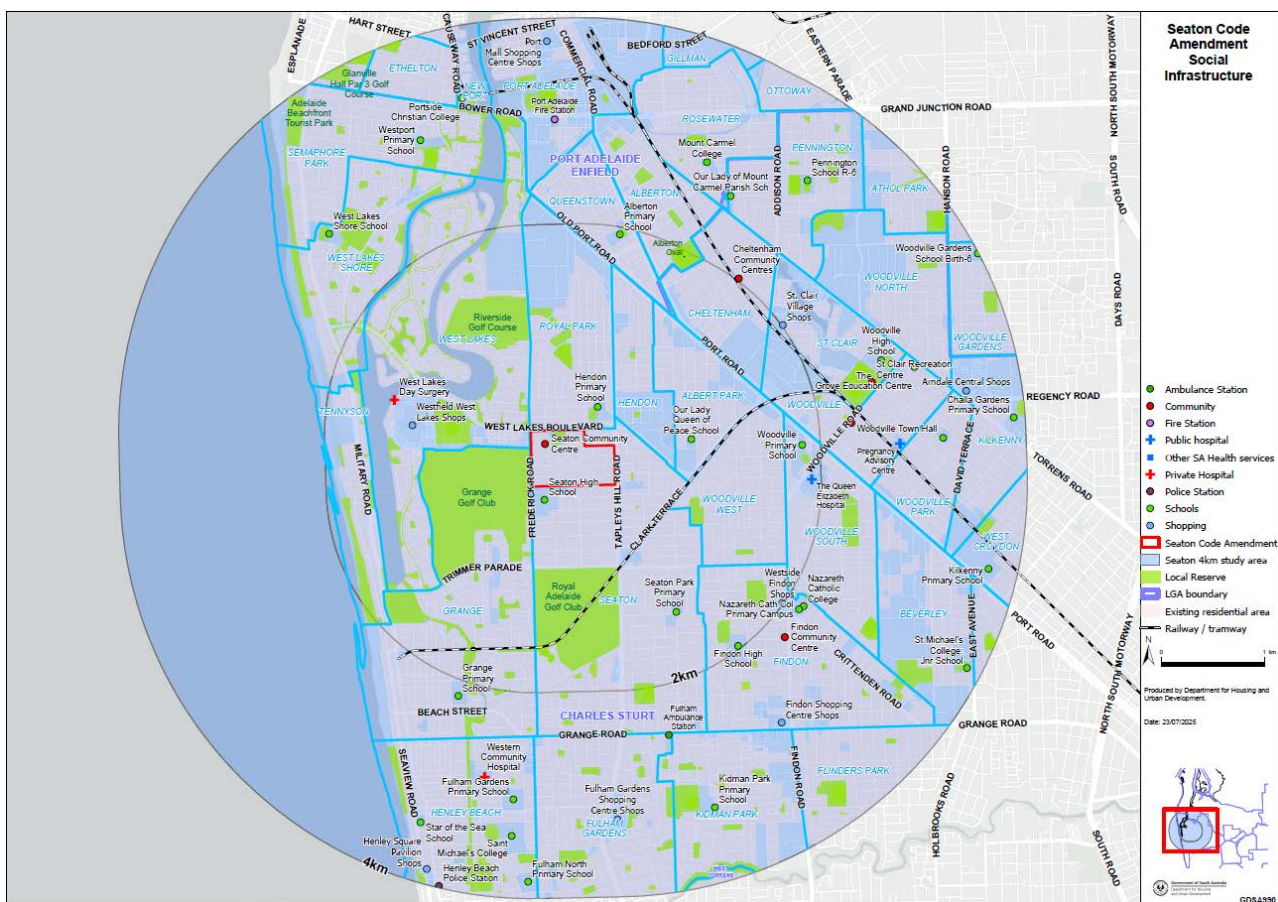
Located in an existing urban area, the Affected Area is surrounded by residential, employment, and recreational land uses. The Affected Area is well-served by an extensive network of social infrastructure.

Within communities, there is social infrastructure in the form of facilities, spaces, and services which supports the social connections, capacity, and wellbeing of the community. This social infrastructure is vital in maintaining and improving the quality of life for residents.

There are numerous forms of social infrastructure within or near the Affected Area. Pedlar Reserve and the Seaton Community Centre are located within the subject site. While within a 2km radius there are a number a publicly available parks, the Westfield West Lakes Shops, and a number of both primary and high schools (including Seaton High School, that directly abuts the subject site to the south). Of note, is the proximity to the Queen Elizabeth Hospital, which is located approximately 2km away.

Further social infrastructure sites of interest surrounding the Affected Area include those detailed in Figure 4, and summarised below:

Figure 4: Social Infrastructure Mapping (DHUD)



- Five primary schools within 2km: Hendon Primary School, Seaton Park Primary School, Alberton Primary School, Our Lady Queen of Peace School, and Woodville Primary School;
- Two high schools with 2km: Seaton High School and Findon High School;
- Health services including West Lakes Day Surgery, Western Community Hospital, and the Pregnancy Advisory Clinic;
- Emergency services including Fulham Ambulance Station, Port Adelaide Fire Station, and Henley Beach Police Station;
- Community centres including Findon Community Centre, Woodville Town Hall, St Clair Recreation Centre, and Cheltenham Community Centres.

Code Amendment Outcome

The investigation concluded that there is an extensive network of social infrastructure within the proximity of the Affected Area. Therefore, additional social infrastructure is not considered necessary to support this draft Code Amendment.

4.2.7. Infrastructure Capacity Assessment

With the proposed facilitation of increased density for the Affected Area, the capacity of the connecting infrastructure needed to be assessed. This was through either direct correspondence, or previous communication with providers.

Water

Correspondence with SA Water was undertaken previously, based on the same intended density, regarding potable water and sewerage.

SA Water advised that based on a Systems Planning Investigation, there is sufficient capacity to support potable water to the proposed development, subject to various upgrades to the existing water infrastructure.

SA Water advised that any upgrades to both the potable and wastewater networks would be determined following a review of the final development scope.

Electricity

SA Power Networks indicated that the increased density facilitated from the Code Amendment will be added to their forecasting for area, therefore, ensuring there is sufficient power capacity for the subject land.

Road

The Department of Infrastructure and Transport was contacted regarding the draft Code Amendment and did not raise any concerns.

Code Amendment Outcome

Investigations into the capacity of the existing infrastructure for the Affected Area found that certain upgrades may be required to support facilitation of the increased density although this will be determined at the development stage, while other aspects will not require any augmentation.

4.3. Recommended policy changes

The following is a list of the recommended policy changes which are proposed in response to the investigations undertaken in support of this Code Amendment:

Zones:

- Rezone the existing **Housing Diversity Neighbourhood Zone** to the **Urban Renewal Neighbourhood Zone** to facilitate the development of medium-density housing.

Overlays:

- Retain the following Overlays:
 - o Advertising Near Signalised Intersections
 - o Airport Building Heights (Regulated)
 - o Building Near Airfields
 - o Hazards (Flooding - General)
 - o Hazards (Flooding)
 - o Major Urban Transport Routes
 - o Prescribed Wells Area
 - o Regulated and Significant Tree
 - o Stormwater Management
 - o Traffic Generating Development
 - o Urban Transport Routes
 - o Urban Tree Canopy
 - o Water Resources.
- Spatially apply the following Overlay over the entire Affected Area:
 - o **Affordable Housing Overlay** to facilitate the provision of affordable housing to the area.
- Spatially apply the following Overlay over the eastern boundary of the Affected Area.
 - o **Noise and Air Emissions Overlay** to ensure community health and amenity is protected from the adverse impacts of noise and air emissions.

TNV changes:

- Along the eastern, western boundaries, the northwestern corner of the Affected Area, and a section on the northern boundary (to the east of Pedlar Reserve):
 - o Spatially amend the Maximum Building Height (Levels) TNV from 2 levels to 10 levels.
 - o Spatially amend the Maximum Building Height (Metres) TNV from 9m to 35m.
- Along the northeastern boundary and most of the southern boundary.
 - o Spatially amend the Maximum Building Height (Levels) TNV from 2 levels to 3 levels.
 - o Spatially amend the Maximum Building Height (Metres) TNV from 9m to 12.5m.
- For the remaining Affected Area:
 - o Spatially amend the Maximum Building Height (Levels) TNV from 2 levels to 8 levels.
 - o Spatially amend the Maximum Building Height (Metres) TNV from 9m to 28m.

References

CIRQA, *Seaton Residential Master Plan Transport and Parking Investigations* (2025)

City of Charles Sturt, *Charles Sturt Community Vision 2040* (2024)

City of Charles Sturt, *Charles Sturt Council Residential Land Supply Study, 2023* (2023)

Government of South Australia, *Planning and Design Code Version 2025.10* (29 May 2025)

Government of South Australia, *Greater Adelaide Regional Plan* (2025)

Government of South Australia, *Housing Roadmap* (2024)

Government of South Australia, *Land Supply Report for Greater Adelaide* (July 2023)

Government of South Australia, *State Planning Policies for South Australia* (2019)

Government of South Australia, *The 30-Year Plan for Greater Adelaide* (2017)

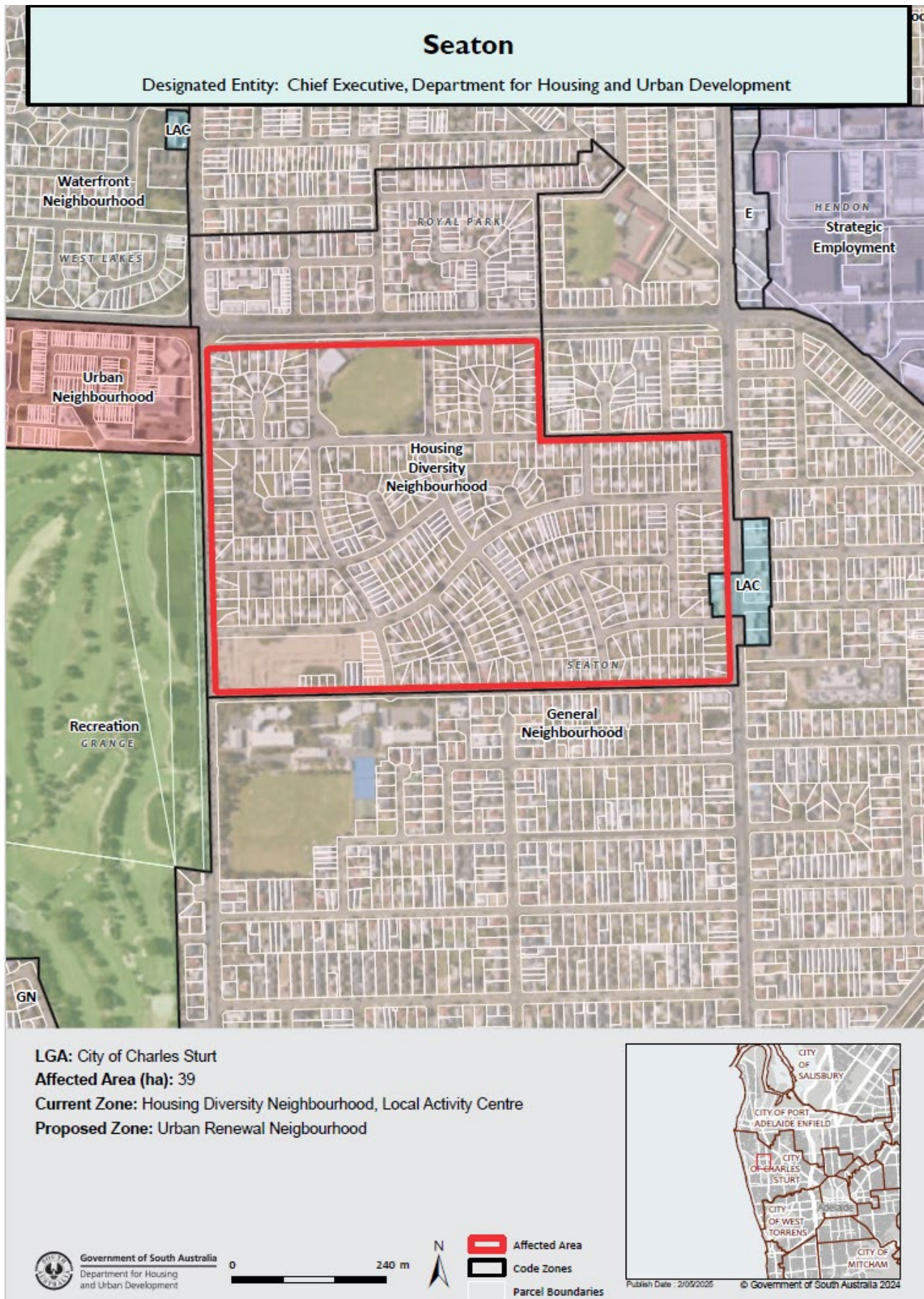
Kellogg Brown & Root Pty Ltd, *Stormwater Management Plan – Seaton Urban Renewal* (10 September 2025)

Land & Water Consulting, *Air Quality Assessment – Seaton ULP emissions report* (2024)

SONUS, *Greater Seaton Project Area Environmental Noise Assessment* (September 2024)

TAA Wika Cultural Heritage Database and Register taawika.sa.gov.au/public/home

ATTACHMENT A – AFFECTED AREA MAPPING



ATTACHMENT B – CURRENT CODE POLICY

Current Policy

Zones	Subzones	Overlays	TNVs
- Housing Diversity Neighbourhood - Local Activity Centre		- Advertising Near Signalised Intersections - Airport Building Heights (Regulated) - Building Near Airfields - Hazards (Flooding) - Hazards (Flooding - General) - Major Urban Transport Routes - Prescribed Wells Area - Regulated and Significant Tree - Stormwater Management - Traffic Generating Development - Urban Transport Routes - Urban Tree Canopy - Water Resources	- Maximum Building Height (Levels) is 2 levels - Maximum Building Height (Metres) is 9m

Proposed Policy

Zones	Subzones	Overlays	TNVs
Existing Zones: - Local Activity Centre Zone Proposed Zones: - Urban Renewal Neighbourhood		Existing Overlays: - Advertising Near Signalised Intersections - Airport Building Heights (Regulated) - Building Near Airfields - Hazards (Flooding) - Hazards (Flooding - General) - Major Urban Transport Routes - Prescribed Wells Area - Regulated and Significant Tree - Stormwater Management - Traffic Generating Development - Urban Transport Routes - Urban Tree Canopy - Water Resources Proposed Overlays: - Affordable Housing - Noise and Air Emissions	Along the eastern and western boundaries, the northeastern corner of Affected Area, and a section on the northern boundary (east of Pedlar Reserve), as displayed in maps in Attachment C: - Maximum Building Height (Levels) is 10 levels - Maximum Building Height (Metres) is 35m. Along the northeastern boundary and most of the southern boundary: - Maximum Building Height (Levels) is 3 levels - Maximum Building Height (Metres) is 12.5m. Across the remainder of the Affected Area: - Maximum Building Height (Levels) is 8 levels - Maximum Building Height (Metres) is 28m.

To view the Code's various zones, subzones, overlays, and TNVS, please visit:

https://code.plan.sa.gov.au/home/browse_the_planning_and_design_code?code=browse

ATTACHMENT C – PROPOSED SPATIAL CHANGES



Figure 5: Proposed Zone



Figure 6: Proposed Noise and Air Emissions Overlay

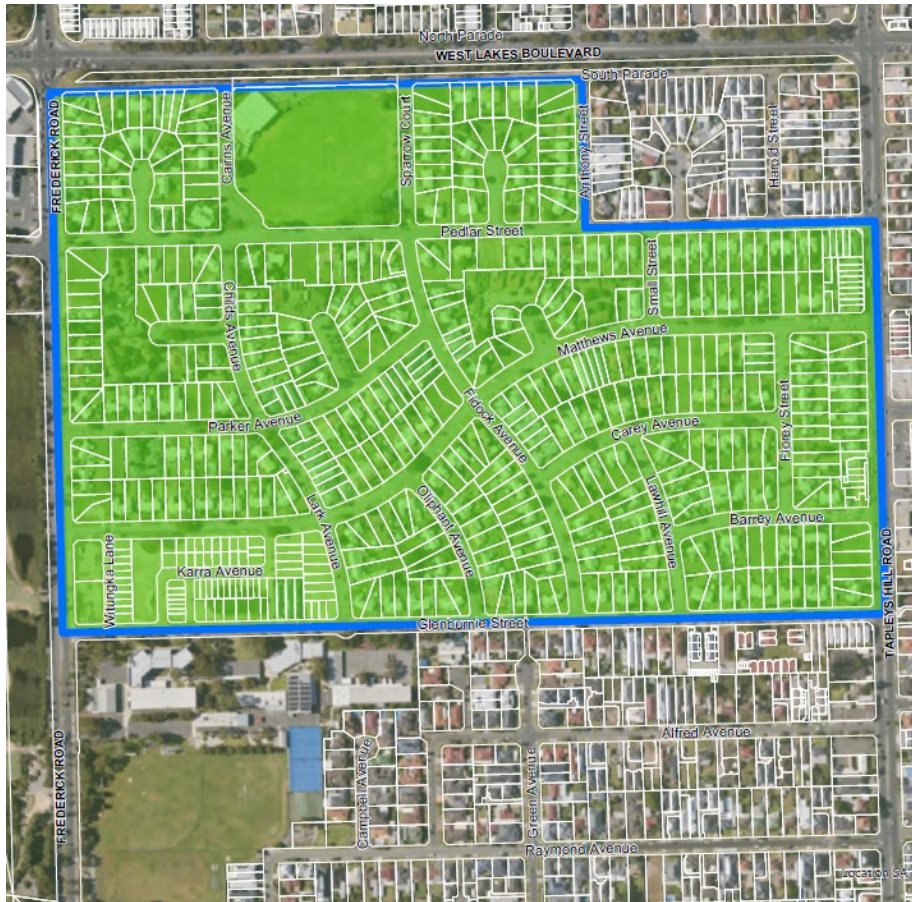


Figure 7: Proposed Affordable Housing Overlay

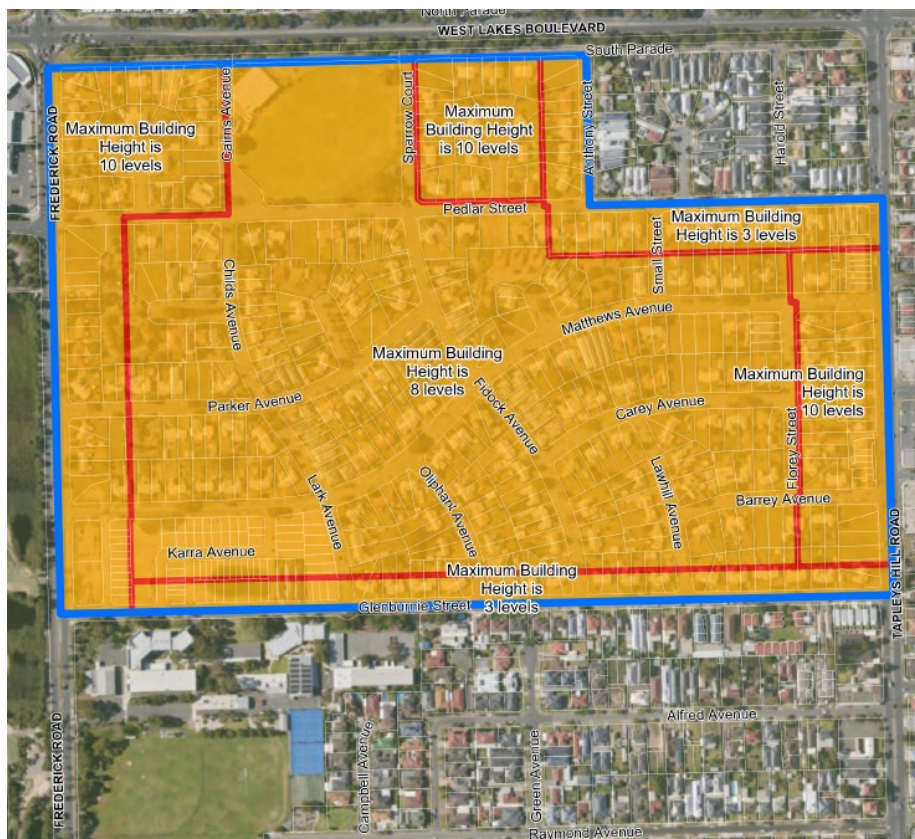


Figure 8: Proposed TNV Maximum Building Height (Levels)



Figure 9: Proposed TNV Maximum Building Height (Metres)

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES

D1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

The Principles of Good Planning are set out under section 14 of the Act and have been taken into consideration in preparation of this Code Amendment, with the key relevant principles noted below.

Principles of Good Planning	Relevance to Code Amendment
Long-term focus principles Policy frameworks should be based around long-term priorities, be ecologically sound, and seek to promote equity between present and future generations. Policy frameworks should be able to respond to emerging challenges and cumulative impacts identified by monitoring, benchmarking and evaluation.	<i>The Code Amendment is proposing to provide long-term housing, utilising urban land identified within the State Government's Housing Roadmap and the Greater Adelaide Regional Plan.</i>
Urban renewal principles Preference should be given to accommodating the expected growth of cities and towns through the logical consolidation and redevelopment of existing urban areas. The encroachment of urban areas on places of rural, landscape or environmental significance is to be avoided other than in exceptional circumstances. Urban renewal should seek to make the best use (as appropriate) of underlying or latent potential associated with land, buildings and infrastructure.	<i>This proposed rezoning of an existing urban area encapsulates this principle. This urban renewal of land with latent potential and is the logical redevelopment of the land.</i>
High-quality design principles Development should be designed to reflect the local setting and context, to have a distinctive identity that responds to the existing character of its locality, and strike a balance between built form, infrastructure and the public realm. Built form should be durable, adaptive (including the reuse of buildings or parts of buildings) and compatible with the relevant public realm. The public realm should be designed to be used, accessible and appropriately landscaped and vegetated. Built form and the public realm should be designed to be inclusive and accessible to people with differing needs and capabilities (including universal design practices).	<i>The Code Amendment details the available connectivity from the Affected Area's proximity to public transport and arterial roads. This connectivity to transport infrastructure facilitates the safe, efficient movement of people.</i>

Principles of Good Planning	Relevance to Code Amendment
Cities and towns should be planned and designed to be well connected in ways that facilitate the safe, secure and efficient movement of people within and through them.	
Activation and livability principles Planning and design should promote mixed use neighbourhoods and buildings that support diverse economic and social activities. Urban areas should include a range of high-quality housing options with an emphasis on living affordability. Neighbourhoods and regions should be planned, designed and developed to support active and healthy lifestyles and to cater for a diverse range of cultural and social activities.	<i>This Code Amendment proposes to seek to enable the provision of a mix of housing typologies. It will seek to enable the development of a diverse range of affordable and social housing.</i>
Integrated delivery principles Policies, including those arising outside the planning system, should be coordinated to ensure the efficient and effective achievement of planning outcomes. Planning, design and development should promote integrated transport connections and ensure equitable access to services and amenities. Any upgrade of, or improvement to, infrastructure or public spaces or facilities should be coordinated with related development.	<i>Investigations within this Code Amendment detail the infrastructure capacities along with existing public transport infrastructure.</i>

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

State Planning Policy	Code Amendment Outcome
SPP 1: Integrated Planning Objective: To apply the principles of integrated planning to shape cities and regions in a way that enhances our livability, economic prosperity and sustainable future. SPP 1.1 An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period. SPP 1.3 Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.	<i>The Affected Area is well serviced by infrastructure and can accommodate housing. This Code Amendment proposes to facilitate the development of medium to high-density housing.</i> <i>Additionally, the subject site is connected to existing high-frequency bus services and will propose to facilitate to improve the quality and diversity of housing through the proposed Code Amendment.</i>

State Planning Policy	Code Amendment Outcome
SPP 1.7 Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities. SPP 1.9 Plan neighbourhoods to support walking and cycling, particularly in Greater Adelaide and regional townships.	
SPP 2: Design Quality SPP 2.1: Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design. SPP 2.2: Promote best practice in access and inclusion planning in the design of buildings and places by applying the principles of Universal Design, Crime Prevention Through Environmental Design and Access and Inclusion. SPP 2.12: Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours. SPP 2.13: Provide a diverse range of high quality green public open spaces and streetscapes, particularly in areas of growth and renewal. SPP 2.14: Provide public open space that accommodates a range of passive, active and formal sporting opportunities at the state, regional and/or local level.	<i>The Code Amendment proposes the facilitation of a large-scale urban renewal project by Renewal SA, in partnership with the SA Housing Trust. Through this project Renewal SA will replace all aged public housing stock with new high-quality housing.</i> <i>Additionally, the coordinated redevelopment of the whole Affected Area will enable the provision of new and upgraded green public open space.</i> <i>Through the zoning choice, PO 2.2 speaks to the providing an orderly transition at the interface with a different neighbourhood-type zone.</i>
SPP 6: Housing Supply and Diversity SPP 6.1: A well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities. SPP 6.2: The timely supply of land for housing that is integrated with, and connected to, the range of services, facilities, public transport and infrastructure needed to support livable and walkable neighbourhoods. SPP 6.5: Locate higher density residential and mixed-use development in strategic centres and transport corridor catchments to achieve the densities required to support the economic viability of these locations and the public transport services. SPP 6.6: A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices. SPP 6.7: Facilitate the provision of Affordable Housing through incentives such as planning policy bonuses or concessions (e.g. where major re-zonings are undertaken that increase development opportunities).	<i>This Code Amendment proposes to increase the affordable housing supply for the region. The Affected Area is integrated with numerous bus stops surrounding the subject site, that service high-frequency bus routes, and in proximity of two train stations enabling access to the Adelaide CBD.</i> <i>With the location of the site, and its connectivity to public transport, there is merit for the increased heights and higher density housing that is envisaged through this proposed Code Amendment.</i>

D2. Regional Plans

The key policies and targets of the Greater Adelaide Regional Plan (the Plan) which are most relevant to this Code Amendment are detailed in the below table.

The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Regional Plan as described below.

Greater Adelaide Regional Plan	Code Amendment Outcome
Outcome 1: More Housing in the right places <u>State significant infill areas</u> Objective 1: State government leadership to improve planning, coordination and delivery of state significant urban renewal and infill areas. Objective 2: Urban renewal that creates walkable, connected neighbourhoods, reduces the need for car journeys and encourages public transport uptake to support emissions reduction. Objective 5: Renew areas with a concentration of older public housing stock by creating new, connected, well-serviced communities, including new social and affordable housing and other housing choices. Objective 6: Maximise opportunities for new higher density housing along transit corridors, while managing the interface with more sensitive development such as adjacent established housing, heritage and character areas. Objective 9: Maximise development opportunities in well-serviced, strategic locations through a range of planning and non-planning incentives to provide diverse and affordable housing opportunities. <u>Housing diversity and affordability</u> Objective 1: Increase opportunities for well-located and well-designed housing to provide housing choice, considering the housing needs for the full range of human diversity, such as age, disability, gender and culture. Objective 2: Support diverse housing forms and tenures in a range of zones, including the sensitive integration into established neighbourhoods, and up-front consideration of housing diversity in new master-planned communities.	<i>The proposed Code Amendment aligns with the Outcome 1, specifically regarding State Significant Infill Areas, which this policy change directly speaks to.</i> <i>It will enable the facilitation of the urban renewal of the Affected Area, which currently has an older housing stock, and will benefit from the renewal of social and affordable housing.</i>

Greater Adelaide Regional Plan	Code Amendment Outcome
Objective 3: Affordable and social housing is facilitated through a range of measures, including incentives such as density and height bonuses.	
Outcome 2: Livable accessible and inclusive communities <u>Regional open space and public realm</u> Objective 1: A Greater Adelaide Open Space System designed in accordance with the Open Space Principles (Figure 3) and includes green spaces, greenways and public space. Objective 5: Prioritise new open space in areas of low open space provision, low tree canopy, where biodiversity corridors can be created, or where it supports areas of planned growth. Objective 6: Promote best practice in access and inclusion planning in the design of buildings, public realm, open space and sport and recreation facilities by applying the principles of Universal Design, Crime Prevention Through Environmental Design.	<i>The Affected Area is undergoing a major urban renewal project to redevelop large quantities of aged public housing stock.</i> <i>It is the intention that the urban renewal project being delivered by Renewal SA and SA Housing Trust will have a range of high-quality open spaces to be utilised by existing and future residents.</i>
Outcome 4: A greener, wilder and more climate resilient environment <u>Biodiversity</u> Objective 2: Encourage more trees and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods with access to nature. Objective 3: Enhance biodiversity in urban areas through a connected network of green infrastructure, including along streetscapes, greenways, Inter-Urban Breaks, urban waterways, the coast and in other strategic locations, and maximise opportunities for carbon sequestration <u>Urban greening and cooling</u> Objective 1: Mitigate the impact of extreme heat events by designing public spaces and developments to create cooler microclimates using green infrastructure, appropriate building materials and water sensitive urban design. Objective 2: Encourage more trees and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character	<i>This Code Amendment will seek to provide the policy to allow for biodiversity to be enhanced. Further, it aligns with the intention to deliver new and upgraded green public open spaces as well as greenways as part of the major urban renewal project being delivered in the Affected Area. This will seek to aid in the urban greening and mitigation of heat events by encouraging more urban tree canopy.</i>

Greater Adelaide Regional Plan	Code Amendment Outcome
and creating cooler, shady and walkable neighbourhoods with access to nature. Objective 3: Prioritise tree canopy along transit corridors, active transport linkages and places with high-pedestrian activity to improve comfort for users and cool the local microclimate.	
Outcome 5: An integrated and connected region <u>Strategic transport networks</u> Objective 5: Support the increased use of a wider variety of transport modes, including public transport, walking and cycling, to support liveability and emissions reduction. Objective 7: Align public transport planning and investment to state strategic infill locations and future greenfield growth areas, including future mass transit and redesigned bus networks.	<i>This Code Amendment will seek to facilitate higher density development along public transport routes. This development of the Affected Area, that has been identified as part of a 'State Strategic Infill Area' through the Plan, will align with these existing public transport routes.</i>

D3. Other Strategic Plans

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

The following table identifies other documents relevant to the proposed Code Amendment:

Other Relevant Document	Code Amendment Outcomes
Charles Sturt Community Vision 2040	<i>This Code Amendment strongly aligns with the Charles Sturt Community Vision 2040, the key strategic document for the Council. The document speaks to the Council's advocacy for a range of densities and housing typologies, with the aim to achieve housing affordability. This aligns with the policy changes set out within this proposed Code Amendment.</i>

ATTACHMENT E – INVESTIGATIONS

1. *Seaton Residential Master Plan Transport and Parking Investigations*, CIRQA (2025) #23026358
2. *Greater Seaton Project Area Environmental Noise Assessment*, SONUS (September 2024) #23026357
3. *Stormwater Management Plan Seaton Urban Renewal*, Kellogg Brown & Root (September 2025) # 23026355
4. *Aboriginal Cultural Heritage Database and Register Search Results*, Aboriginal Affairs and Reconciliation, Government of South Australia (2025). #23276535
5. *Air Quality Assessment – Seaton ULP Emissions Report*, Land & Water Consulting (2024) #23025027