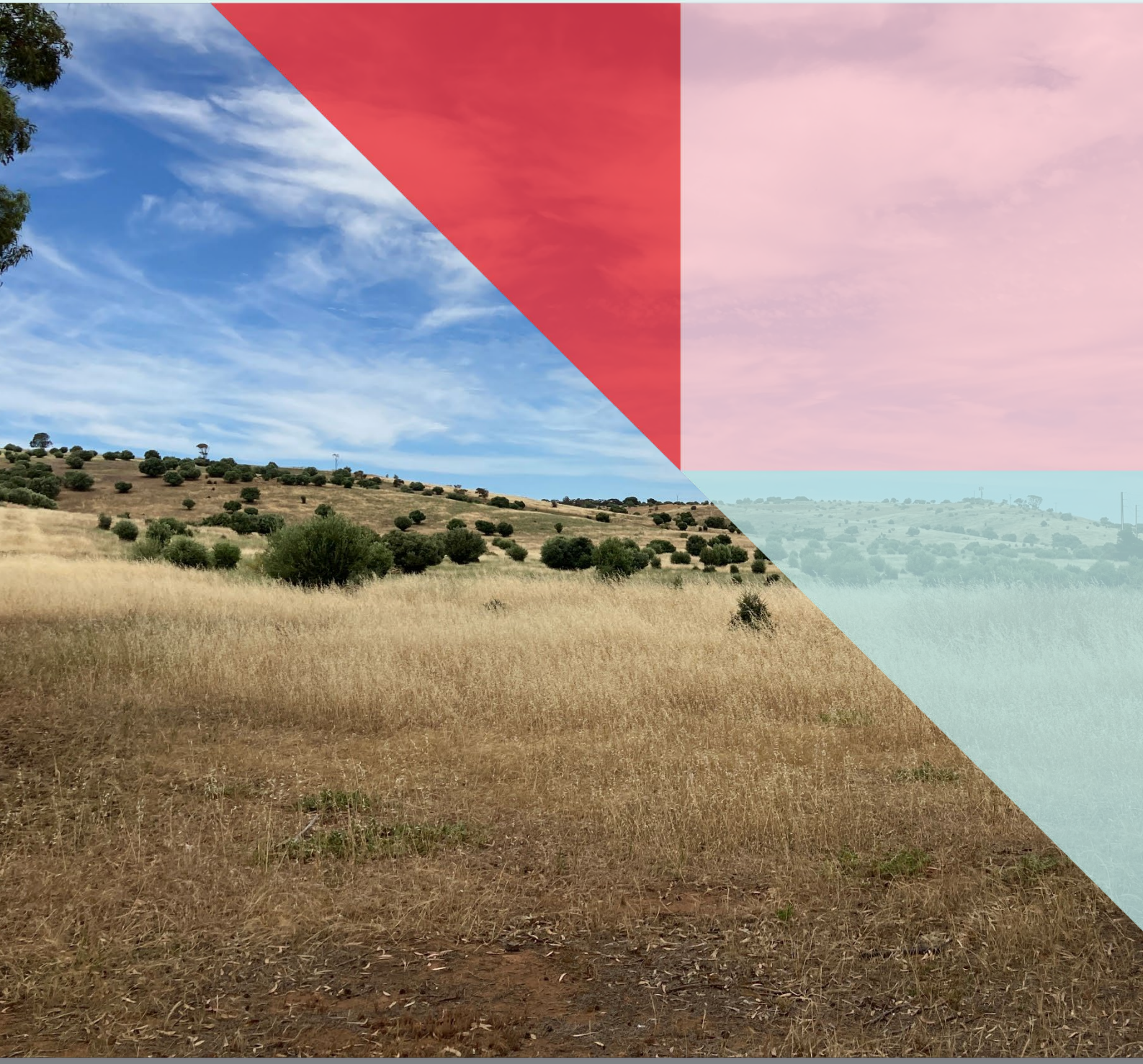
ENGAGEMENT REPORT

Section 73(7) of the *Planning, Development and Infrastructure Act 2016*

Hackham Code Amendment

By the Chief Executive, Department for Trade and Investment



PlanSA

Government of South Australia
Department for Trade and Investment

#18832963

	Name / Title	Date	Signature
Approved by the Designated Entity	David Reynolds / Chief Executive, Department for Trade and Investment	7/12/22	

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Executive summary

The Hackham Code Amendment (the Code Amendment) seeks to rezone 235 hectares of land in Hackham, and a small portion of Old Noarlunga, to address an immediate need for further land supply and population growth in the south of Adelaide.

These changes will help ensure the provision of appropriately zoned land to meet the needs of the growing population, which is well-serviced by existing transport, social infrastructure, and employment.

Consultation was undertaken on the draft Code Amendment for a period of eight weeks from 31 May 2022 to 26 July 2022, giving South Australians and key stakeholders the chance to have their say.

314 written submissions were received regarding the Code Amendment, with key themes including:

Submissions identifying support for the Code Amendment

- Development of Hackham will result in a positive change for the local community.
- More affordable housing and land is needed.
- Development will support jobs and investment in the local area.

Submissions identifying concerns with the Code Amendment

- Insufficient road infrastructure and public transport in the area.
- Land should be retained for green open space / rural land uses.
- Development should include larger allotments.
- Impacts on local biodiversity, environment and fauna.
- Impacts on the Onkaparinga National Park and Onkaparinga River
- More affordable housing and land us needed.
- The quality of the propsosed housing development.
- Additional pressure on social infrastructure including hospitals, local GP's and schools.
- Development should be sustainable and environmentally friendly.
- Not supportive of further population growth / urban sprawl.
- Negative impacts on the character of Old Noarlunga and adjacent areas.

A diverse range of other individual issues were also submitted and have been considered in this Engagement Report.

In response, the Chief Executive has recommended the following key changes:

Hills Subzone

The following targeted changes to policy in the Hills Subzone have been recommended under the following key headings:

Desired Outcome

1. Amend DO 1 to the following:

   DO 1: A coordinated development pattern, high quality public realm and living environment that complements the site's natural features and slope of the land.

Site Dimensions and Land Division

2. Amend PO 1.1 to the following:

   PO 1.1: A land division pattern that sensitively integrates existing site features including undulating topography, watercourse, vegetation and attractive vistas.

3. Amend PO 1.2 to the following:

PO 1.2: Allotments/sites created for residential purposes are of suitable size and dimension to accommodate residential development that is sensitive to the natural topography, with:
a) Low density development on sloping land (with a gradient exceeding 1 in 8); and
b) Medium density development on less sloping land (with a gradient less than 1-in-8) and where it can be demonstrated that impacts on neighbouring land can be effectively managed.

4. Include the following new PO:

PO X.X: Street layouts complement natural features such as ridgelines, hilltops, waterways and valleys.

Site Coverage

5. Amend PO 2.1 and DTS/DPF 2.1 to the following:

PO 2.2: On sloping land (with a gradient exceeding 1-in-8) space is provided around buildings to accommodate site works and retaining walls in a manner that limits visual impact on adjoining properties, provides an attractive outlook and access to light and ventilation.

DTS/DPF 2.1: Site coverage consistent with a building envelope plan, or does not result in site coverage exceeding:

a) On sites with a gradient more than 1-in-8, 50%,
or
b) On sites with a gradient less than 1-in-8, DTS/DPF 2.1 is met.

Earthworks and retaining

6. Include the following new PO and DTS/DPF:

PO 5.3: Retaining walls are a stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.

DTS/DPF 5.3: Retaining walls:
a) Do not retain more than 1.5m in height
or
b) Where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.

<u>Emerging Activity Centre Subzone</u>

1. Extend the Emerging Activity Centre Subzone to apply over an area running parallel to Main South Road between Hepenstal Road and the Patapinda Road turnoff.

<u>Concept Plan 124 – Hackham</u>

1. Update Concept Plan 124 Hackham to include further detail which shows that internal road connectivity is required between sites.
2. Update Concept Plan 124 – Hackham to identify more than one potential Activity Centre in the northern, middle and southern portion of the affected area within the Emerging Activity Centre Subzone.
3. Identify an asset protection zone for bushfire management purposes along Piggott Range Road in Concept Plan 124 - Hackham to assist with providing appropriate separation from hazardous vegetation on adjacent land (in particular the Onkaparinga National Park to the east).

Employment Zone

1. Retain existing Employment Zone for the area south of Piggott Range Road and east of Church Hill Road with the area north of Piggott Range Zone to be rezoned from Employment to Master Planned Neighbourhood Zone.

1 Purpose

This report has been prepared by the Chief Executive of the Department for Trade and Investment (the designated entity) for consideration by the Minister for Planning (the Minister) in considering the Hackham Code Amendment (the Code Amendment).

The report details the engagement that has been undertaken, the outcomes of the engagement including a summary of the feedback made and the response to the feedback and the recommended changes to the Code Amendment. In addition, the report evaluates the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

2 Introduction

The State Government (through various iterations of The 30 Year Plan for Greater Adelaide) has identified that land at Hackham is required for future urban development purposes by being located within 'Planned urban lands to 2045' (this refers to land within the metropolitan growth area boundary which will be used for future urban expansion purposes).

Local studies (including the City of Onkaparinga Local Area Plan) have also recommended rezoning the land at Hackham to accommodate the future growth demands of the region.

To achieve this vision, the Chief Executive has, with the approval of the Minister for Planning, initiated the Hackham Code Amendment in accordance with section 73(2) (b) of the *Planning Development and Infrastructure Act 2016* (the Act).

Through the Code Amendment investigations, it has been identified that there is an immediate need for further land supply in the Outer South Region of Greater Adelaide to address future population growth and meet the demand for new housing.

According to the current Land Supply Report for Greater Adelaide, the Outer South Region has the lowest greenfield (undeveloped) land supply of all regions in Greater Adelaide.

As a result of the Code Amendment's investigations, the below key changes were proposed and subject to an engagement process:

- Rezoning 206.1 hectares of land in Hackham currently in the Rural Zone to the Master Planned Neighbourhood Zone and applying the Emerging Activity Centre Subzone to a portion of this land (adjacent Main South Road) and a new Hills Subzone to the balance.
- Introduction of policy in a new Hills Subzone to address density and design requirements for sloping land.
- Rezoning 15.2 hectares of land in Old Noarlunga and Hackham currently in the Employment Zone to the Master Planned Neighbourhood Zone.
- Applying the Affordable Housing Overlay and Noise and Air Emissions Overlay over the proposed Master Planned Neighbourhood Zone.
- Rezoning 13.7 hectares of land in Old Noarlunga currently in the Rural Zone to Rural Neighbourhood Zone and include a Minimum Site Area Technical and Numeric Variation (TNV) of 2 hectares to this land. This ensures that these allotments are not able to be subdivided, which maintains the existing policy position. It also enforces a clear separation between Old Noarlunga and the new development planned in Hackham.
- Introducing a Concept Plan over the proposed Master Planned Neighbourhood Zone, which seeks to guide infrastructure provision including stormwater management, future activity centre, access points and east-west open space walking/cycling connection.

The draft of the Code Amendment was released for community engagement under the backdrop of a clear State Government position to the effect that land would only be rezoned for urban development if agreements to equitably fund and deliver required supporting infrastructure are struck. These agreements have and continue to be negotiated in parallel with the Code Amendment being progressed. At the time of this report being prepared, an appropriate approach to these agreements had been reached by key landowners and stakeholders, paving the way for a determination on the Code Amendment by the Minister.

3 Engagement approach

The process for amending a designated instrument (including the process to amend the Planning and Design Code) is set out in the Act. The Act requires public engagement to take place in accordance with the Community Engagement Charter.

The designated entity prepared an engagement plan to apply the principles of the Community Engagement Charter. The purpose of this engagement was to ensure that individuals, businesses, organisations and communities interested in and/or affected by the proposed Code Amendment were engaged in the process of preparing and finalising the Code Amendment.

Engagement on this Code Amendment sought to:

- Raise awareness that a Code Amendment was being prepared.
- Provide information about what was proposed by the Code Amendment including the location of where the proposed changes will apply.
- Enable stakeholders and community to provide feedback on the Code Amendment prior to it being finalised and submitted to the Minister for Planning.
- Close the loop with stakeholders and community to inform them of the final version of the Code Amendment.
- Meet statutory requirements as they relate to engagement on a Code Amendment.
- Build relationships and a community of interest to support future activities at the site.
- Maximise the opportunity for the media to be well informed, minimising reporting of inaccuracies.

The engagement period for this Code Amendment ran for eight weeks, from Tuesday 31 May 2021 until Tuesday 26 July 2022.

3.1 Engagement activities

The following engagement initiatives were undertaken:

Initial meeting with staff from the City of Onkaparinga

A meeting was held with senior staff from the City of Onkaparinga on 1 February 2022 to discuss the Code Amendment, investigations undertaken and planned consultation. Council staff were sent consultation material prior to formal consultation commencing.

Written invitation to provide submission on the Code Amendment

The following people and organisations were contacted in writing and invited to provide a submission on the proposed Code Amendment:

Activity	Description and Target Audience
Direct letter/email to owners, occupiers and known leaseholders in and adjacent to the affected area	Letters were also sent to directly affected or adjoining landowners/leaseholders in the following precincts: • Precinct 1 – directly affected land subject to rezoning • Precinct 2 – adjacent land within 100 metres of land subject to rezoning • Precinct 3 – identified properties within Huntfield Heights / Noarlunga Downs • Precinct 4 – identified properties within Old Noarlunga Approximately 420 letters were directly mailed or emailed five days before the commencement of public consultation on 31 May 2022.
Letter sent to identified stakeholders	Letters were sent to the following individuals/groups: • general stakeholders[1] • Traditional Owners (Kaurna Yerta Aboriginal Corporation) • City of Onkaparinga (Acting Mayor) • State MP for Kaurna (Hon Chris Picton) • State MP for Mawson (Hon Leon Bignell) • State MP for Hurtle Vale (Hon Nat Cook) • Federal MP for Kingston (Hon Amanda Rishworth) • Federal MP for Mayo (Rebekha Sharkie) • State Agencies (various) • Ministers of relevant State Agencies (various) • Minister for Planning (Hon Nick Champion MP)
Roadside banners	Three roadside banners advertising the Code Amendment were placed in and around the affected area on 30 May 2022 to inform landowners and local communities about the amendment, inviting them to have their say.
Brochure letterbox drop	A brochure advertising the Code Amendment was distributed to some 8,000 households in the general catchment area on 7 June 2022.
Print Advertising	Two advertisements were placed in newspapers to advertise the Code Amendment process and encourage registration to the community information sessions.

Individual briefings on the Code Amendment

Tailored briefings were offered to all directly affected landowners, state agencies, the City of Onkaparinga, local and federal MPs, and Traditional Owners. The following briefings were undertaken:

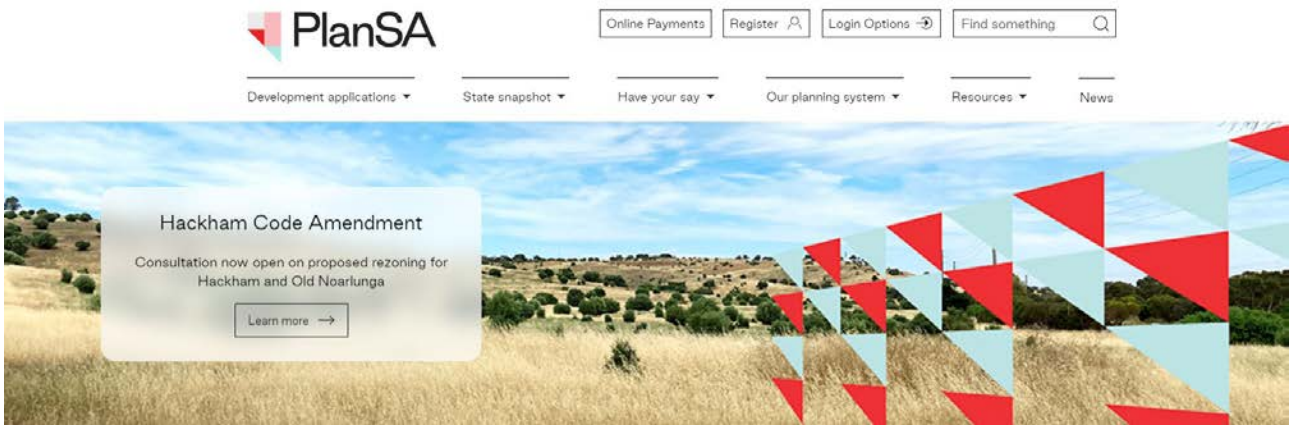
[1] The Department sent letters to the following general stakeholders – NBN Co, Optus, Onkaparinga Council Watch, Friends of Onkaparinga Park, Old Noarlunga Community Residents Association, Seaford District Residents Association, National Parks and Wildlife Service, two Councillors for Southern Vales Ward (City of Onkaparinga), Onkaparinga Northern Community Forum, Onkaparinga Southern Community Forum and Moana and Seaford Community Association Inc.

Activity	Description & Target Audience
Briefings to key individuals/groups	• Directly affected landowners – 24 February and 1 March 2022 • Renewal SA – 2 March 2022 • Urban Futures Planning Committee (comprises representatives of various property and planning professional organisations and government agencies including Renewal SA) – 17 March 2022 • Department of Infrastructure and Transport – 30 March 2022.

Consultation websites (PlanSA portal and YourSAy website)

The proposed Code Amendment documentation and supporting information was publicly available online for the duration of the consultation period. The PlanSA portal and YourSAy consultation website were the primary locations for information and submitting feedback.

A news article and web banner promoting the consultation were also published on the landing page of the PlanSA website, providing greater visibility.

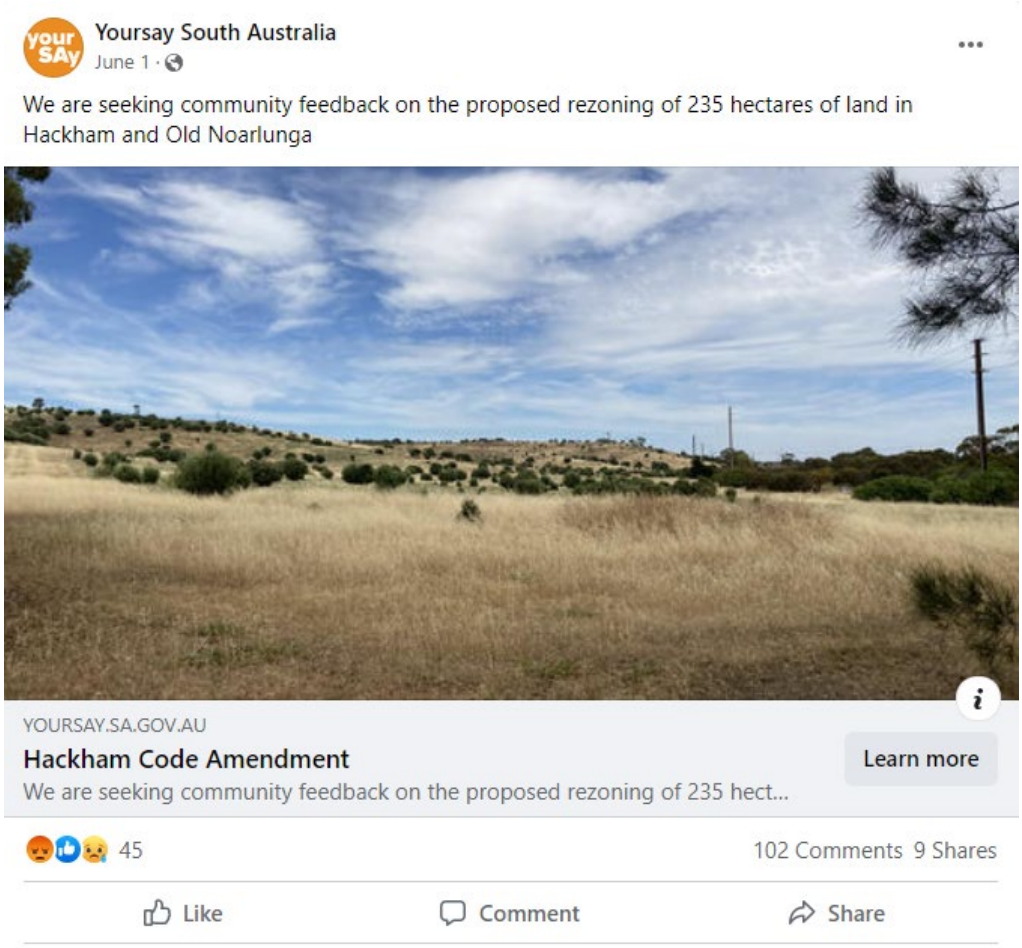


YourSAy page

A dedicated page on the yourSAy consultation website was created to help promote the Code Amendment process, while also providing community members with an additional location to view the Code Amendment information and supporting material.

Activity	Description and Target Audience
YourSAy page	The yourSAy page housed all the relevant information and supporting material, such as: • The Code Amendment document • Communtiy Information Factsheet • Hackham Code Amendment – Frequently Asked Questions • Infrastructure Agreements - Frequently Asked Questions • Affected Area Map • Proposed Zones Map • Proposed Subzones Map • Proposed Overlays • Proposed Variations Map • Draft Concept Plan People were directed to the PlanSA web page to make a formal submission.

The YourSAy online consultation page and social media channels helped promote and direct people to the PlanSA website consultation page for the Hackham Code Amendment.



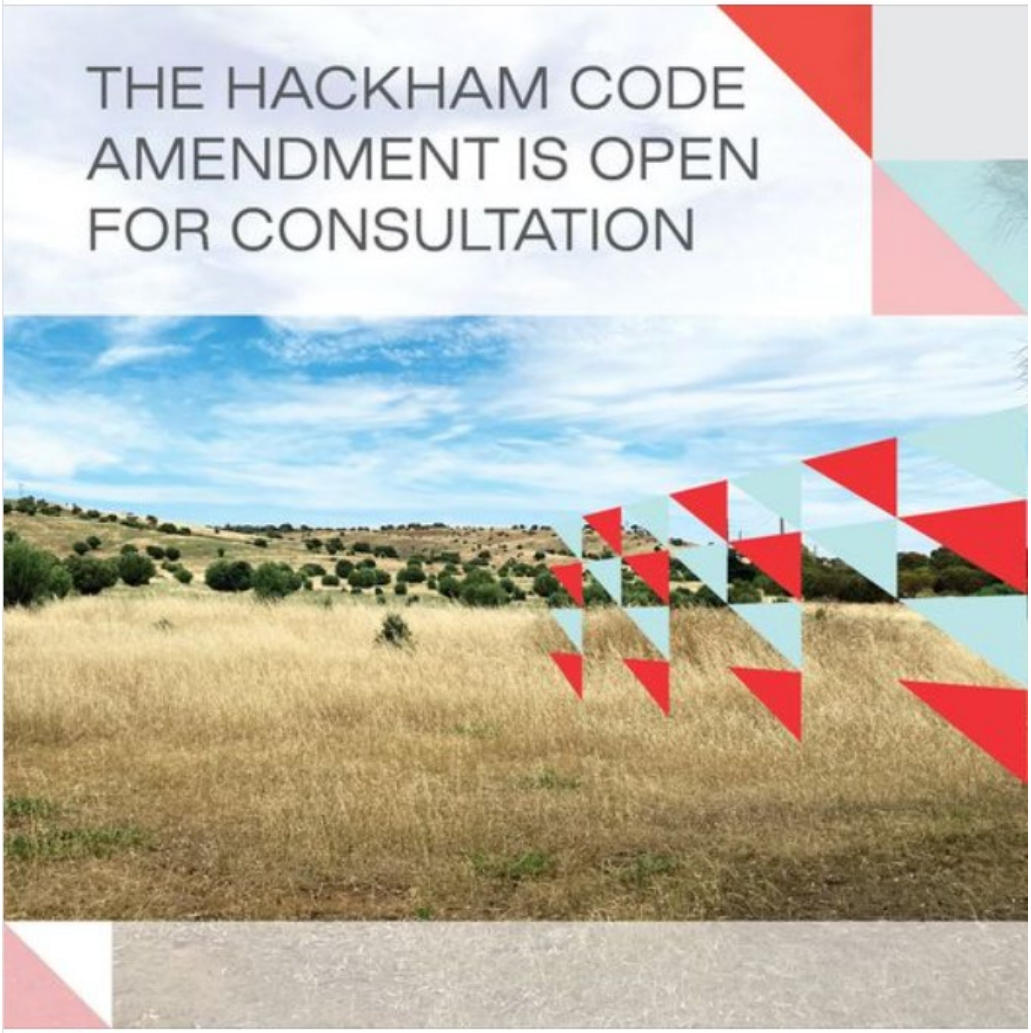
Social media campaign

The following social media platforms were used to promote the engagement opportunity and encourage feedback throughout the consultation period:

- PlanSA Facebook
- AGD Twitter
- City of Onkaparinga Facebook

Plan SA
May 31 ·

Have your say on the Hackham Code Amendment. The amendment proposes to rezone 235 hectares of land in Hackham and Old Noarlunga to accommodate for future housing and employment growth. Consultation is open for eight weeks from 31 May 2022 to 26 July 2022, 5:00 pm. Visit our website for more details: https://bit.ly/3t7FkdL



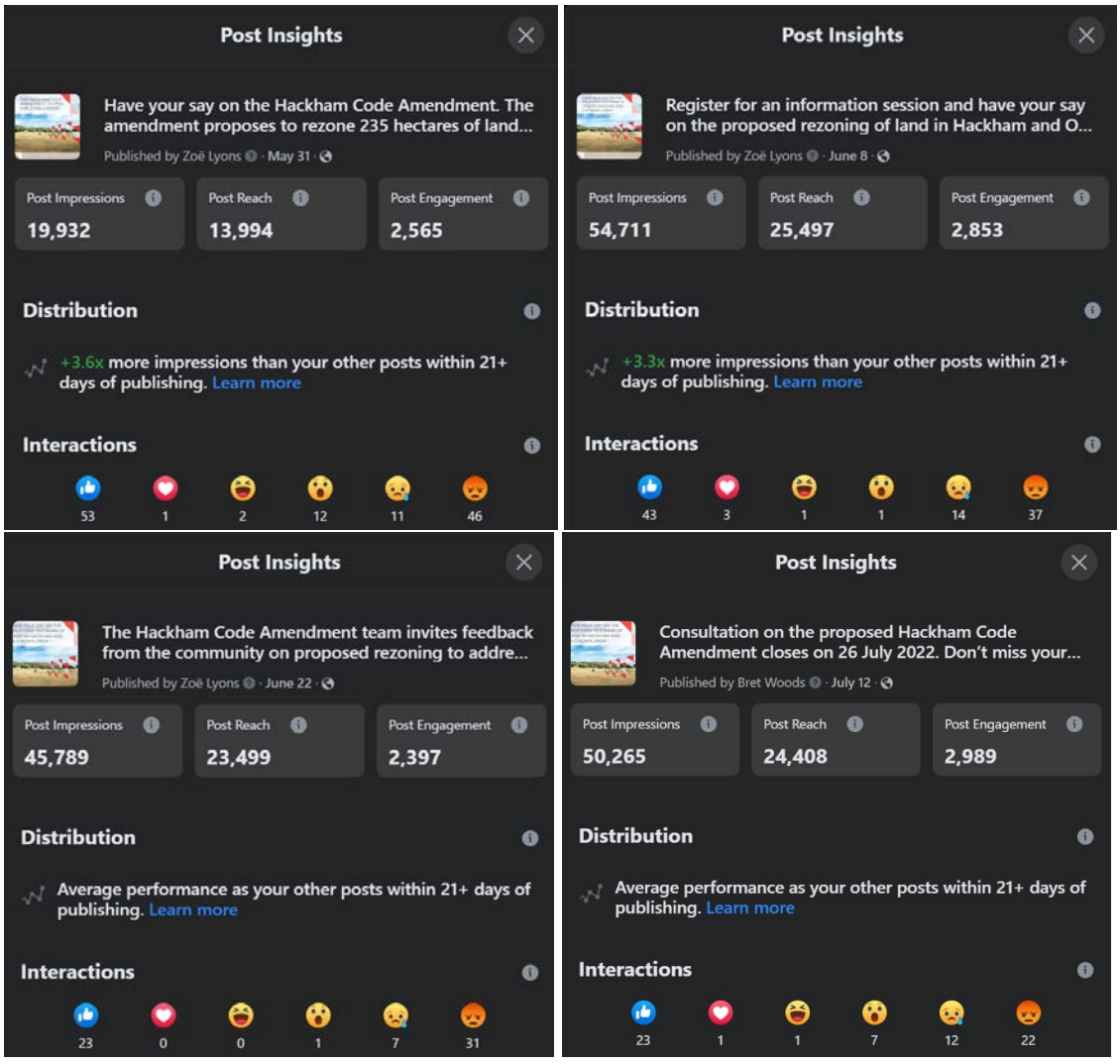
111 185 Comments 36 Shares

Like Comment Share

PlanSA Social Media

There were eight Plan SA social media posts published during the engagement period, with Facebook achieving the greatest reach. There were four tweets on the Hackham Code Amendment, achieving 118 impressions and 17 engagements, while the four Facebook posts achieved 170,697 impressions and 10,804 engagements.

The large variations in numbers across the two platforms can be attributed to two factors. The first being that all Facebook posts used social media boosting budget to specifically target people in and around the Hackham and Old Noarlunga postcode area, and the second being that the Plan SA Twitter page had only just launched at the time of this Code Amendment, meaning the follower audience is minimal and growing.



City of Onkaparinga Social Media

To ensure that their community were informed of the Code Amendment, the City of Onkaparinga promoted the engagement process on social media together with a dedicated council Hackham Code Amendment Your Say page.

At the close of consultation, the City of Onkaparinga's social media content had achieved 25,888 impressions and 9,742 engagements. This resulted in:

- 593 clicks through to the council Your Say website

- 398 comments
- 197 reactions
- 67 shares of the post.

Council had 1,100 visits to their Your Say page, with 451 people downloading the Concept Plan, 164 people downloading the affected area map, 90 people downloading the zones map, 64 people downloading the Code Amendment document and 35 people downloading the Community Information Brochure.

Planning Ahead newsletter

Planning Ahead is a public digital newsletter prepared by the Planning and Land Use Services division of the Department for Trade and Investment. It provides news about the planning system and has 1,938 subscribers (as of June 2022).

An article promoting the engagement opportunity was included in the 28 June 2022 edition.



Hackham Code Amendment now on consultation

The proposal to rezone land in Hackham and a part of Old Noarlunga to accommodate future housing and employment growth is now open for public consultation.

The Hackham Code Amendment proposes to rezone 235 hectares of land across Hackham and Old Noarlunga (211.5h and 23.5h respectively) to address an immediate need for further land supply and population growth in the south of Adelaide.

The rezoning will facilitate a potential residential development of approximately 2000 new houses and a retail centre in Hackham, as well as provide new policy to guide development on sloping land and ensure the provision of appropriate infrastructure and services for the community.

Public consultation is open until 26 July 2022, 5:00 pm. Further information about the proposed Hackham Code Amendment and consultation activities can be found on the PlanSA portal.

Information sessions on the Code Amendment

Due to the anticipated interest in the Code Amendment, information sessions were organised over three days and times allocated for those attending (due to COVID-19 restrictions).

Activity	Description & Target Audience
Information drop-in sessions for public / local residents / local businesses	These sessions were aimed at all community and stakeholders. 12 sessions were offered across 2 days, detailed below. Wednesday 15 June 2022 (in-person session held at Old Noarlunga Institute Hall) • Session 1 – 12-12.45pm • Session 2 – 12.45-1.30pm • Session 3 – 1.30-2.15pm • Session 4 – 2.15-3.00pm • Session 5 – 4-4.45pm • Session 6 – 4.45-5.30pm • Session 7 – 5.30-6.15pm • Session 8 – 6.15-7pm 45 attendees across the eight sessions Saturday 25 June 2022 (in-person session held at the Old Noarlunga Institute Hall) • Session 1 – 1-1.45pm • Session 2 – 1.45-2.30pm • Session 3 – 2.30-3.15pm • Session 4 – 3.15-4pm 22 attendees across the four sessions
On-line sessions for public / local residents / local businesses	These sessions were aimed at all community and stakeholders. 2 sessions were offered on the same day, detailed below. Thursday 7 July 2022 (on-line sessions held via Zoom) • Session 1 – 10-11am • Session 2 – 3-4pm 23 attendees across the two sessions

Availability of consultation materials

The above engagement activities were also supported by the following communications to raise awareness of the Code Amendment:

- Maps showing the areas subject to the proposed rezoning or changes to subzones, a brochure and detailed frequently asked questions documents.
- Media release – detailing the Code Amendment, promoting yourSay feedback, opportunity and drop in and on-line sessions and how to access more information.
- Advertisement in the Sunday Mail on Sunday 5 June 2022 to publicise the Code Amendment and upcoming information sessions.
- Advertisement in the Fleurieu Sun on Thursday 9 June 2022 to publicise the Code Amendment and upcoming information sessions.



06 NEWS | Sunday, June 5, 2022 advertiser.com.au

Business to boom as PM visits neighbours

Prime Minister Anthony Albanese, flanked by Penny Wong and Amanda Vanstone (L, left), and Secretary MP Louise Miller-Frost, right, at Ascot Park Bowling Club. Picture: Kerryn Stevens

MATTHEW KILLORAN
KITTY BARR

A BOOM in trade between South Australia and Indonesia has seen exports more than double last year, with agricultural one of the biggest beneficiaries, it can be revealed as Prime Minister Anthony Albanese jets off on Sunday to Jakarta in his second international trip in less than a fortnight.

Mr Albanese will be accompanied by a posse of newly-appointed ministers and a "high-level business delegation", as part of a big charm offensive to discuss trade, climate and energy, while China is also expected to be on the agenda.

South Australia's exports to Indonesia more than doubled to $240m in 2021, with wheat exports jumping from $90m in the year to $302m, as Australia sought new markets after facing trade sanctions from China.

Beef sales have been another major beneficiary from improving trade relations, on the back of the Indonesia-Australia Comprehensive Economic Partnership Agreement, reaching $246m.

As well as Foreign Affairs Minister Penny Wong, Mr Albanese will be joined by Trade Minister Senator Don Farrell and Industry Minister Ed Husic at the annual leaders' meeting with President Joko Widodo.

The list of business representatives was still being finalised yesterday.

Mr Albanese had a telephone discussion with Mr Widodo on Friday.

"Indonesia is one of our closest neighbours, which is why I committed to visiting as soon as possible," he said.

"During my visit, I look forward to building our ties further, including to revitalise our trade relationship and promote climate, infrastructure and energy co-operation."

Griffith Asia Institute director Professor Caitlin Byrne said Indonesia was likely to be the fourth largest economy by 2030, making it a critical relationship for Australia, but would also be pivotal in terms of China's growing influence.

"There are opportunities for us to work together in how we consider the management of the issues presented by China and its rising influence," Prof Byrne said. "We have a long-standing, deep relationship with Indonesia. We need to know and bolster that right now."

Days before the May 21 election, Mr Albanese said a trip to Jakarta would be a priority because Indonesia was "about to be a superpower".

The trip comes after his meeting with the Quad Security Dialogue leaders of the US, Japan and India, last week.

The Indonesia-Australia Comprehensive Economic Partnership Agreement came into effect on July 5, 2020.

On the eve of the visit, Mr Albanese visited Adelaide to celebrate Labor's historic win in the former blue-ribbon Liberal seat of Boothby.

The PM caught up with Premier Peter Malinauskas and newly-elected member for Boothby Louise Miller-Frost at the Ascot Park Bowling Club.

Mr Albanese was greeted with cheers from supporters as he joined an enthusiastic throng. Joining the soldiers were Senator Wong and Minister for Families and Social Services of Australia Amanda Rishworth.

"It was excellent to be here to celebrate the election of Louise Miller-Frost as the first Labor member for Boothby," the PM said. "We've been trying for 75 years to win this seat and it was an extraordinary outcome."

The PM's next stop was Perth to meet with WA Premier Mark McGowan ahead of departing for Jakarta.

Historian attempts to kill off Vikings

JACK BLACKBURN
THE TIMES

IT IS "outmoded and dangerous", an "insidious" word that "distorts our understanding of European history". Of all the historical terms being misplaced, few might have departed the word "Viking" lacks causing so much bother.

A senior lecturer in history at the University of St Andrews has called for the term, a catch-all for various Scandinavian and Norse cultures from the 8th to 11th centuries, to be retired.

He says there was no such thing as "a Viking" and that the term is a 19th-century mistake that borders on racist. "It is high time that historians, both academic and popular, ditched the Vikings as an outmoded and dangerous way of thinking," Alex Woolf writes in the lead article in this month's History Today. "The Vikings never existed, it is time to put this outmoded fantasy to bed."

"Viking" and "Vikings" were Old English and Old Icelandic terms for pirate, but were rarely used to describe the peoples we now call Vikings, Woolf argues.

"Calling such people 'Vikings' would be like calling 20th-century British, French or Dutch naval officers 'pirates' simply because they were vaguely similar hats and sailed vaguely similar ships to Blackbeard," he writes.

"By linking military prowess and savagery to an entire ethnic group it encourages its appropriation by racist or protectionist," Woolf argues.

Historians are divided. On the podcast The Rest is History, Dominic Sandbrook described axes as "a waste of time". "Everyone knows what a Viking is," he said. "There is no point in fighting it."

At the Norwegian University of Oslo, Professor Anders Winroth admits the word makes his job easier. "You get many more students interested if you put the word 'Viking' into a course title," he said.

PlanSA

Have your say on rezoning land in Hackham and Old Noarlunga

Public consultation on a proposal to rezone 235 hectares of land across Hackham and Old Noarlunga is now open and will close on 26 July 2022, 5:00 pm.

Everyone has the opportunity to comment on the Hackham Code Amendment which is seeking to address an immediate need for further land supply and population growth in the south of Adelaide.

Community information sessions (online and drop-in) will be held in June and July to allow community to meet members from the Code Amendment team to learn more about the rezoning and the proposed changes for the area.

Registration is essential for in-person and online sessions.

To register visit PlanSAevents.eventbrite.com

To find out more and have your say visit yourSAy.sa.gov.au/hackham-code-amendment

Ease planet pain, mums told

KAT LAY
THE TIMES

PREGNANT women wishing to make an environmentally friendly choice for pain control in labour should pick an epidural over gas and air, a maternity study has found.

Nitrous oxide, the gas part of the mixture, is a greenhouse gas 289 times as potent as carbon dioxide. It is released into the atmosphere when the mother breathes out.

Using gas and air or limits on, for four hours has about the same carbon footprint as a return flight for one person between London and New York, the study found.

Inhaling the mixture for contractions during that period emits the equivalent of 22kg of CO2, roughly the environmental impact of driving more than 150km.

An epidural emits the equivalent of 2.5kg of CO2 – the same as driving 9.5km.

Most of its carbon footprint comes from disposable equipment used during its insertion, with the largest contributor being a single-use sterile gown.

"Pregnant women should be provided with information about the effectiveness and from hospitals in the UK and Australia, said.

This weekend Dr Nick Jones, Wetland of Amsterdam University Medical Centre is giving a presentation at the Euroanaesthesia Congress in Milan on the environmental impact of anaesthetic gases.

He said medicine should manage without them or reassess its role in society.

He told The Times: "If women in labour would base their choice of analgesia on the environment, my advice would be to choose an epidural over

www.fleurieusun.com.au News

Hackham Re-zoning Concept Plan

Concept Plan 124

Consultation now open on proposed Hackham rezoning

PlanSA

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To register visit PlanSAevents.eventbrite.com

To find out more and have your say visit yourSAy.sa.gov.au/hackham-code-amendment

plan.sa.gov.au

Government of South Australia

SOUTH Australians can now have their say on a proposal to rezone land in Hackham to accommodate future housing and employment growth.

The Hackham Code Amendment (the Amendment) proposes to rezone 235 hectares of land across Hackham and Old Noarlunga (211.5h and 23.5h respectively) to address an immediate need for further land supply and population growth in the south of Adelaide.

The rezoning will facilitate a potential residential development of approximately 2000 new houses plus a retail centre in Hackham, as well as provide new policy to guide development on sloping land and ensure the provision of appropriate infrastructure and services for the community.

The Amendment is open for eight weeks of public consultation from May 31, 2022 to July 26, 2022, 5pm. The Chief Executive of the Attorney-General's Department, Caroline Mealor said the proposed Code Amendment seeks to appropriately zone the land to help meet the future needs of the population.

"Land in the outer southern suburbs of Adelaide is highly sought after and in short supply, this Code Amendment proposes changes that will help to address the future housing and employment needs of the local community, based on modelling on projected population growth.

"The proposed area is close to schools, shops, emergency services, employment, and entertainment facilities and so it is a logical expansion of the existing urban area – which is why we want the community to provide their feedback and have their say about what is proposed."

The Amendment proposes to rezone land covering Hepenstal Road, Oates Rd, River Heights Rise, Cranch Hill Rd, Piggott Rd and Main South Rd at Hackham, as well as Church Hill Road, Patapinda Rd and Piggott Range Rd at Old Noarlunga.

Key components of the proposed Amendment are:

- Rezone 206.1 hectares of land in Hackham—currently zoned Rural Zone—to Master Planned Neighbourhood Zone.
- Rezone 15.2 hectares of land in Old Noarlunga and Hackham—currently zoned Employment Zone—to Master Planned Neighbourhood Zone.
- Rezone 13.7 hectares of land in Old Noarlunga—currently zoned Rural Zone—to Rural Neighbourhood Zone.
- Remove the Minimum Site Area Technical and Numeric Variation (TNV) of 16 hectares in Old Noarlunga and introduce a Minimum Site Area Technical and Numeric Variation of 2 hectares over land to be rezoned Rural Neighbourhood to ensure allotments cannot be further subdivided.
- Introduce a new Concept Plan over the land proposed to be rezoned as Master Planned Neighbourhood Zone, to assist in addressing infrastructure requirements.
- Apply two subzones over the proposed Master Planned Neighbourhood Zone:
- Emerging Activity Centre Subzone – proposed to facilitate the development of shops and local services
- Hills Subzone – this is a new subzone proposed to address residential density and design requirements for sloping land
- Apply two overlays over the proposed Master Planned Neighbourhood Zone:
- Affordable Housing Overlay – promotes affordable housing that is integrated with residential and mixed-use development, catering for a variety of household structures
- Noise and Air Emissions Overlay – seeks to protect community health and amenity from adverse impacts of noise and air emissions.

During the consultation period, a series of information sessions have been planned at the Old Noarlunga Institute Hall for landowners, tenants and local community members. Registration is essential for all community information sessions and can be done at PlanSAevents.eventbrite.com.

Community Information Session Times

- ☐ 15 June, 12:00pm – 3:00pm, Old Noarlunga Institute Hall
- ☐ 15 June, 4:00pm – 7:00pm, Old Noarlunga Institute Hall
- ☐ 25 June, 1:00pm – 4:00pm, Old Noarlunga Institute Hall
- ☐ 7 July, 10am – 11am, Online
- ☐ 7 July, 5pm – 6pm, Online

To have your say visit yourSAy.sa.gov.au/hackham-code-amendment.

Further information about the proposed Code Amendment can be found on the PlanSA website.

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The Code Amendment (including supporting investigations), brochure, engagement plan, frequently asked questions document and mapping showing proposed zone and subzone changes were made available at the following places:

- Planning and Land Use Services, Department for Trade and Investment, Level 5, 50 Flinders Street, Adelaide
- City of Onkaparinga Offices, Noarlunga Centre
- City of Onkaparinga Offices, Morphett Vale
- Seaford Library, Seaford
- Information sessions held during the engagement
- SA Gov YourSAy website
- City of Onkaparinga YourSAy website
- Electronically on the Plan SA website: https://plan.sa.gov.au/en/code_amendments.

Email and telephone enquiries

The PlanSA contact details were provided throughout the consultation period and the public and stakeholders were invited to make contact if they had enquiries or wished to set up a meeting to discuss the proposal. 19 enquiries were received by the PlanSA service desk.

- Phone: 1800 752 664
- Email: plansa@sa.gov.au

3.2 Mandatory requirements

The following mandatory engagement requirements have been met:

Notice and consultation with council/s

The Community Engagement Charter requires that a council or councils must be directly notified and consulted on a proposed Code Amendment, where the proposed Code Amendment is specifically relevant to a particular council or councils (and where the council did not initiate the proposed Code Amendment).

The City of Onkaparinga was engaged in the following ways:

- A letter was sent to the City of Onkaparinga with notice of the Code Amendment consultation
- A workshop was held involving Council staff and other key stakeholders on Tuesday 12 April 2022
- A presentation was provided to the City of Onkaparinga council meeting on 22 February 2022.
- A site inspection of the area affected by the rezoning was held with Council staff on 15 February 2022.
- A meeting was held with senior staff from the City of Onkaparinga on 1 February 2022.

Notice and consultation with the Local Government Association

The Community Engagement Charter requires that the Local Government Association be notified in writing and consulted, where the proposed Code Amendment is generally relevant to councils.

As this Code Amendment is not generally relevant to councils (rather, only to one council), the Local Government Association did not need to be directly notified and consulted on the Code Amendment, however a letter was still sent advising them of the consultation.

Notice and consultation with owners and occupiers of land which is specifically impacted and adjacent land

Under section 73(6)(d) of the Act, where a Code Amendment will have a specific impact on one or more pieces of land in a particular zone or subzone (rather than more generally), the designated entity must take reasonable steps to provide a notice to owners or occupiers of the land (and each piece of adjacent land) as prescribed by the regulations.

Regulation 20 of the PDI (General) Regulations requires such notice to:

b) identify the piece or pieces of land in relation to which the specific impact will apply; and
c) describe the impact; and
d) indicate where and when the relevant amendment to the Planning and Design Code may be inspected; and
e) provide information about the consultation that is to occur under the Community Engagement Charter.

Owners and occupiers of the land which is specifically impacted were engaged in the following ways:

- Via direct correspondence described in the table in section 3.1 above.

Owners and occupiers adjacent the land which is impacted were engaged in the following ways:

- Via direct correspondence described in the table in section 3.1 above.

Notice of proposal to include local heritage listing to owner of land

The Community Engagement Charter requires that where a Code Amendment proposes to include a heritage character or preservation policy that is similar in intent or effect to a local heritage listing, the owner of the land on which the places resides must be directly notified in writing of the proposal and consulted for a minimum period of four weeks.

As this Code Amendment does not include any of these, no engagement to this effect was undertaken.

3.3 Compliance with the engagement plan

The above-described activities were undertaken in accordance with the engagement plan.

It is noted that post-consultation activities set out in the engagement plan to ‘Inform of outcome’ and ‘Closing the loop and reporting back’ are still in progress, pending final determination of the Code Amendment.

4 Evaluation of engagement

To ensure the principles of the Community Engagement Charter (the Charter) are met, an evaluation of the engagement process for the Code Amendment has occurred.

4.1 Performance indicators for evaluation

The minimum mandatory performance indicators have been used to evaluate engagement on the Code Amendment. These measures help to gauge how successful the engagement has been in meeting the Charter's principles for good engagement.

Evaluation of engagement by community members

The following performance indicators required an evaluation of responses from members of the community on the engagement. This includes an evaluation of whether (or to what extent) community members felt:

1. That the engagement **genuinely sought** their input to help shape the proposed Code Amendment.
2. They were given an adequate **opportunity to be heard**.
3. They were given **sufficient information** so that they could take an informed view.
4. **Informed** about why they were being asked for their view, and the way it would be considered.

There was a strong response to the request to provide feedback on the engagement process. The evaluation was undertaken through an online survey provided by email to those who lodged a submission or attended information sessions. Overall, the link to the survey was distributed to 379 email addresses.

The results of the evaluation are contained in Attachment 1 to this engagement report.

Evaluation of engagement by the designated entity

A further evaluation of the engagement process is required to be undertaken by (or on behalf of) the designated entity. The minimum performance indicators require an evaluation by the designated entity of whether (or to what extent) the engagement:

1. **Occurred early enough** for feedback to genuinely influence the planning policy, strategy or scheme.
2. **Contributed to the substance** of the final draft Code Amendment.
3. **Reached those identified** as communities or stakeholders of interest.
4. **Provided feedback to community** about outcomes of engagement.
5. Was **reviewed throughout** the process and **improvements put in place**, or recommended for future engagement.

The evaluation of the engagement was undertaken by the Strategic Communications Unit of the Department for Trade and Investment (DTI), on behalf of the designated entity.

4.2 Evaluation against the Charter principles

The following is a summary of the evaluation of the engagement against the five principles of the Charter. The full results of the evaluation can be found in Attachment 1 to this engagement report.

(1) Engagement is genuine

People had faith and confidence in the engagement process

Prior to the engagement, an initial meeting was held with senior staff from the City of Onkaparinga to discuss the Code Amendment, investigations undertaken and planned engagement. Council staff were sent engagement material prior to formal engagement commencing, and a pre-engagement briefing was provided to the elected member body of the City of Onkaparinga.

The engagement was publicly promoted on two websites, promoted through media and social media, print advertisements, letters to stakeholders identified as having an interest in the Code Amendment as well as brochure letter box drop to 8,000 households within a defined catchment area.

Opportunities for one-on-one briefings were communicated, and several communication materials were developed to help people understand what was proposed, including frequently asked questions, a brochure, and maps.

Evaluation statement	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I feel the engagement genuinely sought my input to help shape the proposal	16%	21%	14%	29%	20%

(2) Engagement is inclusive and respectful

Affected and interested people had the opportunity to participate and be heard

People could provide feedback on the proposal in multiple ways, both online (two websites), through information sessions, in written submissions and by email. One-on-one briefings were offered to a range of stakeholders. Information sessions were scheduled during the day and evening and on the weekend to ensure those with commitments during the day or working week could attend. Presentations were given to the City of Onkaparinga and initial meetings held with senior council staff, prior to the engagement taking place.

Evaluation statement	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I was given an adequate opportunity to be heard	7%	14%	14%	37%	28%

(3) Engagement is fit for purpose

People were effectively engaged and satisfied with the process

People were clear about the proposed change and how it would affect them

A range of communications materials were prepared to help explain the proposed changes, including maps showing the current and proposed zoning and subzones, frequently asked questions documents, a brochure and information panels on display at information sessions. DTI planning staff attended the information sessions to speak to community members and answer questions.

Evaluation statement	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I was given sufficient information so that I could take an informed view	7%	20%	12%	38%	23%

(4) Engagement is informed and transparent

All relevant information was made available, and people could access it

People understood how their views were considered, the reasons for the outcomes and the final decision that was made

The role of community engagement in shaping the Code Amendment, and the steps involved in the Code Amendment process, were clearly outlined in communications. Respondents were advised that their feedback would be summarised and published at the conclusion of the consultation period.

Evaluation statement	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I felt informed about why I was being asked for my view, and the way it would be considered.	8%	10%	27%	30%	25%

(5) Engagement processes are reviewed and improved

The engagement was reviewed, and improvements recommended

Respondents were to complete an evaluation survey of the engagement, as outlined in the above sections. During the engagement period, regular project meetings were held to discuss opportunities for improved understanding and greater reach e.g., revised frequently asked questions, increased promotion of information sessions to boost awareness and attendance, and additional contact with key stakeholders.

5 Engagement outcomes

5.1 Public submissions

314 public submissions were received in response to engagement on the draft Code Amendment. These ranged from one line of text to detailed written submissions covering a range of issues. Due to the high number of submissions, in order to best analyse the results of these, they have been categorised into themes. These themes are further explained in section 6 of this report. Many respondents raised more than one theme, and all have been counted.

The most raised issues were concern about there being insufficient physical (roads) and social Infrastructure (public transport, hospitals, and schools) to cater for the development generally, concern about environmental impacts on local biodiversity and fauna (in particular on the Onkaparinga River National Park and Onkaparinga River) and concern about impacts on the character of Old Noarlunga Township and other adjacent local areas. Each of these issues received large number of mentions within the public submissions. The table below shows the top 20 breakdown of submissions by themes and the percentage of submissions which identified these issues:

	Issue identified in submissions	**No. of submissions which raised issue**	**% of submissions which raised issue**
1	Concern about insufficient physical / social infrastructure (roads + public transport) to accommodate new development	138	44%
2	Land to be retained for green open space / rural land use / rezoned for conservation or hills face zone purposes	100	31%
3	Concern about impacts on local biodiversity and fauna / Onkaparinga River National Park / Onkaparinga River Estuary	77	24%
4	Need more affordable housing / land to be provided to accommodate future growth	57	18%
5	Concern about poor development / housing and policy outcomes	52	17%
6	New development should be sustainable, provide minimum standards for private open space, public open space and street tree plantings and provide larger lot sizes and houses	45	14%
7	Concern that development of the area will put further pressure on local hospitals, GP's and schools	36	11%
8	Concerns about the impacts of new development on the character of Old Noarlunga and the surrounding area	24	8%
9	Positive change for the local community / ideal site for development	21	7%
10	Against further population growth / urban sprawl	19	6%
11	New development will support struggling local businesses and lead to further jobs and investment in the local area	15	5%
12	Development will increase bushfire risk	7	2%

	Issue identified in submissions	No. of submissions which raised issue	% of submissions which raised issue
13	Concerns about increased council rates / dust / rubbish dumping and crime due to the new development	7	2%
14	Development will impede future work on Southern Expressway / Main South Road	7	2%
15	Other areas should be rezoned before land at Hackham / Old Noarlunga	7	2%
16	Climate change concerns	5	2%
17	Support for retail centre and its location / consideration to be given to a well-designed and decent sized service / retail centre	5	2%
18	Negative impacts on mental health and wellbeing by removing open space	4	1%
19	Consideration should be given to changing the suburb name of Hackham	4	1%
20	Issues identified in relation to the Old Meatworks site and adjacent area: - needs to be cleaned up - opposed to change of zoning from current Employment Zone - land should be rezoned for a local skills and traineeship hub - land should be set aside to provide additional buffering from noise and dust impacts associated with the nearby quarry (this land to be identified on the Concept Plan)	4	1%

5.2 Organisations submissions

10 submissions from organisations or individuals representing groups were received. Many of these submissions were very detailed and reflect a great investment of time and resources. The following section of this report provides a summary of the salient points of these submissions and should be read in conjunction with the full submissions so that they can be wholly understood and considered. All submissions are included in Attachment 7.

Friends of the Onkaparinga National Park

The Friends of Onkaparinga Park (FOOP) is a volunteer organisation which aids the Onkaparinga National Park and the Onkaparinga River Recreation Park.

FOOP raise several concerns and considerations in their submission. In response to the soil report investigations revealing elevated concentrations of heavy metals in the old settling ponds of the former abattoir, FOOP request those sites that previously contained several retention ponds used by the former Abattoir not be disturbed in any way and ensure a permanent encumbrance is applied to the site to avoid any risk to human health.

FOOP are particularly concerned about the impacts to the adjacent Onkaparinga River National Park and request for an integration area / buffer to be included between the residential zones and the national park. To further enhance the buffer zone, FOOP suggest that Piggott Range Road be operated as a 'locked gate' road along with a jointly developed fire prevention plan with the National Parks and Wildlife Service of South Australia.

On the topic of storm water, FOOP believe that without sufficient drainage control, the development has the potential to increase the velocity and base flows in Hackham Creek, resulting in silt deposition in the Onkaparinga estuary wetlands and request enhanced storm water control design to prevent flooding.

Old Noarlunga Residents Association

The Old Noarlunga Residents Association (ONCRA) submitted a response outlining several existing concerns and how the proposal may exacerbate these issues to the detriment of the locality. It should be noted that the Hon Chris Picton MP, Member for Kaurna also made a submission (see below) supporting ONCRA's submission.

The ONCRA highlight problems with grid-locked traffic which diverts through the Old Noarlunga Township during peak times and other occasions such as sporting carnivals and large functions. They are concerned that the one road in and one road out is dangerous particularly during times of emergency. There are also complaints from residents about the difficulty in accessing driveways on Patapinda Road and they believe that this will be compounded by the extra projected traffic due to the proposal.

The ONCRA highlight other concerns such as stormwater run-off entering the river, the National Park potentially turning into a recreation park as opposed to a conservation park and bush fire threats from the increase in development. The ONCRA request good observation points, on-site firefighting capabilities, and plenty of green space to provide health and well-being and environmental benefits.

Hon Chris Picton MP, Member for Kaurna

The Hon Chris Picton MP, State Member for Kaurna also submitted a response on behalf of the ONCRA as indicated above.

Several concerns related to transport, environment and public services are raised.

With regards to transport, the ONCRA note that Patapinda Road is the only road in and out of the Old Noarlunga Township and is often gridlocked with diverting traffic. ONCRA also express a view that no road infrastructure upgrades have been undertaken to alleviate the problems to keep up with the demand for road space by users living in from other new developments. ONCRA argues that this level of traffic will impede emergency vehicle access and likewise residents would have trouble leaving in a timely manner should there ever be an emergency evacuation order.

The ONCRA also point out the limited northbound lanes to South Road and the Southern Expressway, noting that the only avenue after Melsetter Road, Hackham is the use of the bypass bridge or the intersection of Patapinda Road and South Road. The ONCRA seek to have additional access to the north bound lanes to the Southern Expressway constructed and request that upgrades occur before the construction of the 2,000+ houses commence.

From an environmental perspective, ONCRA are also concerned with the increase in volume of storm water runoff due to the number of homes proposed and hence the increase in hard surfaces which will reduce the overall soak area. The ONCRA note the run-off will likely divert to the Onkaparinga River, contributing to the flow volume and rate during extreme weather events, which would incur a heightened flooding risk for residents downstream.

The proximity of the development to the Onkaparinga River National Park is also highlighted with concerns that the number of visitors to the park would increase resulting in detrimental outcomes to the existing flora and fauna. ONCRA therefore seek protections for the national park, significant greenspace to be included in the development – including native trees and shrubs to compensate for what would be removed and sufficient storm water catchment.

As regards services, the ONCRA feel that public transport routes, medical services and parking facilities will all require investment to cater for the growth of residents. Furthermore, they request that no part of Old Noarlunga be rezoned to the suburb of Hackham as part of the Code Amendment, presumably to maintain its historical identity.

Sellicks Woodlands and Wetlands Action Network

The Sellicks Woodlands and Wetlands Action Network (SWWAN) are in opposition to the proposal as they are against an increase in urban sprawl and advocate for greater environmental protections to safeguard future generations from the effects of climate change.

SWAAN believe the arguments for housing on the urban fringe are overstated and the real need is for social housing in the inner metro area close to already established infrastructure. SWWAN wish to see *The 30-Year Plan for Greater Adelaide* (*2017)* be updated to include the findings of the State of the Environment Report and the Climate Emergency declaration before further large-scale development is given approval as they believe the Plan is out of date.

Southern Koala and Echidna Reserve Limited

The Southern Koala and Echidna Rescue (SKER) centre is situated very close to the affected area and have thus advised that they have a vested interest in how the land is used in future.

SKER cite the most recent ‘State of the Environment’ report released by the Commonwealth Government, highlighting the alarming rate of decline in biodiversity in Australia and note that South Australia’s Koala population has now also joined the list of endangered species. They advise that Main South Road is a strike hotspot for koalas, echidna’s, kangaroos, and other wildlife supported by their rescue services – and believe that an increase in traffic in the area, due to the proposed development will result in an increased risk to wildlife. SKER note that the land is overrun with invasive olive trees believing this to be due to the land being left unmanaged for so long. SKER also identify large eucalypt trees on the site which they note are home to breeding Black Shouldered Kites, who have already lost a significant part of their habitat due to recent road works.

SKER offer several suggestions such as, better barriers on both sides of the road be installed to protect both humans and wildlife alike, better lighting and lower speed limits at the South Road intersection to compensate for increased traffic, protect all native trees that exist on the affected site, planting green space as far away from South Road as possible and requiring developers to pay an environmental levy to support local environmental grants.

SKER also believe that in light of the State of the Environment report, the volume of proposed houses should be reduced to allow for more native vegetation spaces at the back of the development. They believe the current plans only include a small space for vegetation. SKER note that the Federal Government set a target of protecting 30% of land across Australia and in line with this would like to see 30% of the affected site be set aside to be retained and revegetated.

Hallett Group (operators of McLaren Vale Quarry)

The Hallett Group is the largest integrated building supplies and construction material enterprise in South Australia with a 60-year history in hard rock quarrying at McLaren Vale. The quarry is a designated Strategic Resource Area (SRA) in the Greater Adelaide Region and is also identified as an Existing Key Industry Area by the State Government. It is estimated that the McLaren Vale quarry has an operational expectancy of between 30-40 years into the future and has received State Government consent to upgrade and expand the area of operations to access stone reserves that exceed 30 million tonnes.

In their submission, Hallett Group note that they do not object to the overall intent of the Hackham Code Amendment, and moreover they support the proposal to apply the Noise and Air Emissions Overlay. However, given the extensive operations of the McLaren Vale quarry, Hallett Group's submission also presents additional considerations to be included in the Code Amendment. The respondents highlight that the McLaren Vale operations are experiencing urban encroachment, and thus interface issues are likely to escalate into the future. They reiterate that the aim of the SRA is to ensure the long-term future of the quarry's activities are protected and able to be fully realised.

Hallett Group acknowledge that the subject site is beyond the sensitive receptor distance from the McLaren Vale quarry operations but request the setting aside of land along the south-eastern boundary of the subject area along Piggott Range Road for the purpose of providing additional buffering from low probability fugitive noise and dust impacts, which can occur on high wind days. The submission requests the establishment of significant mounding and substantial planting in this stretch to assist with mitigating these issues. It is requested to include these suggestions in the proposed Concept Plan.

Additionally, Hallett Group propose that no additional sensitive receptors be permitted to be developed between the subject area and the McLaren Vale Quarry operations and that the current evaluation distances for air and noise impacts are not subsequently amended to create overlap with the sensitive receptors on the subject site. It is noted that the recommended evaluation distance for assessing air and noise impacts from sites where crushing rock, ore or minerals is undertaken is 500 metres and the subject site is approximately 675 metres from the nearest cadastral boundary of the quarry operations.

Lastly, to underpin the importance of the operations at the quarry, and considering the surrounding growing suburban development, Hallett Group request a review of the policy environment that applies to the McLaren Vale quarry and its surrounds under the Planning and Design Code. The respondents note that the Code includes a Resource Extraction Zone and a Resource Extraction Protection Area Overlay which are applied to state significant resource extraction activities elsewhere in the State and are thus seeking similar policy to apply to the quarry operations too.

Urban Regional and Planning Solutions (on behalf of Yas Property and Development)

The Yas Property and Development submission maintains the stance that the proposal to rezone is a necessity due to the demand for residential land supply in the South of Adelaide. Yas Property and development also advise that as a key proponent of the development that it has a strong vision for Hackham, which includes the latest in urban development design thinking and a community centred around a 20-minute neighbourhood concept. Overall, Yas Property and Development are supportive of the Code Amendment and appreciate the commitment to resolve infrastructure requirements through appropriate infrastructure deeds and ongoing dialogue with the State Government and the City of Onkaparinga.

In their submission, Yas Property and Development offer several comments and suggestions in relation to the Code Amendment. Although no changes are recommended on the Master Planned Neighbourhood Zone, Yas Property and Development do suggest that the Concept Plan be updated to identify further local activity centre opportunities and/or the subzone be expanded over the whole of the Zone. Yas Property and Development advise that this would enable an increase in the number and type of community offerings to better service the proposed number of residents. Yas Property and Development also recommend that policy relating to the Hills Subzone be strengthened to ensure the slope of the land is better considered for the

purposes of land division layout, site layout and dwelling design. Having read a draft of the Council's submission, Yas Property and Development are concerned that the minimum suggested allotment size of 550 square metres suggested by the City of Onkaparinga would preclude opportunities for smaller terraced sites to be designed to step down with the slope. Furthermore, although Yas Property and Development envisage the average allotment size for the project to be around 750 square meters, they highlight that there is a need to provide 15% affordable housing which would require smaller sites.

In relation to Stormwater, although Yas Property and Development is of the view that the initial storm water report provides a sound basis for the purposes of the Code Amendment, they acknowledge that further studies will be required to reach a final suitable outcome. Several recommendations in relation to Stormwater management are set out, involving respective landowner responsibilities for various upstream, channel, detention, retention and WSUD principles. In terms of transport infrastructure, Yas Property and Development are keen to ensure that the negotiation of infrastructure deeds should not delay the Code Amendment as it is believed that the site is already suitably serviced by transport infrastructure. Lastly, with regards to the Concept Plan, Yas Property and Development are of the view that this should also be treated as a flexible 'work in progress' notion to allow for the project to evolve over a 10–15-year period. Yas Property and Development agree that the location of stormwater and transport infrastructure should, however, be outlined where necessary.

Urban Development Institute of Australia

The Urban Development Institute of Australia (UDIA) support the rezoning proposal for Hackham as it provides the opportunity to develop around 2,000 homes which they believe will help to alleviate the lack of housing supply in the south of Adelaide. The UDIA also support the design of the proposed development which is focused around the 20-minute neighbourhood concept, which they believe will facilitate local resident socialisation and lead to more of an active and liveable lifestyle.

Planning Institute of Australia

The Planning Institute of Australia (PIA) are broadly supportive of the rezoning and development proposal for enabling more residential opportunities in the southern regions of Adelaide.

PIA do highlight their recent Climate Change Asks initiative and request that the proposed development addresses the provision of energy efficient housing, good allotment orientation and sustainable infrastructure practices.

PIA are also keen to encourage a high standard of design within the development and would like to see this new growth area showcase exemplar features such as good land division design, re-vegetation, walkability, transport connectivity and sustainable infrastructure provision to name a few.

5.3 City of Onkaparinga Submission

City of Onkaparinga submission

The City of Onkaparinga (the Council) is the local government authority directly impacted by the proposed Code Amendment.

While expressing overall support to the Code Amendment progressing to approval, the Council's submission provides detailed commentary against a range of key issues. The Council's submission is contained in Attachment 7.

The following provides a high-level summary of the points made in the submission and should be read in conjunction with the full submission provided by the Council:

Infrastructure Agreements

The Council express strong concern and disappointment regarding the lack of an upfront infrastructure agreement, to provide clarity around the staging, coordination, and timing of the necessary works. The Council feel this is especially pertinent given the number of agreements required to manage the highly fragmented land ownership. The Council point to past experience in which it considers it has had to accept suboptimal and temporary measures, resulting in additional cost and time in negotiating acceptable outcomes.

The Council note that although PO 2.1 and PO 2.2 of the Master Planned Neighbourhood Zone (MPNZ) require land division and infrastructure to occur in a coordinated manner, what occurs in reality is very different. The Council note that once the land has been rezoned and a development application lodged, the proposal presented to Council is often not viewed as best for the future of the community. The Council believe the Code Amendment is an opportunity to include practical mechanisms ensuring the coordination of development across the affected area.

Proposed Hills Subzone

The Council are satisfied with the application of the Hills Subzone to the identified portion of the Master Planned Neighbourhood Zone as this would address the residential design requirements for sloping land and the anticipation of low to very-low density housing. However, there are reservations regarding a number of provisions relating to the zone as outlined below:

Sloping Land
The Council have noted that although the term ‘sloping land’ is referenced in the Site Coverage and Side Boundary Setback policies, there is no specific definition of what sloping land means. The Council also note that the Hills Subzone Built Form and Character and Earthworks and retaining sections also contain reference to topography. The Council request a definition to be included within the Hills Subzone or in the Planning & Design Code to ensure precision when applying policies in the Hills Subzone. This would help to avoid misinterpretation and provide clarity around the opportunity for medium density outcomes where suitable.

Site Area and Land Division
The Council expresses deep concern at the absence of a minimum site area TNV in the Hills Subzone. The Council believes that the current Site Dimensions and Land Division provisions do not support allotment sizes that in practice would be suitable to the sloping nature of the site. It is further stated that the issue is compounded by the absence of a definition for sloping land. The Council feel that larger allotments will allow for more space between dwellings, for landscaping and for tree plantings and will minimise the reliance on cut and fill and retaining walls.

The Council have provided a desired minimum site area TNV based on the land size and required exclusions, as well as a comparison of allotment sizes in 5 separate Hills Neighbourhood zone locations across the Onkaparinga Council area - and have subsequently suggested a minimum site area for a detached dwelling be set as 550sqm in the Hills Subzone. The Council demonstrate that this TNV will still result in a yield of over 2000 houses. The Council advise that smaller lot sizes could still be proposed on flatter ground but at least a TNV coupled with a definition for slopping land would provide more certainty and clarity for development purposes.

Minimum Frontage

In connection with the absence of minimum site dimensions for the Hills Subzone, the Council have also expressed concern with the absence of minimum frontage requirements for development. The Council note that this impacts upon other design considerations such as the side boundary setbacks and density outcomes. The Council have suggested a minimum TNV for frontage of 15m for detached dwellings, semi-detached dwellings, group dwellings and residential flat buildings. A minimum frontage TNV of 10m is suggested for row dwellings.

Site Coverage & Side Boundary Setback
The Council note that works required to create new roads and allotments can substantially alter the land from pre-development to post-development and thus require clarification on whether the policies for the 1-in-8 gradient is pre or post (land division) development. This applies particularly in relation to side boundary setbacks, where it is being assumed that the policies apply *across* the site rather than *front to back.*

Primary Street Setback
The Council have noted an absence of policy for primary street setbacks in the Hills Subzone and understand that the setback would therefore default to that outlined in the Master Planned Neighbourhood Zone, which permits a 3m front setback (with 5.5m to the garage). The Council feel that this is not sufficient for a low-density style housing arrangement and have thus requested new primary street setback provisions to be inserted into the Hills Subzone whereby the setback should be consistent with a building envelope plan or be no less than 5m from the frontage.

Built Form and Character
The Council consider that a key purpose of the Hills Subzone is for development to integrate sensitively into the slope of the land. It is felt that aspects of PO 3 are too broad and generalised and so the Council have suggested the addition of another PO to provide guidance on the built form outcomes akin to similar policy already contained in the Hills Neighbourhood Zone.

Building Height
The Council have noted an absence of building height in the Hills Subzone which results in the default building height outlined in the Master Planned Neighbourhood Zone, permitting three storeys or up to 10 meters. The Council do not support the policy for this site, given that it is on highly visible land and would be at odds with the desired character envisioned by the community and Council. In place, the Council have requested a separate building height policy to be included in the Hills Subzone, to the effect that the maximum building height be set at 6m and / or 2 levels.

Earthworks and Retaining
The Council acknowledge that some level of retaining work will be required and have requested an additional Performance Objective to guide the outcome of any retaining wall work. The Council suggest using a policy like that already in the Hills Neighbourhood Zone specifying the height and design features of any retaining walls.

<u>Proposed Emerging Activity Centre Subzone</u>

The Council support the application of the proposed Emerging Activity Centre Subzone and do not have any objection to the proposed location adjacent to Main South Road and on relatively level land that is still central to the rest of the site.

<u>Proposed Rural Neighbourhood Zone</u>

The Council support the application of the Rural Neighbourhood Zone with a TNV for allotment size of two hectares. It is recognised that this land cannot be redeveloped so will serve to provide separation between Hackham and Old Noarlunga Township and retain an open and rural backdrop to the historic township and the river.

Existing Employment Zone (proposed to be rezoned to Master Planned Neighbourhood)

The Council support the rezoning and agree with the Employment Lands study undertaken, in that the site accommodating the former abattoir is not considered to be of significant value as employment land given the comparatively small size, lack of main road exposure, isolation from associated land uses, access, related strategic infrastructure and the cost and lengthy process to remediate the site contamination.

Concept Plan

The Council agree with the less prescriptive characteristics of the Concept Plan noting that the internal road layout and location of stormwater channels are subject to subsequent topography and engineering reports. The Council do consider including Stormwater catchments on the Concept Plan would be beneficial.

Further detailed commentary by Council on the Concept Plan is provided under the following key headings:

Concept Plan – fragmented land
The fragmentation of land ownership is highlighted by Council, and they raise concern around how the development will be coordinated to ensure certainty for all involved. The Council state that as there is a strong correlation between the Concept Plan and Infrastructure Agreements, they consider the timing and sequence of stormwater works and internal road connectivity should be addressed upfront to ensure orderly development.

Concept Plan – open space
Council support not showing detailed open space areas on the concept plan as Council's open space Strategic Management Plan will set the principles for this. Council anticipates the provision of a District Level Family Park along with several local parks to allow residents to access a playground within a maximum of 500m walking distance. Council notes there could be opportunity to provide linear parks along the stormwater network to link to the trails on Piggott Range Road and the Onkaparinga Gorge. Council note that these open spaces will help to mitigate climate change impacts and expect them to be planted out to provide a significant tree canopy.

Concept Plan – cycling and pedestrian pathways
Council had not previously considered the proposed primary cycling / walking trail / open space as included in the concept plan but have noted that the development of any trail would have to incorporate considerations such as disability access, gradients, water inundation and adequate clearances for the welfare of the horses using the nearby Tom Roberts Horse Trail.

Code Amendment Investigations

Transport
Following review of the CIRQA Transport Investigations Report and Supplementary Transport Investigations, Council is concerned that there are wider road network implications regarding road and intersection upgrades that still require consideration. Council do not believe the issues raised as well as other multiple unknowns can be resolved through the Hackham Code Amendment, and therefore a network traffic modelling exercise should be undertaken using the Advanced Interactive Microscopic Simulator for Urban and Non-Urban Networks simulation package in collaboration with the Department for Infrastructure and Transport. Council notes that once there is more confidence in the likely impacts then interventions such as intersection placement and road widening can be considered and funded as part of the development and Infrastructure Agreement.

These points raised comprise of factors such as rat-running creating an increase in accidents and knock-on congestion, the need for higher order road links, disagreement with a loss of accessibility to/from certain roads, necessary road safety upgrades, opportunity for an internal road design objective and a question over the estimates of additional road traffic volumes. Council have grouped these matters under the following topic areas: Council's local road network, Melsetter Road and Brodie Road, Main South Road Safety & Congestion, Doctors Roads to Panalatinga Road link, and Movement and Place Framework and Safe System Approach.

Stormwater
In assessing the WGA Stormwater Strategy, Council notes a discrepancy between the existing South Road culvert identification given in table 3.3 of the Strategy and the plan provided in Appendix B. Council question the purpose of the basins located on the top of the hill and request further investigations be undertaken. Council requests further detail on the two catchments that drain to Patapinda Road and further investigations relating to downstream impacts to demonstrate that the development does not increase the flood risk to existing dwellings located along the waterways of the lower reaches of the Onkaparinga River.
With regards to water sensitive urban design, Council fully supports the recommendations to integrate WSUD features into site greening and provision of trees but raise caution against the use of vegetated swales and increasing wetland storage given the existing topography.

With regards to storm water management over fragmented land, given previous negative experience, Council strongly requests a logical order for land parcel development to be enforced through any Infrastructure Agreements.

Ecological – flora and fauna
Council response to the EBS Ecology Flora and Fauna Ecological Report is varied and approaches the topic with a broader view on the native vegetation investigations and outcomes. The Council support the general recommendations in the ecological report but maintain caution regarding the areas deemed to hold little to no value as there are many remnant patches with the potential to be rehabilitated to contribute to the amenity and biodiversity value of the area. The Council suggest that the extent of the State Significant Native Vegetation Overlay should be extended to cover these areas of native vegetation to avoid further loss of biodiversity in the area.

The Council also point out the substantial roadside vegetation that exists along Piggott Range Road and request for this to be considered, buffered and protected. The Council do not support any access to allotments from Piggott Range Road as making provision for these would incur serious degradation through clearance for crossovers, boundary fences, retaining walls, services, road upgrades and footpaths.

The Council suggest that any development on the Piggott Range roadside be designed to include a wide buffer zone to protect the adjacent national park from intensive development.

Aboriginal and Historical Heritage
Council encourages the proponent to consider engaging Kaurna monitors to observe excavation works in the area as they note there is a moderate risk for encountering unknown Aboriginal heritage sites or objects. Council did not have any objections nor proposed changes to the Local Heritage Places Overlay and the Heritage Adjacency Overlay.

Social Infrastructure
Following review of the Social Infrastructure investigation paper, the Council wish to add three facilities to the list, Old Noarlunga Institute Hall, Wardli Youth Centre, and the Seaford Community Centre.

5.4 YourSAy website

YourSAy was used as an additional mechanism to raise awareness of the consultation, to provide information, and help direct people to the Plan SA website to submit feedback.

The page received over 1,800 visits, and key documents including the community information brochure, frequently asked question documents and the Code Amendment received 295 of downloads. Contributors were invited to proceed to the PlanSA website to lodge a formal submission.

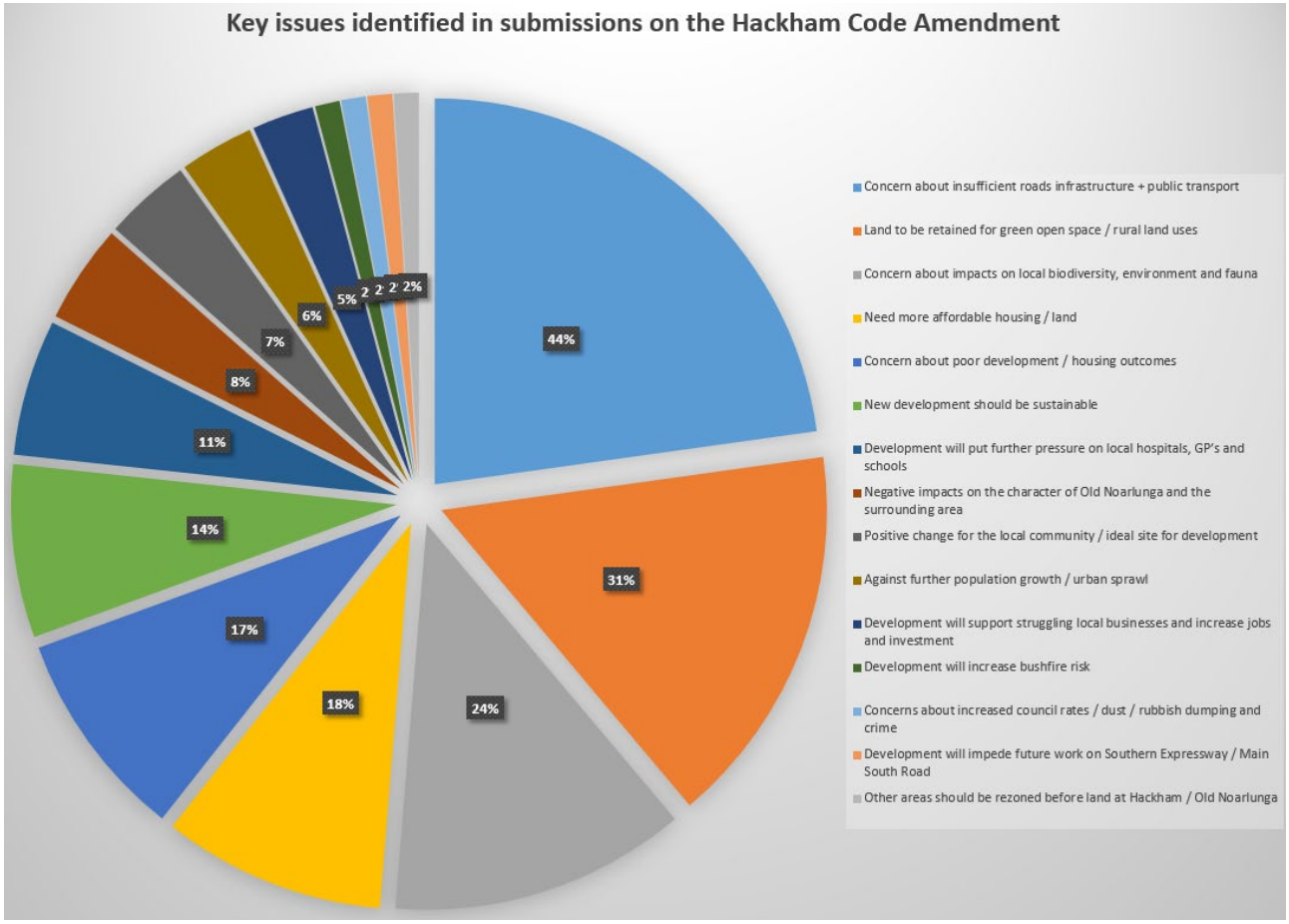
5.5 Media interest

There has been some media interest in the Code Amendment, with print articles appearing in both the Fleurieu Sun and Advertiser newspapers.

The Hon Nick Champion MP, the Minister for Planning conducted an interview for ABC Radio Adelaide, discussing the Code Amendment and the potential rezoning of land in Hackham and Old Noarlunga.

6 Engagement themes: summary, response, and recommendations

Given the large number of submissions received on this Code Amendment, engagement has been analysed thematically. The most frequently made comments can be themed in the following ways, and each of these are further described in greater detail below.



6.1 Concerns about insufficient road infrastructure in the area + potential for increased traffic, particularly through Old Noarlunga + insufficient public transport in the area

Road infrastructure + traffic congestion concerns

Most submissions expressed major concern for the current road infrastructure and its capability to accommodate the proposed increase in local road users. Many different road issues were identified ranging from various locations such as the expressway to the surrounding local roads.

The primary feedback issue relates to the often hours-long traffic congestion on Main South Road as well as the resulting traffic on Commercial Road, caused by the diverting traffic. Another issue raised relates to the main road into Seaford, which is described as a bottleneck. One submission advises that Brodie Road only turns left onto Main South Road and requires a redesign to enable a right turn to help manage a future increase in traffic.

There were many concerns about how the southern expressway can be extended in the future given the location of the development. Other submissions expressed concerns regarding increased congestion in the vicinity of the area affected stemming from growth in the Seaford/Aldinga areas. Another submission queried the lack of a corridor to accommodate a future increase in traffic flow from the end of the Expressway to the intersection of Victor Harbor and South Roads. Another submission noted the limited left and right turn lane options at the end of the expressway, resulting in increased traffic delays at rush hour. The slip lane road off River Road, north bound to the Southern Expressway was also raised as a concern. One submission noted that this is also congested at busy periods and would require significant upgrade to cope with the extra volume of traffic. Another noted that it can take from 5 to 25 minutes to exit, given the poor traffic conditions.

In terms of local roads, one submission suggested extending States Road and Sandy Lane to address additional local traffic demand. Some submissions expressed concern about how the bridge on South Road over the Onkaparinga River will cope with the additional traffic as it already suffers with the current volume of traffic at peak times. It was also noted that the bridge does not have pedestrian access, which should be addressed to encourage a more active lifestyle.

Another submission also expresses concern / believes that a section of Piggott Range Road between the Coxs Hill Road intersection and Upper Penney's Hill Road has already been widened and sealed with recycled bitumen and ever since road traffic volumes have increased. The traffic which would travel through Bains Road or Coxs Hill Road are now diverting and taking a short-cut route through Piggott Range Road onto Upper Penny's Hill Road to States/South Road, and in the return direction too. It is noted that the main entrance to the National Park, the four hiking trails starting and finishing in this section and the Tom Roberts Horse Trail, would be impacted by any further increase in traffic.

The same submission offers a possible solution by way of closing Piggott Range Road near the Echidna Hike Trail (Gate 12) to protect and preserve the National Park environment and increase the safety for visitors. Furthermore, consideration to extend Panalatinga Road (development of Margaret Street) i.e., joining States Road/Doctors Road intersection to Coxs Hill Road is also requested as another local area traffic measure control.

There was also strong opposition to the location of the proposed traffic lights in the residential area, which residents believe would create more noise pollution and traffic congestion. Dangers to young children have also been identified whereby drivers currently use Yeltana Avenue and Brentwood Drive as a thoroughfare to reach Colonnades Shopping Centre or Noarlunga from South Road. It is stated that both roads feature parks immediately beside the road and there is a kindergarten on Brentwood Drive, raising the concern of a fatal accident. Multiple submissions commented on the number of weekly accidents that occur during peak rush hour, resulting in long tailbacks and delays for other road users. One hotspot identified is the intersection between Patapinda Road and River Road.

Public Transport concerns

Many submissions stated a lack of robust public transport options in the area and that further investment was needed in this form of service infrastructure to adequately service the additional population. One submission noted the need for ample, safe bus shelters and stops with bus routes directly to Noarlunga station. Some submissions question how the development could be supported as it is not serviced by public transport to cater for this volume of projected inhabitants. The feedback strongly opposes the potential development of another car-dependant suburb, placing extra strain on the surrounding roads. One submission believes there to be a clear lack of planning with regards to building homes in such a location and only 'throwing in' a few retail shops to act as community support.

Response:

It is the intent of the Government to only proceed with rezoning this land if appropriate infrastructure agreements are in place to fund and deliver critical road infrastructure.

Traffic investigations undertaken for this Code Amendment indicate that the projected additional traffic flows can be adequately accommodated subject to future infrastructure upgrades. This includes consideration of the distribution of traffic to/from Main South Road and the Southern Expressway as well as other key adjacent lower order roads such as Piggott Range Road, Patapinda Road and Church Hill Road. Key road infrastructure upgrades / interventions are therefore identified in Concept Plan 124 – Hackham.

As DIT is the primary referral agency for any development affecting Main South Road and the Southern Expressway, they will need to be satisfied that any proposed future road works affecting these key corridors will not only accommodate the additional demand arising from the development of land at Hackham for housing but also not hinder the wider strategic role of both road corridors.

Recommendations:

No change required.

Infrastructure agreements (signed by the relevant stakeholders) will address issues in relation to the future provision of transport infrastructure.

6.2 Land to be retained for green open space / rural uses rather than be developed

Several submissions provide feedback opposing any form of development near a river/national park corridor and argue that the proposal for development against the backdrop of a spectacular national park is not fitting. Instead, these submissions propose that the corridor be restored from the mouth of the river up to the hills with any development to be ecologically integrated with the existing scenic landscape.

Other submissions argue that the site should be zoned as a national park, hills face or be left as open land given its picturesque, undulating and environmentally beneficial qualities.

Some respondents suggest turning the site into a reserve with walking tracks or to reconsider development on the site to preserve the land and local environment for future generations. One submission felt that it would be ‘criminal’ to build on rural, undeveloped land when there are several pockets of vacant land more suitable to the purpose.

Another submission refers to the proposal as akin to ‘environmental vandalism’ and another questions the legitimacy of the government’s actions considering *The 30-Year Plan’s* focus of new development on infill sites to preserve greenfield land.

Many submissions also question why green-field development such as this (and at Buckland Park) are being permitted, again citing *The 30-Year Plan* which aims to limit suburban sprawl. Another respondent remarks upon the ‘unyielding quest’ by the government, developers, and speculators to build upon every inch of land.

Numerous other submissions highlight the need for a green buffer zone around the Old Noarlunga Township to be comprised of trees or large shrubs. They note this is required to soften the visual hardness of the housing estate and to provide a noise buffer from the significant road traffic noise.

Other submissions believe significant effort should be made to ensure the appearance of the hills face at this location is preserved with sufficient green areas and adequate tree coverage to mitigate the appearance of 'rows of houses' from the plains. Some submissions note the amenity of the open land when viewed from various parts of the expressway providing a visual relief to drivers coming back from the city.

Response:

The land now proposed for rezoning at Hackham has been identified for future urban development purposes for several years by successive State Governments. This intent has been clearly outlined in the current 2017 30 Year Plan for Greater Adelaide.

The land was previously zoned 'Rural' and has never been zoned 'Hills Face' or any other zone for conservation purposes.

The area is also located outside of the Environment and Food Production Area (EFPA) established in 2017. The EFPA was introduced to protect vital agricultural lands surrounding metropolitan Adelaide from urban encroachment / sprawl.

The new Hills Subzone which applies to the area affected will require an appropriate interface / transition to the adjacent Onkaparinga River National Park through the application of the following policy:

PO 3.2 – Development provides a complementary transition to any adjacent natural and rural landscapes by providing low density housing incorporating existing vegetation wherever possible to mitigate the visible extent of buildings, earthworks and retaining walls.

The proposal to rezone land at Hackham also provides significant opportunities to improve connectivity to key public open space within the area affected. This includes strengthening east-west links to premier trails such as the Coast to Vines Rail Trail and Patrick Jonker Veloway to the west and the Tom Roberts Horse Trail to the east, which link to key destinations in the wider area. These important connections will be considered as part of the detailed design and layout for future development in the area affected.

A more detailed assessment of localised areas of native vegetation will occur prior to development – with the design and layout of future development (including positioning of future roads and access points) to be conscious of areas where higher value native vegetation has been identified in accordance with existing policy in the Code regarding retention of vegetation and natural landscape features.

Based on the local provision and service standards for open space, it is also anticipated that at least one neighbourhood / regional level open space facility and up to four local open spaces may be required to support the expanding community. Concept Plan 124 - Hackham identifies the potential location of a neighbourhood / regional open space area which could provide an important open space / biodiversity corridor from Main South Road to the Onkaparinga River National Park.

Recommendations:

No change required.

6.3 Concerns about impacts of development on local biodiversity and fauna / Onkaparinga River National Park and Onkaparinga River Estuary

Multiple respondents are highly concerned about the potential detrimental impacts to the local wildlife and biodiversity and how habitat is being eroded. Numerous submissions note that many animals such as kangaroos were originally pushed away from their previous habitats due to the emergence of large housing developments on their grazing grounds and as such will be forced to seek refuge again elsewhere. Several submissions question the quality of the EBS environmental report, noting that animals such as kangaroos, rock wallabies, possums, bats, and emus to name a few do inhabit the area affected and its surrounds.

It is also stated that much of the wildlife regularly emerges from the Onkaparinga River National Park to feed on the grasslands of the affected area. One submission faults the EBS desktop report for only noting two animals and one frog without mentioning the species. The assessment of birds not being affected despite the clearance of native trees and shrubs providing a valuable food source and refuge, is also questioned. Some respondents stated the importance they felt in speaking up for the environment and its creatures, as they 'do not have a voice and cannot advocate for themselves'.

Some feedback notes the fragmentation of essential wildlife corridors, cutting of various species and removing 'rest-stops' for birds and other wildlife. Another submission references the wildlife corridor between Perry's Bend and the Onkaparinga Gorge, stating that if the proposed development goes ahead, it will trap the wildlife in that area. Other respondents note the danger of an increase in domestic pets, such as cats, upon the local wildlife. Some submissions request stringent measures to be introduced to manage the risks of disease and decimation to the native wildlife population. The submissions do not believe that 'responsible pet ownership' is a sufficient means of control and question whether enough thought and resources have been dedicated to these matters.

The theme of climate was intrinsically linked to the submissions regarding biodiversity. Several respondents remarked that the proposal to rezone and develop housing will excerbate climate change issues and should not be undertaken. Much of the related feedback asserts that all trees, native or 'exotic' should be valued for their carbon sequestration, and that every tree removed ought to be replaced immediately. Many comments note that the trees proposed for removal have their own intrinsic qualities developed over many years that cannot be replicated by the planting of a sapling elsewhere.

Some submissions feel that the remnant vegetation is not being valued and not enough effort is being made to restore the land which has been left in a 'degraded' condition so that it may be developed over. Some comments take issue with the analysis of existing flora as 'probably not significant' as far as the laws for protections of native flora go for clearance purposes and others feel that fauna and flora are being forgotten in favour of profit and question the lack of information about the long and short term, direct and indirect impacts to the local and wider wildlife. Another submission indicates that more selective planning should be exercised in favour of local wildlife. One respondent who has lived in the area for 48 years advises that the land was once fertile, and the site was used to grow wheat and barley, with others requesting the site be restored for agricultural purposes.

Many felt that a wide buffer zone should be incorporated around the Old Noarlunga Township to protect the neighbouring conservation park and Onkaparinga Gorge from the detrimental effects of an increasing human population. However, significantly, the Southern Koala and Echidna Rescue (SKER) centre make a request to design green belts away from existing main roads (including the Southern Expressway), due to the risk of accidents to animals venturing out. Other respondents feel that the green zone protecting the Onkaparinga Gorge and the Willunga basin are too small, and the development will potentially destroy the existing habitat of fauna and flora in the region.

Notably, multiple submissions were received from prominent wildlife and environmental groups highlighting additional issues to those raised by individual submissions. These key organisations include the Friends of Onkaparinga River National Park, Old Noarlunga Residents Association, Planning Institute of Australia, Sellicks Woodlands and Wetlands Action Network, and Southern Koala and Echidna Reserve Limited. Their submissions are highlighted in greater detail in section 5.2 of the report.

Response:

The Native Vegetation Overlay from the Code applies to most of the proposed area – meaning that native vegetation removal is regulated, and any clearance requires approval under the Native Vegetation Act.

The Significant and Regulated Tree Overlay from the Code also applies to the area affected and seeks to ensure appropriate conservation of any regulated or significant trees on site.

Investigations undertaken for the Code Amendment have confirmed that land in the affected area has been largely modified and broadly considered to provide low fauna habitat value. Future development is therefore considered to have negligible impact on native flora species and generally a low impact on fauna species.

A more detailed assessment of localised areas of native vegetation will occur prior to development – with the design and layout of future development (including positioning of future roads and access points) to be conscious of areas where higher value native vegetation has been identified, including trees identified as important sources for bird species where practical.

New policy in the Hills Subzone seeks for development to provide a complementary transition to any adjacent natural and rural landscapes by providing low density housing incorporating existing vegetation wherever possible to mitigate the visible extent of buildings, earthworks and retaining walls.

Concept Plan 124 - Hackham also shows that a major regional open space link will be developed within the affected area between Main South Road and Piggott Range Road and could also act as a dedicated biodiversity corridor to the adjacent Onkaparinga National Park. It is also anticipated that up to four other local open space areas will be required to support the expanding community.

The proposed change in zoning to Master Planned Neighbourhood will therefore provide opportunities for a planned approach to providing open space in the proposed area and will be subject to assessment by the City of Onkaparinga as the land develops. This will provide an opportunity for council to determine the best location of open space (including links to the adjacent National Park) and to also identify appropriate plantings for these areas.

Recommendations:

No change required.

6.4 Need more affordable housing / land to be provided to accommodate future growth in the southern suburbs

Some submissions were supportive of the proposal to rezone, commenting that the South requires more housing and in particular affordable housing. Many of these submissions came from members of the public who are currently unable to afford a home or wish to build their own but are limited by supply, price and location options. Submissions noted that this will create opportunities for first time home buyers. Rising rental prices were also noted as another reason for ensuring a fresh supply of housing stock.

However, at the same time, other submissions did not accept that rezoning and developing the area would contribute to housing affordability and quality of life.

Some submissions felt that given the rapidly increasing land and home value prices, it would be inequitable for this development to be a profit making / investment venture.

Response:

The Affordable Housing Overlay is proposed to apply over the proposed new Master Planned Neighbourhood Zone at Hackham. This Overlay provides that a minimum of 15 per cent of affordable housing should be included in proposed developments that incorporate 20 or more allotments or dwellings.

It is acknowledged that building on steeper land increases building costs and the market may guide affordable housing to flatter areas of the proposed land.

Affordable housing is designed and priced to cost people no more than 30 per cent of their gross income if they are on a low or moderate income.

Currently, a dwelling is an affordable home when priced at $417,000 or less (if the key criteria are met, the price can be up to $479,550).

Recommendations:

No change required.

6.5 Concern about poor development outcomes / housing policy for the site

Many of the comments received related to the design quality of the proposed development. Multiple submissions commented on the fear of poor / cheap quality design of homes, resulting in identical, featureless grey ‘bumper-to bumper shoe boxes’ with large swathes of dark metal fencing, as experienced in other recent Master Planned developments in the South. Some of the feedback collated is concerned that more indistinct and soulless dwellings are being built to replicate the high density living of places like Glenelg and the City. There is concern that another proposal of this scale would threaten the little identity that Hackham and Old Noarlunga have left. One submission feels that the government is guilty of a homogenous and detached mindset in its decision making.

Many submissions, primarily from those in the local area, were concerned with the region losing its ‘country town’ feel if the proposed rezoning and subsequent development becomes a township. They cited their own motivations for moving to this area in the first place as exactly for the country town feel. Some submissions were concerned that the development will become a ‘housing estate’, ‘ghetto’ or ‘modern day slum’, and suffer from the associated anti-social problems.

Many submissions felt that the volume of homes envisaged was too much for the area and suggested that half the number of homes proposed would be far more suitable given the context of the surroundings as well as to provide space for walking trails, landscaping, playgrounds, and other recreational space. Others mentioned that lower density was required to limit the amount of noise, light and urban heat pollution. Other submissions expressed dismay at the rapid pace of development in the southern regions and are worried about another semi-rural township turning into a metropolitan area without the associated investment and infrastructure to help support both the existing / growing communities.

Multiple suggestions were made requesting that the proposed development instil minimum / larger lot sizes. Many also demanded larger block sizes to promote quality of living, protect privacy and ensure less crowded vistas from the freeway which are visually unappealing. One small business owner noted the difficulty in storing their tools as it is, and so space is required as a practical part of day-to-day living. This submission noted a desire to see 0.5 – 4-acre size lots.
Other submissions were concerned with the prevention of acute land fragmentation, noting that once the land has been subdivided and sold it is then very difficult to reverse. The same feedback identified that small blocks also lead to less ground vegetation as more and more hard surfaces are laid down.

Response:

Given the sloping aspect of the proposed area, the policy proposed for application seeks that lower density development occur across much of the area affected, particularly the more steeply sloping part of the area affected. However, where the site permits (e.g., on flatter areas, there may be potential for greater residential density, including some building-to-boundary.

The proposed Master Planned Neighbourhood Zone also allows use of Building Envelope Plans (BEP's), which will assist in guiding appropriate boundary-to-boundary development where it can be accommodated on flatter areas. The City of Onkaparinga (Council) as the local planning authority will determine how these BEP's are finalised.

A good example of this is the recent successful negotiation of the first two BEP's at Aldinga by Council with the developer of this site:

plan.sa.gov.au/our_planning_system/instruments/planning_instruments/building_envelope_plans

Future development at Hackham (and across South Australia more broadly) is also subject to assessment against detailed design principles embedded within the Code, which seeks to ensure that development is contextual, durable, inclusive and sustainable.

Recommendations:

No change required.

6.6 New development to be environmentally sustainable, should provide minimum standards for private open space, public open space and street tree plantings / preference for larger allotment and housing sizes

A multitude of comments focus on climate impact and insist that development enabled by the Code Amendment be designed in a sustainable manner (such as the proposed Aldinga development in partnership with Renewal SA) and be subject to more aspirational measures such as lighter coloured roofs, water sensitive urban design, improved energy efficiencies and environmentally friendly building techniques.

Many submissions also request future development be designed with adequate green space – highlighting the links between open space and better mental and physical health and wellbeing. Many respondents feel that there is not enough green space incorporated into the Concept Plan.

Another submission notes that more open and recreational space within the affected area is required for *all demographics* to use i.e., not just toddlers. A few respondents provide suggestions about the additional facilities they would like to see, such as basketball courts, tennis courts, barbecues, toilet facilities, skate-park, picnic zones and playgrounds, nature areas and visitor parking.

The Planning Institute of Australia also provide suggestions regarding the application of sustainability measures to the proposed development (including making sure relevant parts of the Code measuring sustainability are applied to development). This submission is discussed in further detail in section 5.2 of the report.

Response:

Based on the local provision and service standards for open space, it is anticipated that at least one neighbourhood-level open space facility and up to four local open space areas will be required to support the expanding community.

The proposed change in zoning to Master Planned Neighbourhood will provide opportunities for a planned approach to providing open space in the area affected and will be subject to assessment by the City of Onkaparinga as land develops.

Future development at Hackham (and across South Australia more broadly) is subject to assessment against detailed environmental sustainability principles embedded within the Code, addressing matters such as planning policies on design, orientation, materials, soft landscaping, water sensitive urban design, and public open space, etc.

For example, the Land Division General Development Policies of the Code which will apply seek that *"Land division for residential purposes facilitates solar access through allotment orientation"* (PO 6.1) and seek that *"Land Division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions"* (PO 11.1).

Attachment F of the draft Code Amendment released for consultation outlined the proposed development classification tables for the Master Planned Neighbourhood Zone and showed how the relevant sustainability principles of the Code would be applied to development in the affected area.

It should be noted that the site at Aldinga (which was frequently referred to in submissions as being a model of sustainable development) was also recently rezoned Master Planned Neighbourhood Zone. The spatial application of this zone to Hackham along with the addition of the Hills Subzone will therefore ensure that development considers the local topography and provides an appropriate policy framework to guide coordinated development of this area.

Renewal SA (which is a major landowner at Hackham and major partner in the Aldinga development) has not yet finalised a sales / disposal process for its portion of the Hackham land but has advised that it will seek to achieve similar sustainability and design outcomes from the development of its Hackham land, as are proposed at Aldinga.

Recommendations:

No change required.

6.7 Concerns that further development of the area will place further pressure on local hospitals, GP's and schools

Many submissions raised concern with the increased demand on services for schools and hospitals coming from development foreshadowed by the Code Amendment. There is concern for the ability of local GPs and Noarlunga Hospital to cope with an increased number of patients, citing existing 2-week time frames for GP appointments and lengthy hospital wait times. A few submissions commented on their worry about the pressure on the maternity wards at Noarlunga and Flinders Hospital. Two submissions noted that there ought to be a corresponding increase in hospital beds particularly given the recent pandemic situation. One submission noted the possibility of upgrading the facilities and services at the McLaren Vale and Districts War Memorial Hospital.

Another submission felt that Noarlunga hospital is already too small to service the Fleurieu and an immediate upgrade should be prioritised to take pressure off the Flinders Medical Centre/Hospital in advance of the proposed development being completed. It was also asserted in the submission that multiple areas in the South, such as Aldinga, Hackham, Seaford, and Victor Harbor have already expanded greatly in recent years but without consideration for expansion of the health services.

Response:

The Code Amendment investigations in relation to these matters conclude that there is adequate social infrastructure available in the local and broader area to accommodate the additional number of dwellings anticipated by the Code Amendment should it proceed.

However, the investigations do acknowledge that there may be scope for an additional private school (if required) in the proposed local / neighbourhood centre.

There are numerous medical facilities and allied health facilities within the general vicinity of the rezoning area, many of which are co-located with key centres. The nearest medical centre is located 1.4 kilometres from the rezoning area, the Hackham Medical Centre, while two GP clinics are available about 1 kilometre from the rezoning area on Penney's Hill Road and Seaford Road.

A new population at Hackham is expected to provide opportunity for additional medical centres and GP clinics, which the proposed Master Planned Neighbourhood Zone and Emerging Activity Centre Subzone can accommodate.

Recommendations:

No change required.

6.8 Concern about the impacts of new development on the character of Old Noarlunga and the surrounding area including increased council rates / dust / rubbish dumping and crime

There is concern that another proposal of this scale would threaten Hackham and Old Noarlunga's identity.

Many submissions, primarily from those who live in the local area, are concerned that Old Noarlunga will lose its 'country town feel' if the proposed rezoning and subsequent development becomes a township. They cite their own motivations for moving to the area for the country ambience which is felt to now be at stake.

Other submissions express dismay at the rapid pace of development in the southern region and are worried about another semi-rural township turning into part of the metropolitan area without investment and infrastructure to help support both the existing and growing communities.

Some other submissions were concerned that the development will become a 'housing estate', 'ghetto' or 'modern day slum', and suffer from anti-social problems.

Response:

A small portion of Old Noarlunga, which is currently zoned Rural, is included in the Code Amendment to ensure it is considered in the context of what is proposed in Hackham. However, this area of Old Noarlunga is not proposed to be redeveloped, rather to have a more suitable zoning consistent with current land uses and allotment configuration already in place.

Application of a proposed Minimum Site Area of 2 hectares will ensure that allotments in this area of Old Noarlunga are not able to be further subdivided. It will therefore provide a clear separation between the main part of Old Noarlunga and the new development which will occur in Hackham.

The Historic Area Overlay, which applies to a small portion of land in Old Noarlunga, will not change. Heritage protections currently in place in Old Noarlunga will also remain unchanged.

Recommendations:

No change required.

6.9 Support comments (positive change for the local community / ideal location for new development)

Many submissions were in favour of the proposed rezoning for the potential benefits it could bring to the local community. One submission outlined the opportunity to encourage cycling and walking by providing for safe, convenient, and shaded pathways and footpaths. They wish to feel a sense of community integration and cohabitation through the development, with attractive and accessible public parks and playgrounds with convenient local amenities such as shops, cafes, restaurants, childcare centres and health and medical centres.

One submission anticipates the demolition of the old meatworks site which overlooks the Old Noarlunga Township. The feedback observes that the site is a blight on the landscape and should have been addressed by the local Council decades ago. Another submission recalls contamination issues from the same site as well the Almond Orchard. Other comments note that since the new residential estate at Gates Road was established, the water pressure dropped significantly and are concerned this will be further negatively impacted with the proposal to develop another 2,000 homes.

Response:

One of the key benefits of the proposed rezoning is the ability to significantly improve connectivity to key public open space within and surrounding the area affected. This includes strengthening east-west links to premier trails such as the Coast to Vines Rail Trail and Patrick Jonker Veloway to the west and the Tom Roberts Horse Trail to the east, which link to key destinations in the wider area. These important connections will be considered as part of the detailed design and layout for future development in the proposed area.

Concept Plan 124 - Hackham identifies the potential location of a neighbourhood / regional open space area which could provide an important open space / biodiversity corridor from Main South Road to the Onkaparinga River National Park.

Based on the local provision and service standards for open space, it is also anticipated that at least up to four local open spaces may be required to support the expanding community.

The potential development of several Activity Centre's (as identified in Concept Plan 124 - Hackham) will provide the local community with much needed community services and local shops / cafes within walking distance.

Development will also require any site contamination to be remediated as necessary before housing is built and may also act as a catalyst for redevelopment of the former Metro Meatworks site and adjacent area which is currently zoned for employment purposes.

Also, as outlined in the Code Amendments investigations, all forms of infrastructure (water / sewer / power / gas) will require upgrading to accommodate in the order of 2,000 new dwellings in the area affected.

Recommendations:

No change required.

6.10 Against further population growth / further development for residential purposes in the local area

Some of the public's submissions question the Code Amendment's reasoning of population growth. The sentiment from some members of the public is that the Code Amendment is driven by a profit motive but without adequate provision for the equivalent social infrastructure, nor regard for quality of living.

Response:

Rezoning of the land at Hackham will lessen pressure for further encroachment into sensitive natural environmental and primary production areas which are of value to the State. This was the primary intent behind creating an Urban Growth Boundary around Metropolitan Adelaide and designating (through legislation) both the Environment and Food Production Areas and the McLaren Vale Character Preservation District.

The land identified at Hackham has been designated as 'Planned urban lands to 2045' in The 30-Year Plan for Greater Adelaide (this refers to land within the metropolitan growth area boundary which will be used for future urban expansion purposes).

The rezoning of land at Hackham has also been considered due to:

- the area presenting a logical expansion of the existing urban area with direct linkages to a residential development located directly to the north;
- the location being well serviced by existing road infrastructure and bus routes; and
- the location being well serviced by existing social infrastructure and employment – including schools, regional centre, hospital, TAFE, emergency services, community and civic facilities and the Gates Road Industrial Precinct.

For the above reasons, this Code Amendment will meet an immediate need for further land supply while reducing the need for more urban sprawl which would place greater pressure on nearby areas of environmental, tourist and farming significance. Also, any party interested in developing this land will also be required to contribute to upgrades to road, stormwater, power, and water infrastructure to avoid these costs being borne by the community.

Recommendations:

No change required.

6.11 Support/positive comments about new development supporting struggling local businesses and creating new jobs and investment in the local area

Some submissions, notably from local business owners, were supportive of the proposal to rezone, commenting that the increase in population will support struggling local commercial centres on River Road, Noarlunga Downs and in Old Noarlunga. Submissions commented that that the proposal to rezone the land and build homes on this scale will promote job creation and investment in the community with regards to street infrastructure such as kerbs and footpaths.

However, some of the feedback argued that as the shopping centres in the South are already struggling or mostly sitting empty for lease, another brand activity centre as proposed would not help these existing businesses or vacant lots. Some submissions expressed concern that recent events in the building industry related to the pandemic would suggest long term delays with building the proposed houses. The submissions have identified that the home building industry is already overwhelmed, and home builders are consequently suffering year(s) long delays.

Response:

Rezoning of land at Hackham to accommodate in the order of 2,000 new dwellings will increase demand for local services in the immediate area - this includes existing business / facilities in surrounding areas including Old Noarlunga and Hackham as well as new services which will be accommodated in any proposed Activity Centre(s) which form part of any staged development of the area. These Activity Centres will support the establishment of a range of supporting land uses as the land is progressively developed.

The additional population from the development also has the potential to attract a range of new businesses / services to the area and reduce the need to travel further to access these facilities.

Retail investigations undertaken as part of the Code Amendment have also identified that there will be demand for an Activity Centre(s) to service future residents as the land develops.

Recommendations:

No change required.

6.12 Other matters

In response to other comments received, as summarised in section 5 of this report, the following changes are proposed:

Consultation Process / Final Rezoning Decision

Despite the engagement process undertaken, some residents feel powerless due to the perception that the process and final rezoning decision is a ‘fait accompli’.

Some feel there should have been some informal dialogue through Council in advance of the plans to initiate the Code Amendment. One respondent feels that a pause on the Code Amendment is required until the current review of *The 30-Year Plan for Greater Adelaide* is complete and the Commonwealth State of the Environments Report is considered.

Other comments centre on the difficulty to understand the documentation provided and the lack of clarity around the Infrastructure Agreements or perceived misinformation in the investigation reports. Similarly, other feedback requests more consultation to work through the Infrastructure Deed before the rezoning occurs.

The landowner where the proposed Activity Centre is to be located has made a point that despite their agreement with the final proposal, that they were not adequately consulted as part of the changes made to the location of the proposed Activity Centre before consultation commenced.

Response:

The land now proposed for rezoning at Hackham has been identified for future development purposes for several years by succesive State Governments.

This intent has been clearly outlined in the most version of *The 30-Year Plan for Greater Adelaide* released in 2017 showing Hackham being located within ‘Planned urban lands to 2045’ (this refers to land within the metropolitan growth area boundary which will be used for future urban expansion purposes).

Local studies (including the City of Onkaparinga Local Area Plan) have also recommended rezoning the land at Hackham to accommodate the future growth demands in the region.

Engagement with the community was undertaken to specifically seek feedback on how the land should be developed (e.g. where infrastructure is needed, the density and type of housing).

Community submissions have therefore assisted in determining the best options for guiding the future form and nature of the development proposed at Hackham. This includes comments on the proposed zone, subzones and concept plan proposed, as well as the nature and type of new infrastructure required to service this new area.

In terms of the proposed infrastructure deeds, it is intended that rezoning of this land will only proceed if appropriate infrastructure agreements are in place to fund and deliver critical road and storm water infrastructure. To this end, further engagement has been undertaken with the interested parties to finalise a preferred approach.

While *The 30-Year Plan* is currently being reviewed, the intent of the land at Hackham to be used for future urban development purposes is unlikely to change in the updated version of *The 30-Year Plan*.

In terms of the concerns expressed about the information provided to accompany the Code Amendment on the PlanSA website, it should be noted that this information was drafted with many target audiences in mind. This ranged from the more technical and detailed Code Amendment document (including the relevant investigations / analysis and policy response) to the less detailed Code Amendment brochure, frequently asked questions documents and spatial mapping document (before and after zone / subzone maps) which were aimed at helping the general community to understand the proposed changes.

In addition, the community information sessions held in-person and on-line over three days in June/July 2022 provided an opportunity for members of the public to talk directly to government staff about the proposed changes.

Recommendations:

No change required.

Targeted changes to the Hills Subzone policy

Detailed submissions were received by the Council and Yas Property and Development seeking changes to the policy content contained within the proposed Hills Subzone. Refer to section 5 of the report for a more detailed overview of each submission provided.

In their submission, Yas Property and Development recommend that policy relating to the Hills Subzone be strengthened to ensure the slope of the land is better considered for the purposes of land division layout, site layout and dwelling design.

In their submission, Council considers that the application of the Hills Subzone to the Master Planned Neighbourhood Zone at Hackham will address the residential design requirements for sloping land and the anticipation of low to very-low density housing but has expressed some reservations regarding several provisions in the Zone and Subzone.

In particular, the following inclusions / deletions to policy have been requested:

- better definition providing for sloping land;
- application of a minimum site area and frontage Technical and Numerical Variation (TNV) for dwellings;
- additional policy to identify where medium density development should be located within the Subzone;
- removal or tempering of site coverage provisions;
- reduction in the default maximum building height for development (from 3 to 2 storeys);
- increase in the default primary street setback policy from 3 to 5 metres; and
- inclusion of additional retaining wall policy from the Hills Neighbourhood Zone.

One of the key issues identified by the Council is the inclusion of a minimum allotment size for dwellings of 550 square metres.

Having read a draft of the Council's submission, Yas Property and Development are concerned that the minimum suggested allotment size of 550 square metres would preclude opportunities for smaller terraced sites to be designed to step down with the slope. Furthermore, although Yas Property and Development envisage the average allotment size for the project to be around 750 square metres, they highlight that policy seeking to provide 15% affordable housing would require smaller sites to be provided.

Response:

The affected area in Hackham contains a large degree of sloping land. Therefore, a new Hills Subzone was drafted under the Master Planned Neighbourhood Zone (to be spatially applied at Hackham) to address local topography by limiting disturbance to natural landforms and existing vegetation. This seeks to mitigate the visible extent of building, earthworks and retaining walls, requiring larger setbacks and lower site coverage on sloping land.

Policy in the draft Subzone therefore focuses on:

- managing site coverage, side boundary setbacks and siting / design of development to be reflective of slope gradients and natural topography; and
- providing guidance on desired allotment sizes, use of appropriate materials and finishes and retention/planting of vegetation to address natural topography and screening of development.

The draft Subzone was initially developed with input provided by the City of Onkaparinga administration prior to consultation. The City of Onkaparinga's initial input and recent submission both requested that a Technical and Numeric Variation (TNV) be applied for minimum allotment / site areas in DTS / DPF 1.1, to:

- set the scene for 'future development' by providing clear guidance to establish appropriate allotment sizes, based on site and locality characteristics;
- enable a clear starting point for land division – including understanding the likely cut/fill and retaining walls required to establish suitable lots to be built on; and
- provide an opportunity to link TNVs with incentivising the use of Building Envelope Plans (BEPs).

It is considered that a TNV or DTS/DPF criteria which quantifies minimum allotment/site areas would not be suitable in the Subzone for the following reasons:

- the Master Planned Neighbourhood Zone, applied to many growth areas across South Australia, does not currently stipulate minimum site areas as a DTS/DPF criteria. This supports a performance assessed approach to large-scale land division in these greenfield areas, where densities may vary depending on proximity to activity centres/open space/public transport;
- this performance assessed approach to density may be even more important in a new Hills Subzone, where the appropriate allotmentsize/density will be guided by the natural topography, with low density development on steeper gradients. Accordingly, setting an arbitrary fixed minimum lot size may deter from meeting the desired outcomes of the Zone and Subzone;
- policy has been included in the Subzone which seeks to minimise the extent of earthworks and retaining wall heights, including by requiring lower site coverage and increase side setbacks on steeper sites, allowing more space around buildings for the terracing of retaining walls and treatment of earthworks. Accordingly, stipulating minimum allotment areas in and of itself would not assist in minimising earthworks; and
- a BEP could still operate in the Subzone, facilitating a pathway for Accepted dwellings (planning consent not required) where:
    - The dwelling is located on an existing allotment that has been subject to performance assessment at the land division stage.

- The building footprints have been assessed by Council's Assessment Manager in a performance assessed approach, and reflected in an approved BEP.
- The dwelling accords with other accepted criteria.

However, it is considered that some changes to policy in the Subzone should be made based on the feedback provided to provide greater clarity and, in some instances, additional flexibility in the policy approach taken. These changes specifically relate to the Desired Outcome for the Subzone as well as policy amendments to provide greater guidance on sloping land and the preferred location of medium density development, an increase in site coverage for development and additional policy addressing earthworks and retaining walls.

Recommendations:

Make the following changes to policy in the Hills Subzone under the following key headings (refer to ~~red text~~ for deletions and green text for insertions):

Desired Outcome (DO)

1. Amend DO 1 to the following:

DO 1 – A c~~C~~oordinated development pattern, high quality public realm and living environment that complements the site's natural features and slope of the land ~~that limits disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining walls~~.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) / Designated Performance Features (DTF)

Site Dimensions and Land Division

7. Amend PO 1.1 to the following:

PO 1.1 – A land division pattern that ~~designed to~~ sensitively integrates existing site features including undulating topography, watercourse, vegetation and attractive vistas.

8. Amend PO 1.2 to the following:

PO 1.2: Allotments/sites created for residential purposes are of suitable size and dimension to accommodate residential development that is sensitive to the natural topography, with:

a) Low ~~or very low~~density development on sloping land (with a gradient exceeding 1-in-8); and

b) Medium density development on less sloping land (with a gradient less than 1-in-8) and where it can be demonstrated that impacts on neighbouring land can be effectively managed.

9. Include the following new PO:

PO X.X: Street layouts complement natural features such as ridgelines, hilltops, waterways, and valleys.

Site Coverage

10. Amend PO 2.1 and DTS/DPF 2.1 to the following:

PO 2.1 – On sloping land (with a gradient exceeding 1-in-8) space is provided around buildings to accommodate site works and retaining walls in a manner that limits visual impact on adjoining properties, provides an attractive outlook and access to light and ventilation.

DTS/DPF 2.1 – Site coverage consistent with a building envelope plan, or does not result in site coverage exceeding:

a) On sites with a gradient more than 1-in-8, 5040%,
or
b) On sites with a gradient less than 1-in-8, DTS/DPF 2.1 is met.

Earthworks and retaining

11. Include the following new PO and DTS/DPF:

PO 5.3 - Retaining walls are a stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.

DTS/DPF 5.3 – Retaining walls:
a) Do not retain more than 1.5m in height
or
b) Where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.

Refer to full track changes version of the Hills Subzone in Attachment 6.

Proposed Retail Centre

With regards to the proposed retail centre, some submissions note that shopping centres in the South are already struggling or mostly sitting empty for lease, therefore, another Activity Centre would be detrimental to these existing businesses or vacant lots.

However, other feedback received is supportive of the proposal to build another retail centre to service the development directly and create a hub / activity centre to encourage local socialisation. The landowner of the site earmarked for the primary Activity Centre (as shown on Concept Plan 124 - Hackham) is fully supportive of the proposal to partly rezone his land to accommodate the proposed Activity Centre.

Yas Property and Development (one of the primary landowners in the area subject to the rezoning) also supports the location of the proposed Activity Centre on Concept Plan 124 - Hackham but would also like to see additional capacity of a local activity centre / community hub within the development area which will support the proposed 2,000 new dwellings. These community hubs could provide a range of services to the local community including childcare, local café or shop, or small business hub. In this context, it has been recommended that the Concept Plan be updated to either (a) identify further local activity centre opportunities or (b) expand the Emerging Activity Centre Subzone to apply over the whole of the proposed Master Planned Neighbourhood Zone.

Response:

The Emerging Activity Centre Subzone (EAC Subzone) can apply to the Master Planned Neighbourhood Zone *"over areas where new activity centre(s) are anticipated, but the location of such centres has not been determined through zoning yet. This subzone enables development of employment and community services in designated activity centres to make neighbourhoods a healthy and convenient place to live"* (Guide to the Planning and Design Code, June 2022).

In almost all instances of the current spatial application of the EAC Subzone, it either applies to a broad part of the Zone, or to the entirety of the Zone's spatial extent, to provide flexibility in the location of new emerging centres, acknowledging that demand for and suitability of centres can change as new master planned estates are delivered over a substantial time period.

The approximate location of new centres can also be nominated on a Concept Plan, or alternatively a Building Envelope Plan, thereby enlivening policy in the zone which speaks to development where located 'within an Activity Centre'.

In the context of this Code Amendment, the EAC Subzone was identified to only apply to the north-western part of the affected area (as shown in the consultation version of the Code Amendment), to enable the new Hills Subzone to apply to the remainder of the area. The consultation draft of Concept Plan 124 – Hackham also showed an Activity Centre in the north-western corner of the area affected.

However, feedback received from key landowners during consultation has identified the potential for relocation of the future centre, as well as a desire to provide for future local centres in the southern part of the affected area to facilitate more walkable neighbourhoods.

Without the EAC Subzone applying to a wider area, assessment of an activity centre would be subject to the provisions of the Zone which envisages commercial activities outside activity centres only where it will improve community access to services, be of a scale and type to maintain residential amenity, and have a maximum 150m2 floor area for shops, offices, and consulting rooms. Accordingly, some smaller supermarkets or similar may be restricted outside the EAC Subzone.

Accepting the merit of activity centre development being contemplated in locations over and above the Main South Road/ Hepenstal Road corner, consideration was also given to expanding the application of the EAC Subzone over the whole Zone at Hackham.

The following principles were used to assess whether it would be appropriate to apply the EAC Subzone over the whole Zone at Hackham:

1. Ability to deliver the intended policy outcomes; and
2. Policy avoids conflict / confusion.

While the intended policy in the Hills Subzone and EAC Subzone could equally apply over the whole zone, this presents a risk of conflicting policies when both are applied at the same hierarchy (e.g. no Subzone policy would prevail over the other). For example, some policies in the Hills Subzone which speak specifically to residential development would not be appropriate in a future Activity Centre.

For this reason, a decision has been made to retain spatial application of the EAC Subzone over part of the zone.

However, to address those issues identified by key landowners, it is recommended that the spatial application of the Subzone be extended to apply over a greater area of the zone running parallel with Main South Road between Hepenstal Road and the Patapinda Road turnoff which is typically low sloping land (with a gradient less than 1-in-8).

Expansion of the EAC Subzone in this manner will provide the following improved development outcomes:

- enable development in the EAC Subzone to better integrate with the proposed open space corridor that will run west to east in the northern part of the area affected;
- allow capacity for the provision of a greater number and range of community facilities;
- provides greater flexibility in the future location of new Activity Centres to the north or south of the affected area; and
- allow for the provision of additional low to medium rise dwellings / buildings in close proximity to centres activity.

In the context of the expansion of the EAC Subzone, it is also recommended that Concept Plan 124 – Hackham be further updated to identify more than one potential Activity Centre in the northern, middle and southern portion of the affected area within the EAC Subzone.

Recommendations:

1. **Extend the Emerging Activity Centre Subzone to apply over the area running parallel to Main South Road between Hepenstal Road and the Patapinda Road turnoff, inland of 150m. Refer to updated Subzone map in Attachment 2 – Map C.**
2. **Update Concept Plan 124 – Hackham to identify more than one potential Activity Centre in the northern, middle and southern portion of the affected area within the Emerging Activity Centre Subzone. Refer to updated Concept Plan Map in Attachment 3 – Map E.**

Concept Plan 124 - Hackham

Detailed submissions were received by the Council and Yas Property and Development seeking changes to the proposed Concept Plan.

Council agrees with the less prescriptive characteristics of the Concept Plan noting that the internal road layout and location of stormwater channels are subject to subsequent topography and engineering reports. The Council do consider including Stormwater catchments on the Concept Plan would be beneficial.

Further detailed commentary by Council on the Concept Plan is provided under the following key headings:

Concept Plan – fragmented land
The fragmentation of land ownership is highlighted by Council, and they raise the concern around how the development will be coordinated to ensure certainty for all involved. The Council state that as there is a strong correlation between the Concept Plan and Infrastructure Agreements, they consider the timing and sequence of stormwater works and internal road connectivity should be addressed upfront to ensure orderly development.

Concept Plan – open space
Council support not showing detailed open space areas on the concept plan as Council's open space Strategic Management Plan will set the principles for this. Council anticipates the provision of a District Level Family Park along with several local parks to allow residents to access a playground within a maximum of 500m walking distance. Council notes there could be opportunity to provide linear parks along the stormwater network to link to the trails on Piggott Range Road and the Onkaparinga Gorge. Council note that these open spaces will help to mitigate climate change impacts and expect them to be planted out to provide a significant tree canopy.

Concept Plan – cycling and pedestrian pathways
Council had not previously considered the proposed primary cycling / walking trail / open space as included in the concept plan but have noted that the development of any trail would have to incorporate considerations such as disability access, gradients, water inundation and adequate clearances for the welfare of the horses using the nearby Tom Roberts Horse Trail.

In their submission, Yas Property and Development suggest that the Concept Plan be updated to identify further local activity centre opportunities and/or the EAC Subzone be expanded over the whole of the Zone. Yas advised that this would enable an increase in the number and type of community offerings to better service the proposed number of residents.

Hallett Group (operators of the nearby McLaren Vale Quarry) acknowledge that the subject rezoning area is beyond the sensitive receptor distance from the McLaren Vale quarry operations but request the setting aside of land along the south-eastern boundary of the subject area along Piggott Range Road for the purpose of providing additional buffering from low probability fugitive noise and dust impacts, which can occur on high wind days. The submission requests the establishment of significant mounding and substantial

planting in this stretch to assist with mitigating these issues. It is requested to include these suggestions in the proposed Concept Plan.

The above submissions therefore consider seeking the following changes to the Concept Plan:

- identify stormwater catchment areas;
- address internal road connectivity; and
- identify a buffer along the south-eastern boundary of the affected area along Piggott Range Road to provide additional buffering from noise and dust impacts associated with the nearby McLaren Vale quarry on high wind days.

Response:

Concept Plans guide development within a specific spatial area through a visual expression of the desired development over time.

Concept Plans are designed to support the orderly development of land through identification of desired staging of development and/or the provision of infrastructure.

Concept Plans are appropriate where:

1. the Concept Plan has limited reference in development assessment (e.g. deals with matters that are not relevant to the planning rules); and
2. the subject Concept Plan has an active policy role in the future staging of development and provision of infrastructure.

In this context, council's request to include the relevant stormwater catchment areas and sequencing of stormwater works in the Concept Plan was considered but declined on the basis that these matters are still subject to change based on any further work that needs to be undertaken that builds on the information contained in any interim stormwater infrastructure deeds / land management agreements signedl.

Councils request for internal road connectivity to be considered is supported with changes made to the Concept Plan to show that local road connectively is required between sites.

The request by the Hallett Group to include a dedicated buffer area along the south-eastern boundary of the affected area along Piggott Range Road (to address noise and dust impacts associated with the McLaren Vale Quarry) will be partly addressed through the identification of an asset protection zone for bushfire management purposes along Piggott Range Road. The details of this are explained in further detail below under the heading of 'Increase in bushfire risk from development'.

Recommendations:

1. **Update Concept Plan 124 - Hackham to include further detail which shows that internal road connectivity is required between sites. Refer to updated Concept Plan Map in Attachment 3 – Map E.**

Concerns about proposed Rural Neighbourhood Zone at Old Noarlunga

Several residents who live to the west of Church Hill Road are uncomfortable about the proposed rezoning of their land from the current Rural Zone to Rural Neighbourhood Zone. They are concerned that the proposed minimum 2-hectare lot size will result in the land being sold and used for more intensive farming purposes which would then result in several undesirable consequences such as farm smells, noises, spray drift, and conflicts between the farmer and existing residents.

One suggestion made is that the area in question could be rezoned to a more residential-type zone as existing development in the area is already residential in nature with smaller blocks. The rezoning suggestion notes that the section of land between Church Hill Road and Patapinda Road could also be turned into a park setting to provide more open space, greenery, and separation from the Master Planned Neighbourhood

Zone. Furthermore, some of the residents have indicated that they are already being charged residential rates by the council, so this would make the administrative process consistent.

Other respondents on this issue state that they do not wish to be included in the proposed rezoning and do not understand how and why this could be suggested as the (portion of) land is theirs. Others note that the change in zoning for their property will affect the property valuation and they do not wish to be associated with or perceived to be part of Hackham. Another submission is also concerned that the rezoning will lead to negative impacts on local heritage including the State Heritage listed church and graveyard at Church Hill Road.

Response:

A small portion of Old Noarlunga (west of Church Hill Road), zoned Rural, is included in the Code Amendment to ensure it is considered in the context of what is proposed in Hackham. However, Old Noarlunga is not proposed to be redeveloped, rather to have a more suitable zoning consistent with current land uses and allotment configuration already in place.

Application of a proposed Minimum Site Area Technical and Numeric Variation of 2 hectares will signal that allotments in this part of Old Noarlunga should not be able to be further subdivided into smaller allotments. It will therefore provide a clear separation between the main part of Old Noarlunga Township and the new development which will occur on the adjacent land in Hackham.

In addition to the reasons provided above for this proposed zone change, one of the other main considerations is that development in this area typically uses on-site wastewater treatment facilities on individual allotments and is the main reason why a more intensive type of urban zone (e.g the Master Planned Neighbourhood Zone or any other residential type of zone for that matter) has not been chosen for this location.

It should also be noted that the rezoning of this small area of land at Old Noarlunga will not result in the area transferring to the suburb of Hackham. The area will be retained within Old Noarlunga.

The proposed rezoning will not unduly impact Local or State Heritage in the area as the heritage places in and near to the area affected have the respective Overlays applying to them which provides protection. The Code Amendment does not make any changes to the spatial application of these Overlays to the local area.

It should also be noted that the change in zoning will not affect the valuation or rating of properties that already exist in the area and will not result in further intensification of rural activities. However, if someone has a legitimate complaint with their valuation or rating they can then take it up with the council.

Recommendations:

No change required.

Changes to the suburb name of Hackham

A few submissions request changes to the name of the suburb from Hackham to something else as it is felt that there is a perception that Hackham has a poor social standing / stigma attached to it, and this will affect home insurance prices as well as local house prices. A new postcode is also requested in addition to the name change. Others note the change in name would be helpful to distinguish similar street names in the area.

Response:

A change to the naming of the suburb ‘Hackham’ is not part of the Code Amendment process. However, such a request can be made by individuals through the Surveyor General’s office.

The Surveyor General is responsible for investigating any suggested recommendations for changing suburb names.

Any developer(s) of the site at Hackham may also seek to change the suburb name to distinquish this area from the established part of Hackham.

In this context, Yas Property and Development (who own part of the affected land at Hackham) are currently proposing to rename the portion of Hackham that applies to the site.

Public consultation on this proposed name change was undertaken by Yas Property and Development from 3 to 26 August 2022 (yoursay.onkaparinga.sa.gov.au/suburb-renaming-hackham).

Following the close of consultation, Yas Property and Development are likely to submit a formal request to the Office of the Surveyor-General, who may then decide to proceed with its own formal consultation on this change request.

The Surveyor-General is also required to undertake formal consultation in accordance with the *Geographical Names Act 1991*.

Recommendations:

No change required.

Increase in bushfire risk from development

Some submissions perceive an added fire risk with the increase in housing and suggest that plans incorporate more space to provide a fire control buffer between the housing and the Onkaparinga Gorge, especially given the existing bushfire risk in the Adelaide Hills.

Response:

Bushfire risk assessment undertaken as part of the Code Amendment's investigations has identified that future development of the affected area is expected to reduce the risk of bushfire and may in future allow the land proposed to be rezoned 'Master Planned Neighbourhood' to be changed from a 'General Risk' to an 'Urban Interface' bushfire hazard, commensurate with the risk level that currently applies to adjacent development areas.

In responding to submissions received identifying concerns with increased bushfire risk, it should be noted that one or the other of the following two existing Overlays already apply over the area affected by the Code Amendment and will therefore apply to any future development of the site:

- Hazards (Bushfire – General Risk) Overlay – this Overlay seeks to ensure that development, including land division responds to the general level of bushfire risk by siting and designing buildings in a manner that mitigates the threat and impact of bushfire on life and property considering the increased frequency and intensity of bushfires due to climate change. The General Overlay also seeks to ensure access for emergency service vehicles is facilitated to aid the protection of lives and assets from bushfire danger.
  The General Overlay contains policy seeking designs that reduce potential for trapping burning debris against or underneath buildings, use of fire resistant building materials and locating residential and tourist accommodation buildings away from significant vegetation and steep slopes.
  The General Overlay policy also refers to *'Ministerial Building Standard MBS 008 – Designated bushfire prone areas – additional requirements'* in relation to water supply.
- Hazards (Bushfire – Urban Interface) Overlay – this Overlay seeks to ensure development, which adjoins areas of General, Medium and High Bushfire risk, is designed to allow access through to bushfire risk areas; are designed to protect life and property from the threat of bushfire and the dangers posed by ember attack and facilitate evacuations to areas safe from bushfire danger.

For example, the Hazards (Bushfire – Urban Interface) Overlay which applies to part of the rezoning area includes the following Performance Outcome (PO) which will apply to development in the area:

PO 1.4 – Land division creating public roads or resulting in 10 or more new allotments incorporates perimeter roads of adequate design in conjunction with bushfire buffer zones to achieve adequate separation between residential allotments and areas of unacceptable bushfire risk and to support safe access for the purposes of firefighting.

The Hazards (Bushfire – General Risk) Overlay which applies to all the area affected by the rezoning contains the following PO and DTS/DPF which also requires an asset protection zone to be provided for residential development:

PO 3.2 – Residential and tourist accommodation and habitable buildings for vulnerable communities (including boarding houses, hostels, dormitory style accommodation, student accommodation and workers' accommodation is sited away from vegetated areas that pose an unacceptable bushfire risk.

DTS/DPF 3.2 – Residential and tourist accommodation and habitable buildings for vulnerable communities are provided with asset protection zones(s) in accordance with (a) and (b):

(a) the asset protection zone has a minimum width of at least:
(i) 50 metres to unmanaged grasslands
(ii) 100 metres to hazardous bushland vegetation.
(b) the asset protection zone is contained wholly within the allotment of the development.

Notwithstanding the above policy which will apply to the area affected, it is recommended that an asset protection zone (buffer area) for bushfire management purposes be clearly identified on Concept Plan 124 - Hackham.

Opportunities to review the bushfire hazard risk level applying to the affected area may also be considered further as part of the forthcoming State-wide Bushfire Hazards Overlay Code Amendment, which is anticipated to be released for consultation in early 2023.

Recommendations:

1. **Identify an asset protection zone for bushfire management purposes along Piggott Range Road in Concept Plan 124 - Hackham to assist with providing appropriate separation from hazardous vegetation on adjacent land (in particular the Onkaparinga River National Park to the east). Refer to updated Concept Plan Map in Attachment 3 – Map E.**

Former Metro Meat Works site at Old Noarlunga

Several submissions received on the Code Amendment identified issues in relation to the former Metro Meat Works site at Old Noarlunga or the area directly surrounding it.

Some submissions are concerned with the proposals for the site of the former abattoir. One respondent anticipates the demolition of the old Meat works site which overlooks the Old Noarlunga Township. The feedback observes that the site is a blight on the landscape. Another submission recalls contamination issues on the same site as well as the nearby Almond Orchard.

Other respondents (including the current owner of the Meat works site) are opposed to the change of zoning from the current Employment Zone to Master Planned Neighbourhood Zone believing that the land should be retained for employment purposes or set aside to provide additional buffering from noise and dust impacts associated with the nearby quarry (this land to be identified on the Concept Plan). Others feel that the land should be rezoned for use as a less sensitive but useful land use such as a local skills and traineeship hub.

Response:

The existing Employment Zone at Old Noarlunga comprising 15.2 hectares of land is currently largely underutilised. Much of the zone remains free of development except for the southern part of the zone (south of Piggot Range Road) which comprises the buildings and evaporation ponds associated with the former Metro Meat works site.

The Metro Meat Works site has remained largely vacant and unused since its closure in the late 1990's.

The current owner of the meat works site has various plans to redevelop the site – there is a current undetermined development application for an outdoor firing range and training facility on this site, but it is understood that these plans have not progressed.

While the City of Onkaparinga supports the rezoning of all the existing Employment Zone to Master Planned Neighbourhood Zone, the following majority landowners have differing opinions on what has been proposed:

- landowner south of Piggott Range Road (which includes the former Metro Meatworks) does not support the rezoning and wishes for their land to remain zoned 'Employment'; and
- landowner north of Piggott Range Road (which comprises undeveloped rural land) does support the rezoning to 'Master Planned Neighbourhood'.

In this context, it is considered appropriate to consider the landowners wishes and alter the current zone boundary with a Master Planned Neighbourhood / Employment Zone split based on location north and south of Piggott Range Road.

The proposed zone split will also result in the following benefits:

- provide for an improved zone interface defined by Piggott Range Range rather than an allotment boundary; and
- provide land for future employment land uses that may arise due to demand associated with the envisaged housing development to the north.

Recommendations:

1. **Retain existing Employment Zone for the area south of Piggott Range Road and east of Church Hill Road with the area north of Piggott Range Zone to be rezoned from Employment to Master Planned Neighbourhood Zone. Refer to updated Zone Map in Attachment 2 – Map A.**

Infrastructure Agreements

Detailed submissions were received by the City of Onkaparinga (Council), Yas Property and Development and a local resident (who is also a planning consultant) regarding the proposed approach to infrastructure agreements.

The Council have expressed strong concern and disappointment regarding the lack of upfront infrastructure agreements, which it considers are required to provide clarity around the staging, coordination, and timing of the necessary works. The Council feel this is especially pertinent given the number of agreements required to manage the high fragmentation of land. The Council point to past experience whereby they have had to accept suboptimal and temporary measures, resulting in additional cost and time in negotiating acceptable outcomes.

In their submission, Yas Property and Development have indicated that they appreciate the commitment to resolve infrastructure concerns through appropriate infrastructure deeds and ongoing dialogue with the State Government and the City of Onkaparinga.

Yas Property and Development have also advised that they are keen to ensure that the negotiation of any infrastructure deed relating to the affected area should not delay completing the Code Amendment process as it is believed that the site can be suitably serviced by the appropriate stormwater and transport infrastructure.

A submission from a local resident has expressed some concerns about the consultation process undertaken on the Code Amendment, in particular the lack of information and clarity provided about the proposed infrastructure deed(s). It is in this context that the submission has requested that another round of consultation should be undertaken on any future infrastructure deed – with detail provided listing the priority infrastructure projects, their sequencing and anticipated timing.

Response:

Investigations undertaken for the Code Amendment have indicated that infrastructure agreements for shared stormwater and transport infrastructure will be required for land that is proposed to be rezoned to Master Planned Neighborhood Zone by the Code Amendment.

Further investigations / discussions post-consultation has indicated that other major infrastructure including potable water and sewer supply and electricity may also require similar infrastructure agreements.

The purpose of an infrastructure agreement (in this context) is to set out what infrastructure is required and how it will be delivered and paid for. It can provide:

- A level of certainty about the extent of works to be provided and money to be paid in advance of applying for a development approval.
- For refunds , crediting or ooff set where a developer is going to incur the whole cost of constructing a major infrastructure item which benefits a wider area.
- For infrastructure charges to be collected for such items which are refunded to the developer over time.
- For variations to the timing of the payment of the infrastructure contribution – e.g. deferment or staged development.

To address the matters identified in relation to Hackham, infrastructure agreements have been signed covering all these infrastructure requirements prior to approval of the Code Amendment.

In terms of the required infrastructure, Concept Plan 124 – Hackham released for consultation indicatively showed the location of future infrastructure such as intersection upgrades, road connections and stormwater basins within the concept plan boundary. These have been retained but it is recommended that the Concept Plan be updated post-engagement to also include detail requiring local road connectivity between sites and additional local road connections between parcels owned by different landowners.

The optional South Road access location area which was on the consultation version of the Concept Plan has also been removed as it is not considered necessary to show this.

In terms of the infrastructure required for Hackham:

- Infrastructure to service the various development stages will be paid for by the developer as land develops; and
- major infrastructure, to service the whole site, such as any proposed intersection treatments on Main South Road, will be cost-shared and agreements will ensure these costs are shared equitably across the infrastructure beneficiaries.

The major parties to these agreements (including local landowners, the City of Onkaparinga, Renewal SA and Department for Transport and Infrastructure) have all been briefed / consulted extensively during the pre-engagement, engagement, and post-engagement phases of the Code Amendment. This has included direct notification of the parties involved as well as tailored meetings to discuss the requirements and process for establishing infrastructure agreements.

The final infrastructure agreements are not public documents as they are a legal arrangement between the interested parties only. Consultation on the Code Amendment outlined the key infrastructure interventions likely required to service the site for future residential development as well as the likely mechanisms to deliver this infrastructure over the next few years. The final detail of these agreements are not open for public scrutiny and debate as they are a separate (but related) processes to this Code Amendment.

Council as the approving authority and DIT as the referral agency will be involved in the final design and solution for South Road access, local road design and stormwater management.

Recommendations:

No change required.

Interim infrastructure agreements will commit parties to determining a design approach to and costings of the major road network upgrades and stormwater, electrical, potable water and sewer infrastructure required to support development envisaged by the Code Amendment. The interim agreements will expressly prevent parties from undertaking development until and unless they are superceded by final infrastructure agreements that detail infrastructure requirements and costs and commit parties to equitable contributions to these costs.

Government Agency Submissions

Detailed submissions were received by the Country Fire Service (CFS), the Department for Education, the Department for Environment and Water (DEW) (including Green Adelaide), the Environment Protection Agency (EPA), and the Department of Energy and Mining (DEM).

The CFS notes that the Code Amendment does not alter any of the existing Bushfire Hazard Overlays which apply to the area at Hackham, but has requested that generous setbacks/buffers (e.g. Asset Protection Zones) should be provided to achieve appropriate separation from hazardous vegetation on adjacent land (particularly the National Park to the east), unmanaged internal green belts and vegetated open spaces.

The submission from the Department of Education advises that it has had preliminary discussions with the potential developers in relation to the provision of existing and future schools in the local area. The Department confirms that there is enough capacity in the local school system until 2028.

Both the EPA and DEM have requested that further consideration be given to the mitigation of noise from the nearby McLaren Vale quarry and that additional protections (including the possible spatial application of the Resource Extraction Protection Areas Overlay) be considered to safeguard this strategic resource area.

The DEW note that the affected area contains tracts of high habitat value and have provided suggestions relating to the protection of such assets on and adjacent to the affected area.

On the topic of greening, the DEW notes that there are several existing trees within the affected area that could fall within the definition of significant and regulated trees and therefore make an important contribution to urban tree canopy.

DEW raises the issue of fire management and recommends that the Concept Plan be updated to include a 50-metre fire management buffer within the affected area, which would also be helpful in managing the weed invasion risk to the adjacent National Park.

DEW also consider that a greenfield development such as that proposed at Hackham provides the unique opportunity for an integrated water management solution to be applied across the entire site to ensure that surface water does not leave the site.

Response:

A request by the EPA and DEM to further consider policy in relation to the nearby McLaren Vale Quarry is considered either unnecessary due to the investigations already undertaken (e.g. noise) or outside the scope of the Code Amendment (e.g. application of the Resource Extraction Protection Areas Overlay).

In addition, it should also be noted that the Resource Extraction Protection Areas Overlay (if applied to the quarry site) would not extend the full distance to the Hackham rezoning site as the distance between the quarry and subject land is greater than 500 metres.

The consultation version of Concept Plan 124 – Hackham indicatively showed the location of future infrastructure such as intersection upgrades, road connections and stormwater basins. The Concept Plan is recommended to be updated post-consultation to show the infrastructure requirements / interventions which will be subject to delivery through the associated infrastructure agreements:

In terms of the CFS's and DEW's comments regarding bushfire risk, it is considered that an asset protection zone (buffer area) for bushfire management purposes be clearly identified on Concept Plan 124 -Hackham. This would reflect policy contained in the relevant Bushfire Risk Overlays which apply to the site.

Opportunities to review the bushfire hazard risk level applying to the affected area may also be considered further as part of the forthcoming State-wide Bushfire Hazards Overlay Code Amendment, which is anticipated to be released for consultation in early 2023.

DEW's comments regarding existing native vegetation are noted. However, the spatial application of the Native Vegetation Overlay, State Significant Native Vegetation Overlay and the *Native Vegetation Act 1991* to the affected area addresses the matters raised by DEW. In addition, a significant regional open space link has also been identified on Concept Plan 124 – Hackham which will provide an area for further biodiversity as well as provide an important vegetation corridor / pedestrian / cycle link through the site to the adjacent National Park.

Recommendations:

1. **Identify an asset protection zone for bushfire management purposes along Piggott Range Road in Concept Plan 124 - Hackham to assist with providing appropriate separation from hazardous vegetation on adjacent land (in particular the Onkaparinga River National Park to the east). Refer to updated Concept Plan Map in Attachment 3 – Map E.**

7 Summary of recommended changes

As a result of the engagement, the following changes are proposed to the Code Amendment (when compared with the proposal that was engaged on):

Proposed change	Reason
Hills Subzone (refer to track changes version of the Subzone in **Attachment 6**)	
1. Amend DO 1 to the following: *DO 1 – A coordinated development pattern, high quality public realm and living environment that complements the site's natural features and slope of the land.*	To ensure that slope and general topographic features are integrated into the overall design of development.
2. Amend PO 1.1 under the heading of 'Site Dimensions and Land Division' to the following: *PO 1.1 – A land division pattern that sensitively intregrates existing site features including undulating topography, watercourses, vegetation and attractive vistas.*	To ensure easier policy interpretation.
3. Amend PO 1.2 under the heading of 'Site Dimensions and Land Division' to the following: *PO 1.2 – Allotments / sites created for residential purposes are of a suitable size and dimension to accommodate residential development that is sensitive to the natural topography, with:* *a) low density development on sloping land (with a gradient exceeding 1-in-8); and* *b) medium density development on less sloping land (with a gradient less than 1-in-8) and where it can be demonstrated that impacts on neighbouring land can be effectively managed.*	To provide greater guidance to the location of medium density development where it is considered appropriate.
4. Include the following new PO under the heading of 'Site Dimensions and Land Division': *PO X.X – Street layouts complement natural features such as ridgelines, hilltops, waterways and valleys.*	To ensure that land division and subsequent layout of streets is designed to slope and reduces the need for significant excavation and / or development of split-level carriageways.
5. Amend DTS/DPF 2.1 under the heading of 'Site Coverage' to the following: *DTS/DPF 2.1 – Site coverage consistent with a building envelope plan, or does not result in site coverage exceeding:* *a) on sites with a gradient more than 1-in-8, 50%* *or* *b) on sites with a gradient less than 1-in-8, DTS/DPF 2.1 is met.*	To ensure the ability to develop a site while still providing adequate space around a dwelling for private open space and soft landscaping etc.

Proposed change	Reason
6. Include the following new PO and DTS/DPF under the heading of 'Earthworks and retaining': *PO X.X – Retaining walls are a stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.* *DTS/DPF X.X – Retaining walls:* *a) Do not retain more than 1.5m in height or* b) *Where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.*	To provide consistency with similar policy provided in the Hills Neighbourhood Zone which the Hills Subzone is partially based on.
Emerging Activity Subzone (refer to proposed Subzone Map in **Attachment 2 – Map C**)	
7. Apply the Emerging Activity Centre Subzone over part of the Master Planned Neighbourhood Zone in an area running parallel to Main South Road to a depth of 150m between Hepenstal Road and the Patapinda Road turnoff.	The location and extent of the Emerging Activity Centre Subzone will provide the following improved development outcomes: • enable development in the Subzone to better integrate with the proposed open space corridor that will run west to east in the northern part of the area affected; • allow capacity for the provision of a greater number and range of community facilities; • provides greater flexibility in the future location of new Activity Centres to the north or south of the affected area; and • allow for the provision of additional low to medium rise dwellings / buildings in close proximity to centres activity. It will also reinforce the principles of a walkable neighbourhood.
Concept Plan 124 – Hackham (refer to proposed Concept Plan in **Attachment 3 – Map E**)	
8. Update Concept Plan to include additional detail requiring local road connectivity between sites.	To provide the appropriate signal to ensure that local roads are integrated and coordinated through the site.
Existing Employment Zone (refer to proposed Zone Map in **Attachment 2 – Map A**)	
9. Retain existing Employment Zone for the area south of Piggott Range Road and east of Church Hill Road with the area north of Piggott Range Road to be rezoned from Employment to Master Planned Neighbourhood Zone as consulted on.	To retain already developed land needing site remediation for employment purposes while providing an improved zone interface between the Employment Zone and the proposed Master Planned Neighbourhood Zone along Piggott Range Road.

In addition, the following changes are proposed based on additional investigations and engagement with State Government agencies.

Proposed change	Reason
10. Update Concept Plan 124 – Hackham to identify an asset protection zone for bushfire management purposes along the eastern Piggott Range Road.	To provide appropriate separation from hazardous vegetation on adjacent land (in particular the Onkaparinga River National Park to the east).

8 Code Amendment instructions

The following amendment instructions (at the time of drafting) relate to the Planning and Design Code, version 2022.23 published on 8 December 2022. Where amendments to the Planning and Design Code have been published after this date, consequential changes to the following amendment instructions will be made as necessary to give effect to this Code Amendment.

Amendment Instructions

Amend the Code as follows:

1. Spatially apply the Master Planned Neighbourhood Zone (in place of the Rural Zone) to the affected area shaded ‘orange’ in **Attachment 2 – Map A: Proposed Zones**.

2. Remove the minimum site area technical and numeric variation layer of 16 hectares from the area shaded ‘orange’ in **Attachment 2 – Map A: Proposed Zones**.

3. Spatially apply the Hills Subzone to the affected area shaded ‘green’ in **Attachment 2 – Map B: Proposed Subzones – Hills**.

4. Spatially apply the Emerging Activity Centre Subzone to the affected area shaded ‘blue’ in **Attachment 2 – Map C: Proposed Subzones – Emerging Activity Centre**.

5. Spatially apply the Rural Neighbourhood Zone (in place of the Rural Zone) to the affected area shaded ‘yellow’ in **Attachment 2 – Map D: Proposed Zones**.

6. Remove the minimum site area technical and numeric variation layer of 16 hectares from the area shaded ‘yellow’ in **Attachment 2 – Map D: Proposed Zones.**

7. Spatially apply a minimum site area technical and numeric variation layer of 2 hectares to the area shaded ‘yellow’ in **Attachment 2 – Map D: Proposed Zones.**

8. Spatially apply the Affordable Housing Overlay and the Noise and Air Emissions Overlay to the affected area shaded by the ‘black/blue’ lines in **Attachment 3 – Map E: Proposed Overlays**.

9. In Part 12 – Concept Plans, under the section relating to Onkaparinga, insert new ‘Concept Plan 124 – Hackham’ contained in **Attachment 4 – Map F: Proposed Concept Plan**. Spatially apply Concept Plan 124 – Hackham accordingly within the Concept Plan – Technical and Numeric Variations Layer of the SA Property and Planning Atlas.

10. In Part 2 – Zones and Subzones, amend the Master Planned Neighbourhood Zone in accordance with the tracked changes shown in **Attachment 5**.

11. In Part 2 – Zones and Subzones, introduce the Hills Subzone to the Master Planned Neighbourhood in accordance with the tracked changes shown in **Attachment 6**.

Attachments

Attachment 1 - Evaluation results

Results of the survey of the engagement

Evaluation statement	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I feel the engagement genuinely sought my input to help shape the proposal	16%	21%	14%	29%	20%
I was given an adequate opportunity to be heard	7%	14%	14%	37%	28%
I was given sufficient information so that I could take an informed view	7%	20%	12%	38%	23%
I felt informed about why I was being asked for my view, and the way it would be considered.	8%	10%	27%	30%	25%

Results and evaluation of designated entity's engagement

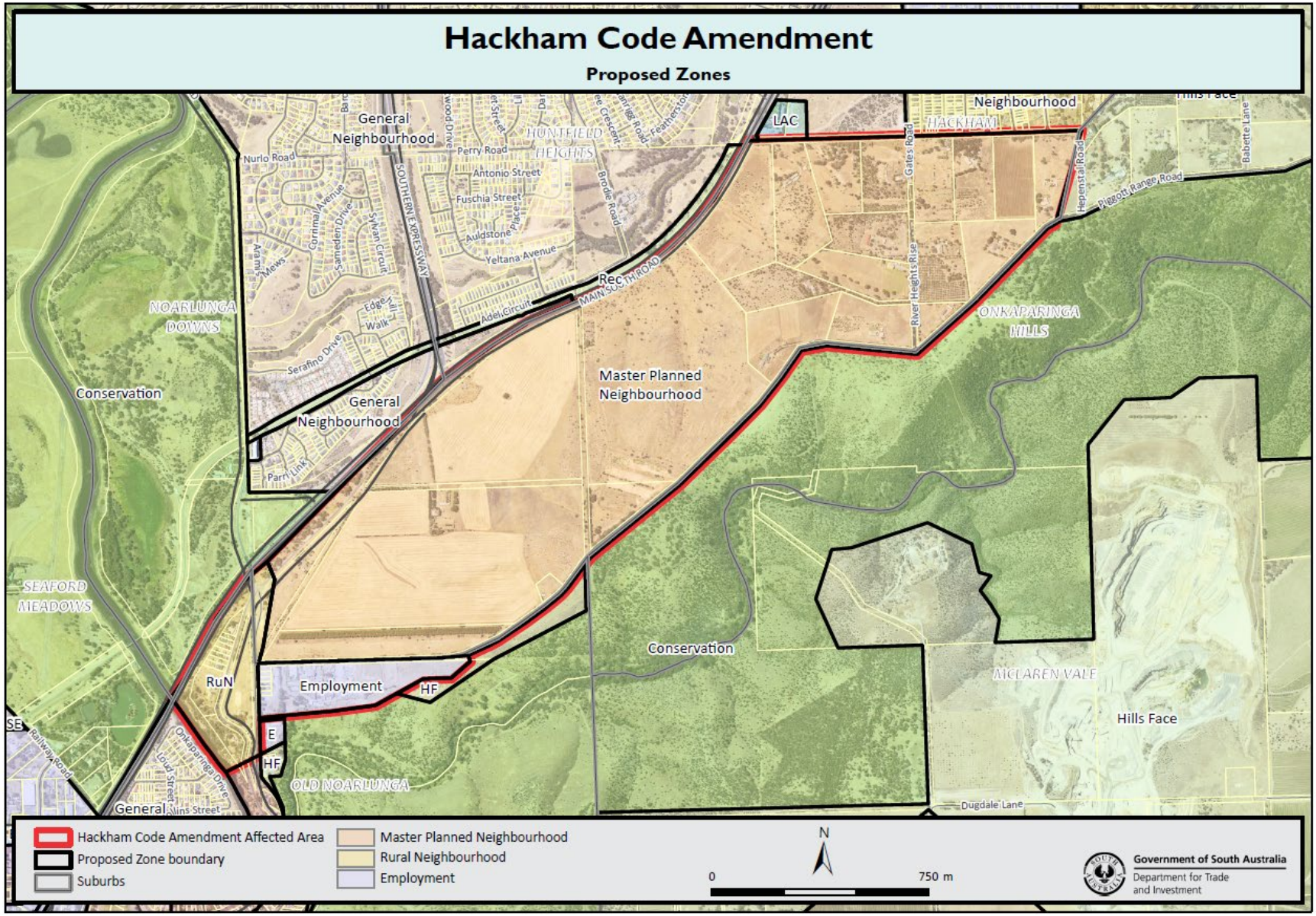
The engagement was evaluated by the PLUS Strategic Communications Unit.

	Evaluation statement	Response options (*Select answer)*
1	Engagement **occurred early enough** for feedback to genuinely influence the planning policy, strategy or scheme **(Principle 1)**	▪ Engaged when there was opportunity for input into first draft Early engagement occurred through pre-consultation meetings with the City of Onkaparinga, Renewal SA, the Department for Infrastructure and Transport as well as a pre-consultation briefing to the Elected Members of the City of Onkaparinga as well as directly affected landowners. An eight-week consultation period provided multiple ways for people to have their say, both online, through written submissions and email, and by speaking to staff at information sessions and through the PlanSA service desk. Changes to the Code Amendment have been recommended in response to the feedback provided.
2	Engagement **contributed to the substance** of the Code Amendment **(Principle 1)**	▪ In a significant way The changes recommended to the Code Amendment in response to the engagement process are significant and respond to the key themes raised by the community.
3	The **engagement reached** those identified as the community of interest **(Principle 2)**	▪ Representatives from most community groups participated in the engagement Stakeholders identified in the engagement plan were actively engaged to seek their views on what was proposed.

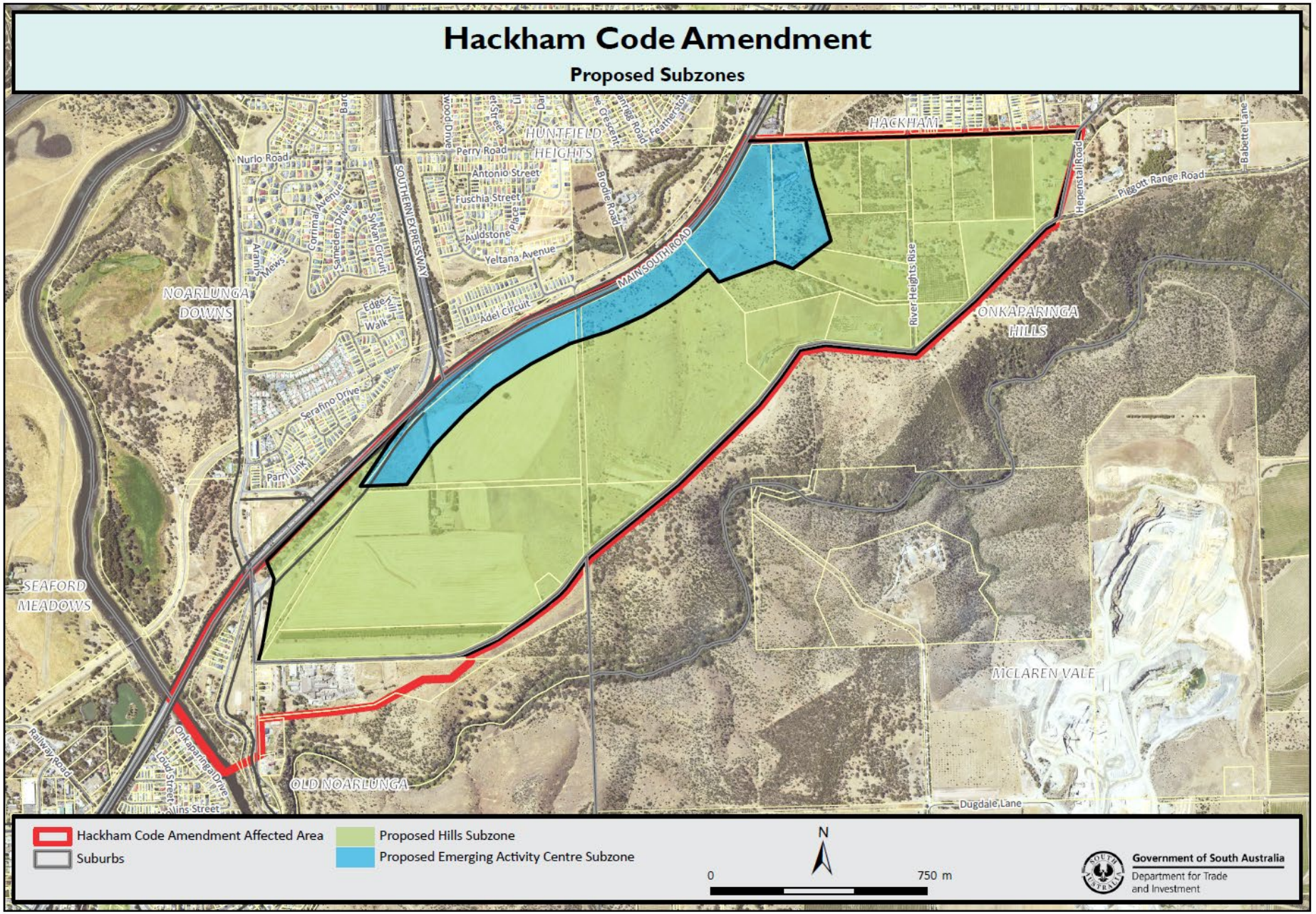
	Evaluation statement	Response options (*Select answer)*
		The information sessions were well attended, with 90 people across fourteen available times. Feedback provided through written submissions was also significant, from across the community and identified stakeholders.
4	Engagement included the **provision of feedback to community about outcomes** of their participation	▪ Formally (report or public forum) Respondents will be provided with information about the outcomes of the engagement, and the engagement report will be published online.
5	**Engagement was reviewed** throughout the process and improvements put in place, or recommended for future engagement **(Principle 5)**	▪ Reviewed but no system for making recommendations Where an opportunity to improve the reach of the engagement or community awareness was identified, action was prompt. Communications such as the frequently asked questions document were updated, and additional measures were taken to reach stakeholders. A letterbox drop of 8,000 households, an advertisement in The Sunday Mail and the Fleurieu Sun, and additional social media content was published to boost attendance at information sessions.

Attachment 2 – Proposed Zone and Subzone Amendments

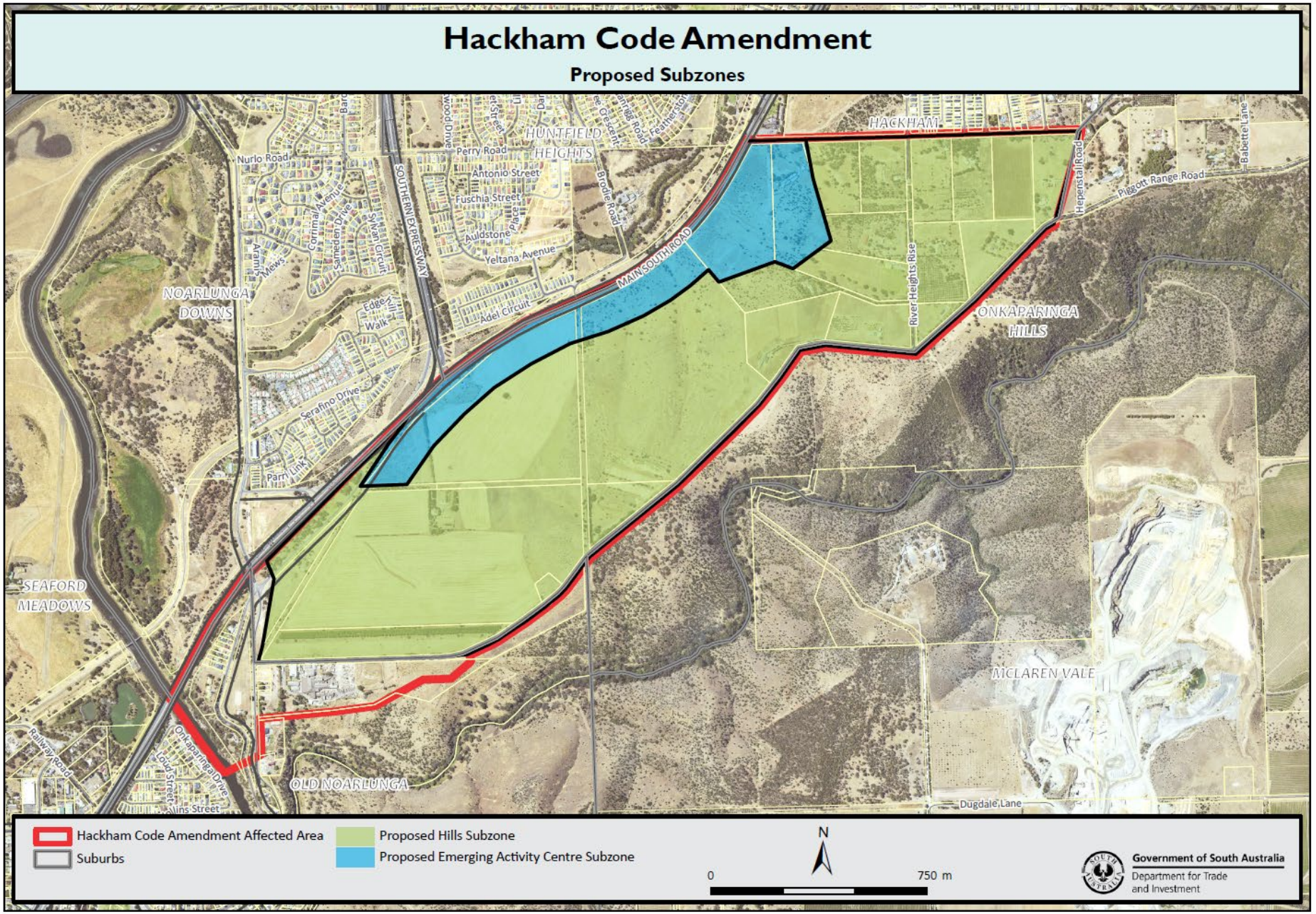
Map A: Proposed Zones – Master Planned Neighbourhood



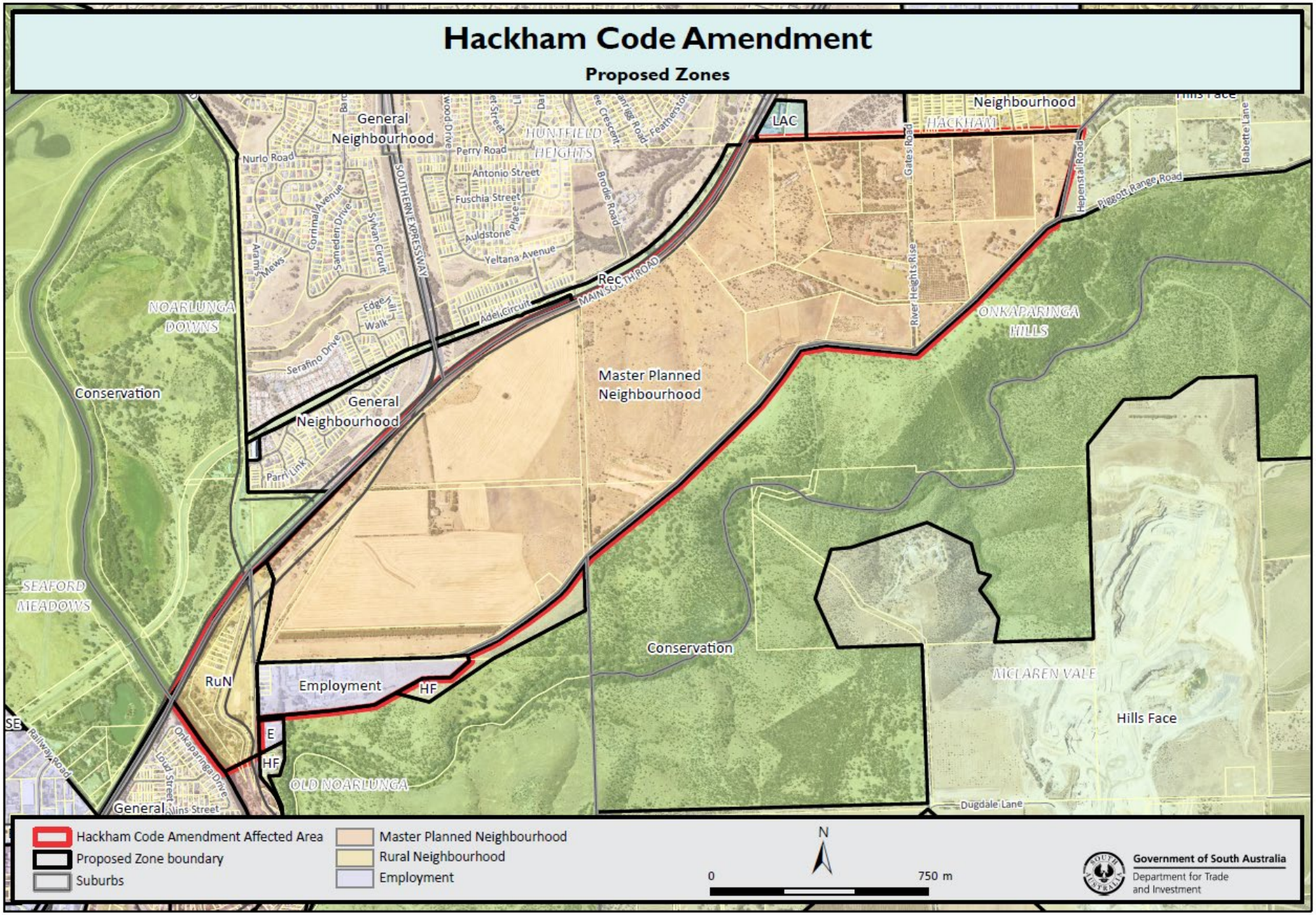
Map B: Proposed Subzones – Hills



Map C: Proposed Subzones – Emerging Activity Centre

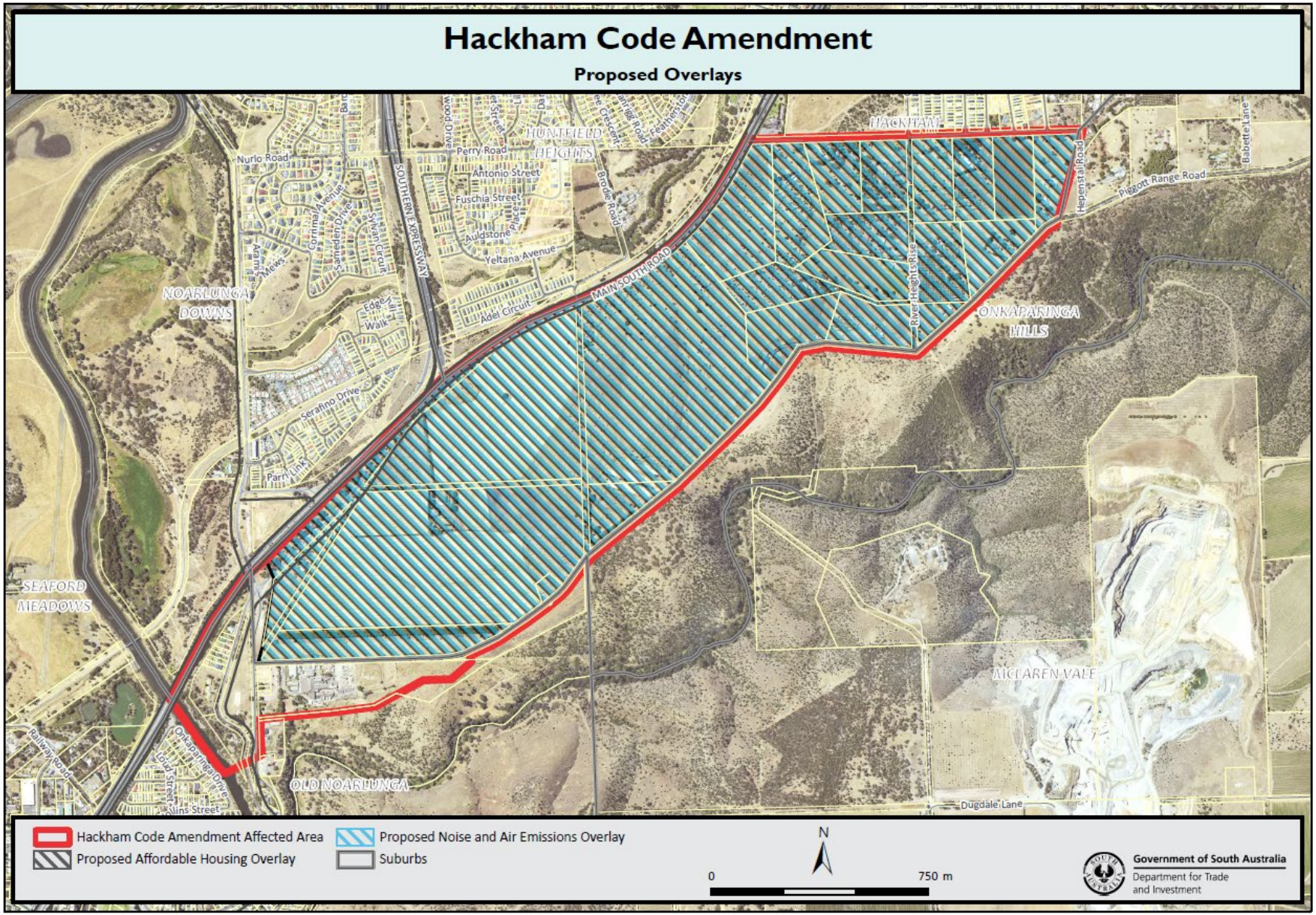


Map D: Proposed Zones – Rural Neighbourhood



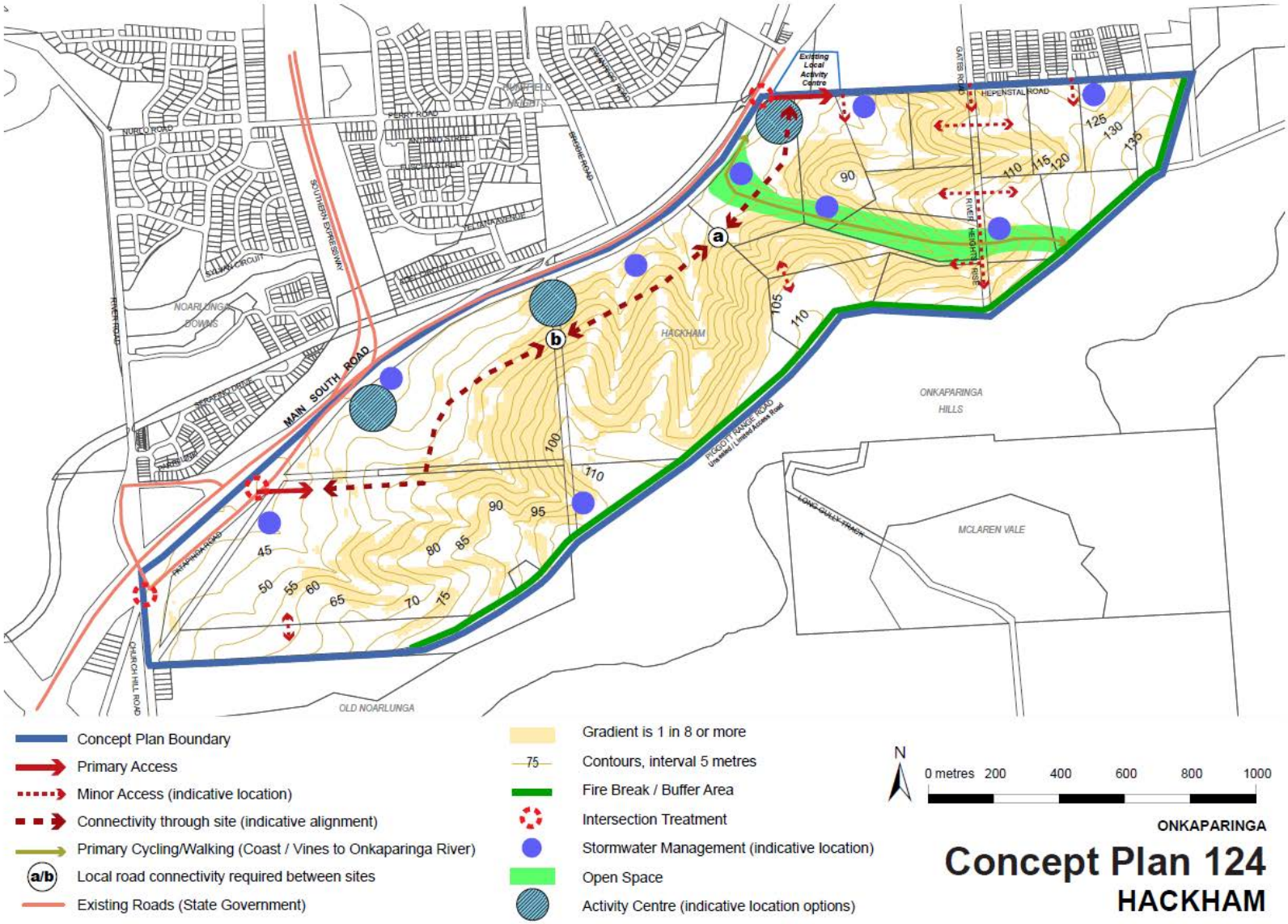
Attachment 3 – Proposed Overlay Map

Map E: Proposed Overlay Map



Attachment 4 – Proposed Concept Plan

Map F: Proposed Concept Plan



Attachment 5 – Changes to Master Planned Neighbourhood Zone assessment classification and applicable policies (Tables 1-5) proposed by the Hackham Code Amendment

Note:
Changes proposed by the Code Amendment are outlined as follows:

- Deletion shown by red text with strikethrough e.g. ~~remove text~~
- Addition shown by green text with underline e.g. add text.

Table 1 - Accepted Development Classification – No changes envisaged by the Hackham Code Amendment.

Table 2 - Deemed-to-Satisfy Development Classification – Changes envisaged by the Hackham Code Amendment are outlined in track changes below (~~red text~~ for deletions, green text for insertions):

The following table identifies Classes of Development that are classified as Deemed-to-Satisfy Development subject to meeting the 'Deemed-to-Satisfy Development Classification Criteria'. Provisions referred to in the table are Deemed-to-Satisfy Criteria. Where a development comprises more than one Class of Development the relevant criteria will be taken to be the sum of the criteria for each Class of Development.

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
Ancillary accommodation Except where any of the following apply: • Coastal Areas Overlay • Hazards (Bushfire - General Risk) Overlay • Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Bushfire - Regional) Overlay • Hazards (Flooding) Overlay • Heritage Adjacency Overlay • Historic Area Overlay • Local Heritage Place Overlay • Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay • Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay • River Murray Flood Plain Protection Area Overlay • Scenic Quality Overlay • Significant Interface Management Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay	Land Use and Intensity DTS/DPF 1.1 Ancillary Structures and Buildings DTS/DPF 17.1, DTS/DPF 17.2	Clearance from Overhead Powerlines DTS/DPF 1.1 Design in Urban Areas [All Development [Earthworks and sloping land]] DTS/DPF 8.1 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.2 Transport, Access and Parking [Corner Cut-Offs] DTS/DPF 10.1	~~None~~Hills Subzone [Site Coverage] DTS/DPF 2.1 Hills Subzone [Side Boundary Setback] DTS/DPF 4.1	Aircraft Noise Exposure Overlay [Land Use and Intensity] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Built Form] DTS/DPF 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.1, DTS/DPF 1.2, DTS/DPF 1.3 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Gateway Overlay [Landscape Amenity] DTS/DPF 2.1 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Habitable Buildings]

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] DTS/DPF 2.2 Hazards (Flooding – General) Overlay [Flood Resilience] DTS/DPF 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] DTS/DPF 1.1 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] DTS/DPF 1.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Water Resources Overlay [Water Catchment] DTS/DPF 1.5
Carport Except where any of the following apply: • Coastal Areas Overlay • Historic Area Overlay • Local Heritage Place Overlay • Non-stop Corridor Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay	Ancillary Structures and Buildings DTS/DPF 17.1, DTS/DPF 17.2	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [Earthworks and sloping land]] DTS/DPF 8.1 Design [All Residential development [Car parking, access and manoeuvrability]] DTS/DPF 19.3, DTS/DPF 19.4, DTS/DPF 19.5 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.2	~~None~~ Hills Subzone [Site Coverage] DTS/DPF 2.1	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Gateway Overlay [Landscape Amenity] DTS/DPF 2.1 Hazards (Flooding) Overlay [Flood Resilience] DTS/DPF 3.5 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] DTS/DPF 3.4, DTS/DPF 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] DTS/DPF 3.4, DTS/DPF 3.9 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 River Murray Flood Plain Protection Area Overlay [Flood Resilience] DTS/DPF 5.4 Scenic Quality Overlay [Earthworks] DTS/DPF 4.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] DTS/DPF 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Water Resources Overlay [Water Catchment] DTS/DPF 1.5
Detached dwelling Except where any of the following apply: • Character Area Overlay • Coastal Areas Overlay • Gas and Liquid Petroleum Pipelines (Facilities) Overlay • Gateway Overlay • Hazards (Bushfire - General Risk) Overlay • Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Bushfire - Regional) Overlay • Hazards (Flooding) Overlay • Heritage Adjacency Overlay • Historic Area Overlay • Interface Management Overlay • Local Heritage Place Overlay • Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay • Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay • Non-stop Corridor Overlay • Resource Extraction Protection Area Overlay • River Murray Flood Plain Protection Area Overlay • Scenic Quality Overlay • Significant Interface Management Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay • Water Resources Overlay • Hills Subzone	Land Use and Intensity DTS/DPF 1.1 Building Height DTS/DPF 5.1 Primary Street Setback DTS/DPF 6.1 Secondary Street Setback DTS/DPF 7.1 Boundary Walls DTS/DPF 8.1 Side Boundary Setback DTS/DPF 9.1 Rear Boundary Setback DTS/DPF 10.1 Site Dimensions and Land Division DTS/DPF 11.3 Earthworks and sloping land DTS/DPF 16.1 Private Open Space DTS/DPF 18.1	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [On-site Waste Treatment Systems]] DTS/DPF 6.1 Design [All development [Earthworks and sloping land]] DTS/DPF 8.1 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] DTS/DPF 10.1, DTS/DPF 10.2 Design [All Residential development [Front elevations and passive surveillance]] DTS/DPF 11.1 Design [All Residential development [Outlook and amenity]] DTS/DPF 12.1 Design [All Residential development [Garage appearance]] DTS/DPF 14.1 Design [All Residential development [Private Open Space]] DTS/DPF 17.1 Design [All Residential development [Car parking, access and manoeuvrability]] DTS/DPF 19.1, DTS/DPF 19.2, DTS/DPF 19.3, DTS/DPF 19.4, DTS/DPF 19.5 Design [All Residential development [Design of Transportable Dwellings]] DTS/DPF 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] DTS/DPF 22.4 Infrastructure and Renewable Energy	Emerging Activity Centre Subzone [Land Use and Intensity] DTS/DPF 1.1	Affordable Housing Overlay [Land Division] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Built Form] DTS/DPF 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Character Preservation District Overlay [Land Use and Intensity] DTS/DPF 1.2 Coastal Flooding Overlay DTS/DPF 1.1 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] DTS/DPF 2.2 Hazards (Flooding – General) Overlay [Flood Resilience] DTS/DPF 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] DTS/DPF 1.1 Historic Shipwrecks Overlay [General] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		Facilities [Water Supply] DTS/DPF 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.1, DTS/DPF 12.2 Site Contamination DTS/DPF 1.1 Transport, Access and Parking [Vehicle Parking Rates] DTS/DPF 5.1		Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function] DTS/DPF 1.1 Limited Dwelling Overlay DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater]

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] DTS/DPF 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] DTS/DPF 6.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1
Dwelling addition Except where any of the following apply:	Building Height DTS/DPF 5.1 Primary Street Setback	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [On-	~~None~~Hills Subzone [Site Coverage] DTS/DPF 2.1	Aircraft Noise Exposure Overlay [Built Form] DTS/DPF 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form]

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
• Coastal Areas Overlay • Hazards (Bushfire - General Risk) Overlay • Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Bushfire - Regional) Overlay • Hazards (Flooding) Overlay • Heritage Adjacency Overlay • Interface Management Overlay • Local Heritage Place Overlay • Non-stop Corridor Overlay • River Murray Flood Plain Protection Area Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay • Water Resources Overlay	DTS/DPF 6.1 Secondary Street Setback DTS/DPF 7.1 Boundary Walls DTS/DPF 8.1 Side Boundary Setback DTS/DPF 9.1 Rear Boundary Setback DTS/DPF 10.1	site Waste Treatment Systems]] DTS/DPF 6.1 Design [All Residential development [Garage appearance]] DTS/DPF 14.1 Design [All Residential development [Dwelling additions]] DTS / DPF 16.1 Design [All Residential development [Car parking, access and manoeuvrability]] DTS/DPF 19.3, DTS/DPF 19.4, DTS/DPF 19.5 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.2	Hills Subzone [Side Boundary Setback] DTS/DPF 4.1	DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Character Area Overlay [Alterations and Additions] DTS/DPF 3.1 Character Preservation District Overlay [Land Use and Intensity] DTS/DPF 1.2 Coastal Flooding Overlay DTS/DPF 1.1 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Gateway Overlay [Built Form and Character] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] DTS/DPF 2.2 Hazards (Flooding – General) Overlay [Flood Resilience] DTS/DPF 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] DTS/DPF 1.1 Historic Area Overlay [Alterations and additions] DTS/DPF 3.1 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] DTS/DPF 3.5, DTS/DPF 3.9 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] DTS/DPF 1.1 Scenic Quality Overlay [Earthworks] DTS/DPF 4.1 Significant Interface Management Overlay [Land Use and Intensity] DTS/DPF 1.2 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] DTS/DPF 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] DTS/DPF 6.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1
Dwelling or residential flat building undertaken by:	None	Housing Renewal [Land Use and Intensity]	None	Aircraft Noise Exposure Overlay [Land Use and Intensity] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
(a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust. Except where any of the following apply: • Character Area Overlay • Coastal Areas Overlay • Gateway Overlay • Hazards (Bushfire - General Risk) Overlay • Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Bushfire - Regional) Overlay • Hazards (Flooding) Overlay • Heritage Adjacency Overlay • Historic Area Overlay • Local Heritage Place Overlay • Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay • Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay • Non-stop Corridor Overlay • Resource Extraction Protection Area Overlay • River Murray Flood Plain Protection Area Overlay • Scenic Quality Overlay • Significant Interface Management Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay • Water Resources Overlay • Hills Subzone		DTS/DPF 1.1 Housing Renewal [Building Height] DTS/DPF 2.1 Housing Renewal [Primary Street Setback] DTS/DPF 3.1 Housing Renewal [Secondary Street Setback] DTS/DPF 4.1 Housing Renewal [Boundary Walls] DTS/DPF 5.2 Housing Renewal [Side Boundary Setback] DTS/DPF 6.1 Housing Renewal [Rear Boundary Setback] DTS/DPF 7.1 Housing Renewal [Buildings elevation design] DTS/DPF 8.1, DTS/DPF 8.2 Housing Renewal [Outlook and amenity] DTS/DPF 9.1 Housing Renewal [Private Open Space] DTS/DPF 10.1 Housing Renewal [Visual privacy] DTS/DPF 11.1, DTS/DPF 11.2 Housing Renewal [Landscaping] DTS/DPF 12.1 Housing Renewal [Water Sensitive Design] DTS/DPF 13.1 Housing Renewal [Car Parking] DTS/DPF 14.1, DTS/DPF 14.2, DTS/DPF 14.3 Housing Renewal [Waste] DTS/DPF 16.1 Housing Renewal [Vehicle Access] DTS/DPF 17.2, DTS/DPF 17.3,		Aircraft Noise Exposure Overlay [Built Form] DTS/DPF 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Character Preservation District Overlay [Land Use and Intensity] DTS/DPF 1.2 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] DTS/DPF 2.2 Hazards (Flooding – General) Overlay [Flood Resilience] DTS/DPF 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] DTS/DPF 1.1 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		DTS/DPF 17.4 Housing Renewal [Earthworks] DTS/DPF 19.1 Housing Renewal [Service connections and infrastructure] DTS/DPF 20.1 Housing Renewal [Site contamination] DTS/DPF 21.1		Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function] DTS/DPF 1.1 Limited Dwelling Overlay DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] DTS/DPF 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] DTS/DPF 6.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1
Outbuilding Except where any of the following apply: • Coastal Areas Overlay • Hazards (Flooding) Overlay • Historic Area Overlay • Local Heritage Place Overlay • Non-stop Corridor Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay	Ancillary Structures and Buildings DTS/DPF 17.1, DTS/DPF 17.2	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [Earthworks and sloping land]] DTS/DPF 8.1 Design [All Residential development [Car parking, access and manoeuvrability]] DTS/DPF 19.3, DTS/DPF 19.4, DTS/DPF 19.5 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.2	~~None~~Hills Subzone [Site Coverage] DTS/DPF 2.1 Hills Subzone [Side Boundary Setback] DTS/DPF 4.1	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Gateway Overlay [Landscape Amenity] DTS/DPF 2.1 Hazards (Bushfire - General Risk) Overlay [Built Form] DTS/DPF 2.2 Hazards (Bushfire - High Risk) Overlay [Built Form] DTS/DPF 3.2 Hazards (Bushfire - Medium Risk) Overlay [Built Form] DTS/DPF 2.2 Hazards (Bushfire - Regional) Overlay [Built Form] DTS/DPF 2.2 Hazards (Flooding) Overlay [Flood Resilience] DTS/DPF 3.5 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing]

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] DTS/DPF 3.4, DTS/DPF 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] DTS/DPF 3.4, DTS/DPF 3.9 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 River Murray Flood Plain Protection Area Overlay [Flood Resilience] DTS/DPF 5.4 Scenic Quality Overlay [Earthworks] DTS/DPF 4.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Point] DTS/DPF 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Water Resources Overlay [Water Catchment] DTS/DPF 1.5
Replacement building Except where any of the following apply: • Coastal Areas Overlay • Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Flooding) Overlay • Historic Area Overlay • Local Heritage Place Overlay • River Murray Flood Plain Protection Area Overlay • State Heritage Area Overlay • State Heritage Place Overlay	None	None	None	None
Row dwelling Except where any of the following apply: • Character Area Overlay • Coastal Areas Overlay • Gas and Liquid Petroleum Pipelines (Facilities) Overlay • Gateway Overlay • Hazards (Bushfire - General Risk) Overlay	Land Use and Intensity DTS/DPF 1.1 Building Height DTS/DPF 5.1 Primary Street Setback DTS/DPF 6.1 Secondary Street Setback DTS/DPF 7.1	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [On-site Waste Treatment Systems]] DTS/DPF 6.1 Design [All development [Earthworks and sloping land]] DTS/DPF 8.1	Emerging Activity Centre Subzone [Land Use and Intensity] DTS/DPF 1.1	Affordable Housing Overlay [Land Division] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Built Form] DTS/DPF 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
• Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Bushfire - Regional) Overlay • Hazards (Flooding) Overlay • Heritage Adjacency Overlay • Historic Area Overlay • Interface Management Overlay • Local Heritage Place Overlay • Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay • Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay • Non-stop Corridor Overlay • Resource Extraction Protection Area Overlay • River Murray Flood Plain Protection Area Overlay • Scenic Quality Overlay • Significant Interface Management Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay • Water Resources Overlay • Hills Subzone	Boundary Walls DTS/DPF 8.1 Side Boundary Setback DTS/DPF 9.1 Rear Boundary Setback DTS/DPF 10.1 Site Dimensions and Land Division DTS/DPF 11.3 Earthworks and sloping land DTS/DPF 16.1 Private Open Space DTS/DPF 18.1	Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] DTS/DPF 10.1, DTS/DPF 10.2 Design [All Residential development [Front elevations and passive surveillance]] DTS/DPF 11.1 Design [All Residential development [Outlook and amenity]] DTS/DPF 12.1 Design [All Residential development [Garage appearance]] DTS/DPF 14.1 Design [All Residential development [Private Open Space]] DTS/DPF 17.1 Design [All Residential development [Car parking, access and manoeuvrability]] DTS/DPF 19.1, DTS/DPF 19.2, DTS/DPF 19.3, DTS/DPF 19.4, DTS/DPF 19.5 Design [All Residential development [Waste storage]] DTS/DPF 20.1 Design [All Residential development [Design of Transportable Dwellings]] DTS/DPF 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] DTS/DPF 22.4 Infrastructure and Renewable Energy Facilities [Water Supply] DTS/DPF 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.1, DTS/DPF 12.2 Site Contamination DTS/DPF 1.1		Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Character Preservation District Overlay [Land Use and Intensity] DTS/DPF 1.2 Coastal Flooding Overlay DTS/DPF 1.1 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] DTS/DPF 2.2 Hazards (Flooding – General) Overlay [Flood Resilience] DTS/DPF 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] DTS/DPF 1.1 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		Transport, Access and Parking [Vehicle Parking Rates] DTS/DPF 5.1 Transport, Access and Parking [Corner Cut-Offs] DTS/DPF 10.1		Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function] DTS/DPF 1.1 Limited Dwelling Overlay DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] DTS/DPF 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1
Semi-detached dwelling Except where any of the following apply: • Character Area Overlay • Coastal Areas Overlay • Gas and Liquid Petroleum Pipelines (Facilities) Overlay • Gateway Overlay • Hazards (Bushfire - General Risk) Overlay • Hazards (Bushfire - High Risk) Overlay • Hazards (Bushfire - Medium Risk) Overlay • Hazards (Bushfire - Regional) Overlay • Hazards (Flooding) Overlay • Heritage Adjacency Overlay • Historic Area Overlay • Interface Management Overlay • Local Heritage Place Overlay	Land Use and Intensity DTS/DPF 1.1 Building Height DTS/DPF 5.1 Primary Street Setback DTS/DPF 6.1 Secondary Street Setback DTS/DPF 7.1 Boundary Walls DTS/DPF 8.1 Side Boundary Setback DTS/DPF 9.1 Rear Boundary Setback DTS/DPF 10.1	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [On-site Waste Treatment Systems]] DTS/DPF 6.1 Design [All development [Earthworks and sloping land]] DTS/DPF 8.1 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] DTS/DPF 10.1, DTS/DPF 10.2 Design [All Residential development [Front elevations and passive surveillance]] DTS/DPF 11.1	Emerging Activity Centre Subzone [Land Use and Intensity] DTS/DPF 1.1	Affordable Housing Overlay [Land Division] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] DTS/DPF 1.1 Aircraft Noise Exposure Overlay [Built Form] DTS/DPF 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Character Preservation District Overlay [Land Use and Intensity] DTS/DPF 1.2

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
• Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay • Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay • Non-stop Corridor Overlay • Resource Extraction Protection Area Overlay • River Murray Flood Plain Protection Area Overlay • Scenic Quality Overlay • Significant Interface Management Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay • Water Resources Overlay • Hills Subzone	Site Dimensions and Land Division DTS/DPF 11.3 Earthworks and sloping land DTS/DPF 16.1 Private Open Space DTS/DPF 18.1	Design [All Residential development [Outlook and amenity]] DTS/DPF 12.1 Design [All Residential development [Garage appearance]] DTS/DPF 14.1 Design [All Residential development [Private Open Space]] DTS/DPF 17.1 Design [All Residential development [Car parking, access and manoeuvrability]] DTS/DPF 19.1, DTS/DPF 19.2, DTS/DPF 19.3, DTS/DPF 19.4, DTS/DPF 19.5 Design [All Residential development [Waste storage]] DTS/DPF 20.1 Design [All Residential development [Design of Transportable Dwellings]] DTS/DPF 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] DTS/DPF 22.4 Infrastructure and Renewable Energy Facilities [Water Supply] DTS/DPF 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.1, DTS/DPF 12.2 Site Contamination DTS/DPF 1.1 Transport, Access and Parking [Vehicle Parking Rates] DTS/DPF 5.1 Transport, Access and Parking [Corner Cut-Offs] DTS/DPF 10.1		Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] DTS/DPF 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] DTS/DPF 2.2 Hazards (Flooding – General) Overlay [Flood Resilience] DTS/DPF 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] DTS/DPF 1.1 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] DTS/DPF 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] DTS/DPF 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] DTS/DPF 8.1 Key Railway Crossings Overlay [Access, Design and Function]

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				DTS/DPF 1.1 Limited Dwelling Overlay DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] DTS/DPF 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] DTS/DPF 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] DTS/DPF 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] DTS/DPF 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] DTS/DPF 3.1

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] DTS/DPF 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] DTS/DPF 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] DTS/DPF 6.1 Urban Transport Routes Overlay [Access - Stormwater] DTS/DPF 7.1 Urban Transport Routes Overlay [Building on Road Reserve] DTS/DPF 8.1 Urban Transport Routes Overlay [Public Road Junctions] DTS/DPF 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] DTS/DPF 10.1
Temporary accommodation in an area affected by bushfire	None	None	None	None
Verandah Except where any of the following apply: • Coastal Areas Overlay • Historic Area Overlay • Local Heritage Place Overlay • Non-stop Corridor Overlay • Significant Landscape Protection Overlay • State Heritage Area Overlay • State Heritage Place Overlay	Ancillary Structures and Buildings DTS/DPF 17.1, DTS/DPF 17.2	Clearance from Overhead Powerlines DTS/DPF 1.1 Design [All development [Earthworks and sloping land]] DTS/DPF 8.1 Infrastructure and Renewable Energy Facilities [Wastewater Services] DTS/DPF 12.2	~~None~~Hills Subzone [Site Coverage] DTS/DPF 2.1	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] DTS/DPF 1.1 Airport Building Heights (Regulated) Overlay [Built Form] DTS/DPF 1.1 Building Near Airfields Overlay DTS/DPF 1.3 Defence Aviation Area Overlay [Built Form] DTS/DPF 1.1 Future Local Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Future Road Widening Overlay [Future Road Widening] DTS/DPF 1.1 Gateway Overlay [Landscape Amenity] DTS/DPF 2.1 Hazards (Flooding) Overlay [Flood Resilience] DTS/DPF 3.5 Historic Shipwrecks Overlay [General] DTS/DPF 1.1 Key Railway Crossings Overlay [Access, Design and Function]

Class of Development	Deemed-to-Satisfy Development Classification Criteria			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				DTS/DPF 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] DTS/DPF 3.4, DTS/DPF 3.9 Native Vegetation Overlay [Environmental Protection] DTS/DPF 1.1 Scenic Quality Overlay [Earthworks] DTS/DPF 4.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] DTS/DPF 1.1 Water Resources Overlay [Water Catchment] DTS/DPF 1.5

Table 3 - Applicable Policies for Performance Assessed Development – Changes envisaged by the Hackham Code Amendment are outlined in track changes below (~~red text~~ for deletions, green text for insertions):

The following table identifies the policies that are applicable to the assessment of the identified Class of Development. Policies referred to are Performance Outcome policies, and any associated Designated Performance Features. Relevant Desired Outcomes are not listed, but automatically apply in relation to a Performance Assessed Development. Where a development comprises more than one Class of Development the relevant policies will be taken to be the sum of the applicable policies for each Class of Development.

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
Ancillary accommodation	Land Use and Intensity PO 1.1 Ancillary Structures and Buildings PO 17.1, PO 17.2	Clearance from Overhead Powerlines PO 1.1 Design in Urban Areas [All Development [Earthworks and sloping land]] PO 8.1 Infrastructure and Renewable Energy Facilities	~~None~~Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, 3.2	Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1 Aircraft Noise Exposure Overlay [Built Form] PO 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		[Wastewater Services] PO 12.2 Transport, Access and Parking [Corner Cut-Offs] PO 10.1	Hills Subzone [Side Boundary Setback] PO 4.1 Hills Subzone [Earthworks and retaining] PO 5.1, PO 5.2	Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Ancillary Development] PO 4.1, PO 4.2 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2 Gateway Overlay [Landscape Amenity] PO 2.1 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1, PO 3.2 Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.1, PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.1, PO 5.2, PO 5.3

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection] PO 4.1, PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Alterations and additions] PO 3.1, PO 3.2 Historic Area Overlay [Ancillary development] PO 4.1, PO 4.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 Local Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 7.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Noise and Air Emissions Overlay [Siting and Design] PO 1.1, PO 1.2, PO 1.3 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Area Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
Carport	Ancillary Structures and Buildings PO 17.1, PO 17.2	Clearance from Overhead Powerlines PO 1.1 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.3, PO 19.4, PO 19.5 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.2	~~None~~Hills Subzone [Site Coverage] PO 2.1	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Ancillary Development] PO 4.1, PO 4.2 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Gateway Overlay [Landscape Amenity] PO 2.1 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1, PO 3.2 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Flooding) Overlay [Environmental Protection]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 4.1, PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Ancillary development] PO 4.1, PO 4.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Local Heritage Place Overlay [Built Form]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.3, PO 5.4 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3, PO 6.4 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Demolition	None	None	None	Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Demolition] PO 7.1, PO 7.2, PO 7.3 Historic Area Overlay [Ruins] PO 8.1 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Demolition]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 6.1, PO 6.2 Local Heritage Place Overlay [Conservation Works] PO 7.1 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Demolition] PO 6.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Demolition] PO 6.1 State Heritage Place Overlay [Conservation Works] PO 7.1
Detached dwelling	Land Use and Intensity PO 1.1, PO 1.3 Building Height PO 5.1 Primary Street Setback PO 6.1 Secondary Street Setback PO 7.1 Boundary Walls PO 8.1 Side Boundary Setback PO 9.1 Rear Boundary Setback PO 10.1 Site Dimensions and Land Division PO 11.3 Earthworks and sloping land PO 16.1 Private Open Space PO 18.1	Clearance from Overhead Powerlines PO 1.1 Design [All development [On-site Waste Treatment Systems]] PO 6.1 Design [All development [Carparking Appearance]] PO 7.1 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4, PO 8.5 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] PO 10.1, PO 10.2 Design [All Residential development [Front elevations and passive surveillance]] PO 11.1, PO 11.2 Design [All Residential development [Outlook and amenity]] PO 12.1 Design [All Residential development [Garage appearance]] PO 14.1 Design [All Residential development [Massing]] PO 15.1 Design [All Residential development [Private Open Space]] PO 17.1	Emerging Activity Centre Subzone [Land Use and Intensity] PO 1.1, PO 1.5 Emerging Activity Centre Subzone [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Hills Subzone [Site Dimensions and Land Division] PO 1.2 Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks] PO 4.1 Hills Subzone [Earthworks and retaining] PO 5.1, PO 5.2	Adelaide Dolphin Sanctuary Overlay [Land Use] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Built Form and Character] PO 2.1 Affordable Housing Overlay [Affordable Housing Incentives] PO 3.1, PO 3.2 Affordable Housing Overlay [Movement and Car Parking] PO 4.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1 Aircraft Noise Exposure Overlay [Built Form] PO 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.1, PO 19.2, PO 19.3, PO 19.4, PO 19.5, PO 19.6 Design [All Residential development [Waste storage]] PO 20.1 Design [All Residential development [Design of Transportable Dwellings]] PO 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] PO 22.2, PO 22.3, PO 22.4 Design [Group dwelling, residential flat buildings and battle-axe development [Carparking, access and manoeuvrability]] PO 24.4 Infrastructure and Renewable Energy Facilities [Water Supply] PO 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.1, PO 12.2 Interface between Land Uses [Overshadowing] PO 3.1, PO 3.2, PO 3.3 Site Contamination PO 1.1 Transport, Access and Parking [Vehicle Parking Rates] PO 5.1 Transport, Access and Parking [Corner Cut-Offs] PO 10.1		Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1 Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Regional) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Dwelling Overlay PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Traffic Generating Development Overlay [Traffic Generating Development] PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Dwelling addition	Land Use and Intensity PO 1.1, PO 1.3 Building Height PO 5.1 Primary Street Setback PO 6.1 Secondary Street Setback PO 7.1 Boundary Walls PO 8.1 Side Boundary Setback PO 9.1 Rear Boundary Setback PO 10.1 Site Dimensions and Land Division PO 11.3 Concept Plans PO 14.1 Earthworks and sloping land PO 16.1	Clearance from Overhead Powerlines PO 1.1 Design [All development [On-site Waste Treatment Systems]] PO 6.1 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4 Design [All Residential development [Front elevations and passive surveillance]] PO 11.1 Design [All Residential development [Outlook and amenity]] PO 12.1 Design [All Residential development [Garage appearance]] PO 14.1 Design [All Residential development [Massing]] PO 15.1 Design [All Residential development [Private Open Space]] PO 17.1 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.1, PO 19.2, PO 19.3, PO 19.4, PO 19.5, PO 19.6 Design [All Residential development [Waste storage]] PO 20.1 Design [All Residential development [Design of Transportable Dwellings]] PO 21.1 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.2 Interface between Land Uses [Overshadowing]	~~None~~Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks] PO 4.1 Hills Subzone (Earthworks and retaining] PO 5.1, PO 5.2	Aircraft Noise Exposure Overlay [Built Form] PO 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Alterations and Additions] PO 3.1, PO 3.2 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		PO 3.1, PO 3.2, PO 3.3 Transport, Access and Parking [Vehicle Parking Rates] PO 5.1		Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1, PO 3.2 Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Flooding) Overlay [Environmental Protection] PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Alterations and additions] PO 3.1, PO 3.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.5, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.5, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.2 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Dwelling or residential flat building undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of	None	Housing Renewal [Land Use and Intensity] PO 1.1, PO 1.2 Housing Renewal [Building Height] PO 2.1, PO 2.2 Housing Renewal [Primary Street Setback] PO 3.1 Housing Renewal [Secondary Street Setback] PO 4.1	None	Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1 Aircraft Noise Exposure Overlay [Built Form] PO 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
housing endorsed by the South Australian Housing Trust.		Housing Renewal [Boundary Walls] PO 5.1, PO 5.2 Housing Renewal [Side Boundary Setback] PO 6.1 Housing Renewal [Rear Boundary Setback] PO 7.1 Housing Renewal [Buildings elevation design] PO 8.1, PO 8.2, PO 8.3, PO 8.4, PO 8.5 Housing Renewal [Outlook and amenity] PO 9.1, PO 9.2 Housing Renewal [Private Open Space] PO 10.1 Housing Renewal [Visual privacy] PO 11.1, PO 11.2 Housing Renewal [Landscaping] PO 12.1 Housing Renewal [Water Sensitive Design] PO 13.1 Housing Renewal [Car Parking] PO 14.1, PO 14.2, PO 14.3, PO 14.4, PO 14.5 Housing Renewal [Overshadowing] PO 15.1 Housing Renewal [Waste] PO 16.1, PO 16.2 Housing Renewal [Vehicle Access] PO 17.1, PO 17.2, PO 17.3, PO 17.4, PO 17.5, PO 17.6, PO 17.7 Housing Renewal [Storage] PO 18.1 Housing Renewal [Earthworks] PO 19.1 Housing Renewal [Service connections and infrastructure] PO 20.1 Housing Renewal [Site contamination] PO 21.1		Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Design Overlay [General] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines Overlay [Land Use and Intensity] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1, PO 3.2 Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.1, PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.1, PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection] PO 4.1, PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Alterations and additions] PO 3.1, PO 3.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Dwelling Overlay PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Traffic Generating Development Overlay [Traffic Generating Development]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Fence	None	Clearance from Overhead Powerlines PO 1.1 Design [All development [Fences and Walls]] PO 9.1	None	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Ancillary Development] PO 4.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gateway Overlay [Landscaping]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 3.3 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Flooding) Overlay [Flood Resilience] PO 3.6 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Ancillary development] PO 4.4 Historic Shipwrecks Overlay [General] PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.5 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Marine Parks (Managed Use) Overlay [Land Use] PO 1.1 Marine Parks (Restricted Use) Overlay [Land Use] PO 1.1 Ramsar Wetlands Overlay [General] PO 1.1, PO 1.2, PO 1.3, PO 1.4 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.4 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.5 State Heritage Area Overlay [Ancillary Development] PO 3.1, PO 3.4 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Ancillary Development] PO 3.4

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.4, PO 1.7
Group dwelling	Land Use and Intensity PO 1.1, PO 1.3 Building Height PO 5.1 Primary Street Setback PO 6.1 Secondary Street Setback PO 7.1 Boundary Walls PO 8.1 Side Boundary Setback PO 9.1 Rear Boundary Setback PO 10.1 Site Dimensions and Land Division PO 11.3 Earthworks and sloping land PO 16.1 Private Open Space PO 18.1	Clearance from Overhead Powerlines PO 1.1 Design [All development [External Appearance]] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 Design [All development [Safety]] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Design [All development [Landscaping]] PO 3.1, PO 3.2 Design [All development [Environmental Performance]] PO 4.1, PO 4.2, PO 4.3 Design [All development [On-site Waste Treatment Systems]] PO 6.1 Design [All development [Carparking Appearance]] PO 7.1, PO 7.2, PO 7.3, PO 7.4, PO 7.5, PO 7.6, PO 7.7 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4, PO 8.5 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] PO 10.1, PO 10.2 Design [All Residential development [Front elevations and passive surveillance]] PO 11.1, PO 11.2 Design [All Residential development [Outlook and amenity]] PO 12.1, PO 12.2 Design [All Residential development [Garage appearance]] PO 14.1 Design [All Residential development [Massing]] PO 15.1 Design [All Residential development [Private Open Space]]	~~None~~Hills Subzone [Site Dimensions and Land Division] PO 1.2 Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks] PO 4.1 Hills Subzone [Earthworks and retaining] PO 5.1, PO 5.2	Adelaide Dolphin Sanctuary Overlay [Land Use] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Built Form and Character] PO 2.1 Affordable Housing Overlay [Affordable Housing Incentives] PO 3.1, PO 3.2 Affordable Housing Overlay [Movement and Car Parking] PO 4.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		PO 17.1 Design [All Residential development [Water Sensitive Design]] PO 18.1, PO 18.2 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.1, PO 19.2, PO 19.3, PO 19.4, PO 19.5 Design [All Residential development [Waste storage]] PO 20.1 Design [All Residential development [Design of Transportable Dwellings]] PO 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] PO 22.1, PO 22.2, PO 22.3, PO 22.4 Design [Group dwelling, residential flat buildings and battle-axe development [Communal Open Space]] PO 23.1, PO 23.2, PO 23.3, PO 23.4, PO 23.5 Design [Group dwelling, residential flat buildings and battle-axe development [Carparking, access and manoeuvrability]] PO 24.1, PO 24.2, PO 24.3, PO 24.4, PO 24.5, PO 24.6 Design [Group dwelling, residential flat buildings and battle-axe development [Soft Landscaping]] PO 25.1, PO 25.2 Design [Group dwelling, residential flat buildings and battle-axe development [Site Facilities / Waste Storage]] PO 26.1, PO 26.2, PO 26.3, PO 26.4, PO 26.5, PO 26.6 Infrastructure and Renewable Energy Facilities [Water Supply] PO 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.1, PO 12.2 Interface between Land Uses [Overshadowing] PO 3.1, PO 3.2 Site Contamination PO 1.1 Transport, Access and Parking [Vehicle Parking		Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		Rates] PO 5.1 Transport, Access and Parking [Corner Cut-Offs] PO 10.1		Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Regional) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection] PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Dwelling Overlay PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Traffic Generating Development Overlay [Traffic Generating Development] PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Land division	Land Use and Intensity PO 1.1, PO 1.2, PO 1.3 Coordinated and Orderly Development	Land Division [All land division [Allotment configuration]] PO 1.1, PO 1.2 Land Division [All land division [Design and	Emerging Activity Centre Subzone [Land Use and Intensity] PO 1.1, PO 1.2, PO 1.3, PO 1.4	Affordable Housing Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Affordable Housing Incentives] PO 3.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
	PO 2.1, PO 2.2 Open Space PO 4.1, PO 4.2 Site Dimensions and Land Division PO 11.1, PO 11.2, PO 11.3 Land Division Pattern PO 12.1 Tree Canopy PO 13.1 Concept Plans PO 14.1 Earthworks and sloping land PO 16.1	Layout]] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5, PO 2.6, PO 2.7 Land Division [All land division [Roads and Access]] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6, PO 3.7, PO 3.8, PO 3.9, PO 3.10 Land Division [All land division [Infrastructure]] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6 Land Division [Minor Land Division (Under 20 Allotments) [Open Space]] PO 5.1 Land Division [Minor Land Division (Under 20 Allotments) [Solar Orientation]] PO 6.1 Land Division [Minor Land Division (Under 20 Allotments) [Water Sensitive Design]] PO 7.1, PO 7.2 Land Division [Minor Land Division (Under 20 Allotments) [Battle-Axe Development]] PO 8.1, PO 8.2, PO 8.3, PO 8.4 Land Division [Major Land Division (20+ Allotments) [Open Space]] PO 9.1, PO 9.2, PO 9.3 Land Division [Major Land Division (20+ Allotments) [Water Sensitive Design]] PO 10.1, PO 10.2, PO 10.3 Land Division [Major Land Division (20+ Allotments) [Solar Orientation]] PO 11.1	Hills Subzone [Site Dimensions and Land Division] PO 1.1, PO 1.2, PO 1.3	Aircraft Noise Exposure Overlay [Land Division] PO 3.1 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Land Division] PO 5.1 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.1 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.3 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.2, PO 4.3, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.3, PO 5.4 Coastal Flooding Overlay PO 1.1 Dwelling Excision Overlay [Land Division] PO 1.1 Environment and Food Production Areas Overlay PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines Overlay [Land Use and Intensity] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Land Division] PO 4.1, PO 4.2, PO 4.3, PO 4.4

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1, PO 1.2 Hazards (Bushfire - High Risk) Overlay [Land Division] PO 5.1, PO 5.2, PO 5.3, PO 5.4, PO 5.5 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.1, PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Land Division] PO 4.1, PO 4.2, PO 4.3, PO 4.4 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Land Division] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.1, PO 5.2, PO 5.3 Hazards (Bushfire - Urban Interface) Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6 Hazards (Bushfire - Urban Interface) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 2.1 Hazards (Flooding) Overlay [Land Division] PO 1.1 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Heritage Adjacency Overlay [Land Division] PO 2.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Land Division] PO 5.1 Historic Area Overlay [Ruins] PO 8.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Land Division Overlay [General] PO 1.1, PO 1.2 Local Heritage Place Overlay [Land Division] PO 4.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Marine Parks (Managed Use) Overlay [Land Use] PO 1.1 Marine Parks (Restricted Use) Overlay [Land Use] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.1, PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Land Division] PO 5.1, PO 5.2 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.3, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Land Division] PO 5.1, PO 5.2 Native Vegetation Overlay [Land division] PO 2.1 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Ramsar Wetlands Overlay [Land Division] PO 2.1 Regulated and Significant Tree Overlay [Land Division] PO 3.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 1.1 River Murray Flood Plain Protection Area Overlay [Land Division] PO 3.1, PO 3.2 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 River Murray Tributaries Protection Area Overlay [Land Division] PO 2.1, PO 2.2 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 State Heritage Area Overlay [Land Division] PO 4.1 State Heritage Place Overlay [Land Division] PO 4.1 State Significant Native Vegetation Areas Overlay [Land division] PO 2.1 Traffic Generating Development Overlay [Traffic Generating Development] PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1
Outbuilding	Ancillary Structures and Buildings PO 17.1, PO 17.2	Clearance from Overhead Powerlines PO 1.1 Design [All development [Earthworks and sloping	~~None~~Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character]	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.4, PO 19.5 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.2	PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks} PO 4.1 Hills Subzone [Earthworks and retaining] PO 5.1, PO 5.2	PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Ancillary Development] PO 4.1, PO 4.2 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2 Gateway Overlay [Landscape Amenity] PO 2.1 Gateway Overlay [Landscaping]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1, PO 3.2 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Flooding) Overlay [Environmental Protection] PO 4.1, PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Ancillary development] PO 4.1, PO 4.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.3, PO 5.4 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3, PO 6.4 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Residential flat building	Land Use and Intensity PO 1.1, PO 1.3 Building Height PO 5.1 Primary Street Setback PO 6.1 Secondary Street Setback PO 7.1 Boundary Walls PO 8.1	Clearance from Overhead Powerlines PO 1.1 Design [All development [External Appearance]] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 Design [All development [Safety]] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Design [All development [Landscaping]] PO 3.1, PO 3.2 Design [All development [Environmental Performance]]	~~None~~Hills Subzone [Site Dimensions and Land Division] PO 1.2 Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks] PO 4.1	Affordable Housing Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Built Form and Character] PO 2.1 Affordable Housing Overlay [Affordable Housing Incentives] PO 3.1, PO 3.2 Affordable Housing Overlay [Movement and Car Parking] PO 4.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
	Side Boundary Setback PO 9.1 Rear Boundary Setback PO 10.1 Site Dimensions and Land Division PO 11.3 Earthworks and sloping land PO 16.1 Private Open Space PO 18.1	PO 4.1, PO 4.2, PO 4.3 Design [All development [On-site Waste Treatment Systems]] PO 6.1 Design [All development [Carparking Appearance]] PO 7.1, PO 7.2, PO 7.3, PO 7.4, PO 7.5, PO 7.6, PO 7.7 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4, PO 8.5 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] PO 10.1, PO 10.2 Design [All Residential development [Front elevations and passive surveillance]] PO 11.1, PO 11.2 Design [All Residential development [Outlook and amenity]] PO 12.1, PO 12.2 Design [All Residential development [Garage appearance]] PO 14.1 Design [All Residential development [Massing]] PO 15.1 Design [All Residential development [Private Open Space]] PO 17.1 Design [All Residential development [Water Sensitive Design]] PO 18.1, PO 18.2 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.1, PO 19.2, PO 19.3, PO 19.4, PO 19.5 Design [All Residential development [Waste storage]] PO 20.1 Design [All Residential development [Design of Transportable Dwellings]] PO 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] PO 22.1, PO 22.2, PO 22.3, PO 22.4 Design [Group dwelling, residential flat buildings	Hills Subzone (Earthworks and retaining) PO 5.1, PO 5.2	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		and battle-axe development [Communal Open Space]] PO 23.1, PO 23.2, PO 23.3, PO 23.4, PO 23.5 Design [Group dwelling, residential flat buildings and battle-axe development [Carparking, access and manoeuvrability]] PO 24.1, PO 24.2, PO 24.3, PO 24.4, PO 24.5, PO 24.6 Design [Group dwelling, residential flat buildings and battle-axe development [Soft Landscaping]] PO 25.1, PO 25.2 Design [Group dwelling, residential flat buildings and battle-axe development [Site Facilities / Waste Storage]] PO 26.1, PO 26.2, PO 26.3, PO 26.4, PO 26.5, PO 26.6 Infrastructure and Renewable Energy Facilities [Water Supply] PO 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.1, PO 12.2 Interface between Land Uses [Overshadowing] PO 3.1, PO 3.2 Site Contamination PO 1.1 Transport, Access and Parking [Vehicle Parking Rates] PO 5.1 Transport, Access and Parking [Corner Cut-Offs] PO 10.1		Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1 Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Regional) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection] PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Dwelling Overlay PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Noise and Air Emissions Overlay [Siting and Design] PO 1.1, PO 1.2, PO 1.3 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Traffic Generating Development Overlay [Traffic Generating Development] PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Retaining wall	Earthworks and sloping land PO 16.1	Design [All development [Fences and Walls]] PO 9.1, PO 9.2	~~None~~Hills Subzone [Built Form and Character} PO 3.1, PO 3.2 Hills Subzone (Earthworks and retaining] PO 5.3	Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.5 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.3, PO 2.4 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2, PO 3.3 Coastal Areas Overlay [Environment Protection] PO 4.2, PO 4.3, PO 4.7 Coastal Flooding Overlay PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Historic Area Overlay [All Development]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.5 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.5 Marine Parks (Managed Use) Overlay [Land Use] PO 1.1 Marine Parks (Restricted Use) Overlay [Land Use] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Ramsar Wetlands Overlay [General] PO 1.1, PO 1.2, PO 1.3, PO 1.4 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.4 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.5 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.5 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Water Resources Overlay [Water Catchment] PO 1.1, PO 1.5, PO 1.7, PO 1.8
Row dwelling	Land Use and Intensity PO 1.1, PO 1.3 Building Height PO 5.1 Primary Street Setback PO 6.1 Secondary Street Setback PO 7.1 Boundary Walls PO 8.1 Side Boundary Setback PO 9.1 Rear Boundary Setback PO 10.1 Site Dimensions and Land Division PO 11.3 Earthworks and sloping land PO 16.1 Private Open Space PO 18.1	Clearance from Overhead Powerlines PO 1.1 Design [All development [On-site Waste Treatment Systems]] PO 6.1 Design [All development [Carparking Appearance]] PO 7.1 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4, PO 8.5 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] PO 10.1, PO 10.2 Design [All Residential development [Front elevations and passive surveillance]] PO 11.1, PO 11.2 Design [All Residential development [Outlook and amenity]] PO 12.1 Design [All Residential development [Garage appearance]] PO 14.1 Design [All Residential development [Massing]] PO 15.1 Design [All Residential development [Private Open Space]] PO 17.1 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.1, PO 19.2, PO 19.3, PO 19.4, PO 19.5, PO 19.6 Design [All Residential development [Waste storage]] PO 20.1 Design [All Residential development [Design of Transportable Dwellings]] PO 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]] PO 22.2, PO 22.3, PO 22.4 Design [Group dwelling, residential flat buildings and battle-axe development [Carparking, access	Emerging Activity Centre Subzone [Land Use and Intensity] PO 1.1, PO 1.5 Emerging Activity Centre Subzone [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Hills Subzone [Site Dimensions and Land Division] PO 1.2 Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks] PO 4.1 Hills Subzone [Earthworks and retaining] PO 5.1, PO 5.2	Adelaide Dolphin Sanctuary Overlay [Land Use] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Built Form and Character] PO 2.1 Affordable Housing Overlay [Affordable Housing Incentives] PO 3.1, PO 3.2 Affordable Housing Overlay [Movement and Car Parking] PO 4.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1 Aircraft Noise Exposure Overlay [Built Form] PO 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		and manoeuvrability]] PO 24.4 Infrastructure and Renewable Energy Facilities [Water Supply] PO 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.1, PO 12.2 Interface between Land Uses [Overshadowing] PO 3.1, PO 3.2, PO 3.3 Site Contamination PO 1.1 Transport, Access and Parking [Vehicle Parking Rates] PO 5.1 Transport, Access and Parking [Corner Cut-Offs] PO 10.1		PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay DO 1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1 Hazards (Bushfire - High Risk) Overlay [Habitable Buildings]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1 Hazards (Bushfire - Regional) Overlay [Habitable Buildings] PO 3.1, PO 3.2, PO 3.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection] PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Alterations and additions] PO 3.1, PO 3.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Dwelling Overlay PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Traffic Generating Development Overlay [Traffic Generating Development] PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions] PO 9.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Semi-detached dwelling	Land Use and Intensity PO 1.1, PO 1.3 Building Height PO 5.1 Primary Street Setback PO 6.1 Secondary Street Setback PO 7.1 Boundary Walls PO 8.1 Side Boundary Setback PO 9.1 Rear Boundary Setback PO 10.1 Site Dimensions and Land Division PO 11.3 Earthworks and sloping land PO 16.1 Private Open Space PO 18.1	Clearance from Overhead Powerlines PO 1.1 Design [All development [On-site Waste Treatment Systems]] PO 6.1 Design [All development [Carparking Appearance]] PO 7.1 Design [All development [Earthworks and sloping land]] PO 8.1, PO 8.2, PO 8.3, PO 8.4, PO 8.5 Design [All development [Overlooking / Visual Privacy (in building 3 storeys or less)]] PO 10.1, PO 10.2 Design [All Residential development [Front elevations and passive surveillance]] PO 11.1, PO 11.2 Design [All Residential development [Outlook and amenity]] PO 12.1 Design [All Residential development [Garage appearance]] PO 14.1 Design [All Residential development [Massing]] PO 15.1 Design [All Residential development [Private Open Space]] PO 17.1 Design [All Residential development [Car parking, access and manoeuvrability]] PO 19.1, PO 19.2, PO 19.3, PO 19.4, PO 19.5, PO 19.6 Design [All Residential development [Waste storage]] PO 20.1 Design [All Residential development [Design of Transportable Dwellings]] PO 21.1 Design [Group dwelling, residential flat buildings and battle-axe development [Amenity]]	Emerging Activity Centre Subzone [Land Use and Intensity] PO 1.1, PO 1.5 Emerging Activity Centre Subzone [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Hills Subzone [Site Dimensions and Land Division] PO 1.2 Hills Subzone [Site Coverage] PO 2.1 Hills Subzone [Built Form and Character] PO 3.1, PO 3.2 Hills Subzone [Side Boundary Setbacks] PO 4.1 Hills Subzone [Earthworks and retaining] PO 5.1, PO 5.2	Adelaide Dolphin Sanctuary Overlay [Land Use] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Land Division] PO 1.1, PO 1.2, PO 1.3 Affordable Housing Overlay [Built Form and Character] PO 2.1 Affordable Housing Overlay [Affordable Housing Incentives] PO 3.1, PO 3.2 Affordable Housing Overlay [Movement and Car Parking] PO 4.1 Aircraft Noise Exposure Overlay [Land Use and Intensity] PO 1.1 Aircraft Noise Exposure Overlay [Built Form] PO 2.1 Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Land Use and Intensity] PO 1.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2, PO 2.3 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
		PO 22.2, PO 22.3, PO 22.4 Design [Group dwelling, residential flat buildings and battle-axe development [Carparking, access and manoeuvrability]] PO 24.4 Infrastructure and Renewable Energy Facilities [Water Supply] PO 11.2 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.1, PO 12.2 Interface between Land Uses [Overshadowing] PO 3.1, PO 3.2, PO 3.3 Site Contamination PO 1.1 Transport, Access and Parking [Vehicle Parking Rates] PO 5.1 Transport, Access and Parking [Corner Cut-Offs] PO 10.1		Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.5, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gas and Liquid Petroleum Pipelines (Facilities) Overlay [Safety] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2, PO 1.3 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1 Hazards (Bushfire - General Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.3 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Bushfire - High Risk) Overlay [Habitable Buildings] PO 4.1, PO 4.2, PO 4.3 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2, PO 6.3 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Habitable Buildings] PO 3.1, PO 3.3 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2, PO 5.3 Hazards (Bushfire - Outback) Overlay [Habitable Buildings] PO 1.1 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Habitable Buildings] PO 3.1, PO 3.3 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2, PO 5.3 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5 Hazards (Flooding) Overlay [Environmental Protection] PO 4.1, PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Hazards (Flooding - Evidence Required) Overlay [Flood Resilience] PO 1.1 Heritage Adjacency Overlay [Built Form] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Alterations and additions] PO 3.1, PO 3.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Interface Management Overlay [Land Use and Intensity] PO 1.1 Key Outback and Rural Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Key Outback and Rural Routes Overlay [Access - On-Site Queuing] PO 2.1 Key Outback and Rural Routes Overlay [Access - Existing Access Points] PO 3.1 Key Outback and Rural Routes Overlay [Access - Location (Spacing)] PO 4.1 Key Outback and Rural Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Key Outback and Rural Routes Overlay [Access - Mud and Debris] PO 6.1 Key Outback and Rural Routes Overlay [Access - Stormwater] PO 7.1 Key Outback and Rural Routes Overlay [Public Road Junctions] PO 8.1 Key Railway Crossings Overlay [Access, Design and Function] PO 1.1 Limited Dwelling Overlay PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 Local Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Major Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Major Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) - Existing Access Points] PO 3.1 Major Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Major Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Major Urban Transport Routes Overlay [Access - Mud and Debris] PO 6.1 Major Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Major Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Major Urban Transport Routes Overlay [Public Road Junctions] PO 9.1 Major Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Wastewater] PO 2.2, PO 2.3, PO 2.4 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Wastewater] PO 2.1, PO 2.4, PO 2.5

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 Non-Stop Corridors Overlay [Non-Stop Corridor Overlay] PO 1.1 Resource Extraction Protection Area Overlay [Protection of Strategic Resources] PO 1.1 River Murray Flood Plain Protection Area Overlay [Wastewater] PO 1.1 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.2, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Landscaping] PO 3.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Interface Management Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Land Use and Intensity] PO 1.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping] PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Alterations and Additions] PO 2.1, PO 2.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Traffic Generating Development Overlay [Traffic Generating Development] PO 1.1, PO 1.2, PO 1.3 Urban Transport Routes Overlay [Access - Safe Entry and Exit (Traffic Flow)] PO 1.1 Urban Transport Routes Overlay [Access - On-Site Queuing] PO 2.1 Urban Transport Routes Overlay [Access - (Location Spacing) - Existing Access Point] PO 3.1 Urban Transport Routes Overlay [Access – Location (Spacing) – New Access Points] PO 4.1 Urban Transport Routes Overlay [Access - Location (Sight Lines)] PO 5.1 Urban Transport Routes Overlay [Access – Mud and Debris] PO 6.1 Urban Transport Routes Overlay [Access - Stormwater] PO 7.1 Urban Transport Routes Overlay [Building on Road Reserve] PO 8.1 Urban Transport Routes Overlay [Public Road Junctions]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 9.1 Urban Transport Routes Overlay [Corner Cut-Offs] PO 10.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
Tree-damaging activity	None	None	None	Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Regulated and Significant Tree Overlay [Tree Retention and Health] PO 1.1, PO 1.2, PO 1.3, PO 1.4 Regulated and Significant Tree Overlay [Ground work affecting trees] PO 2.1 Regulated and Significant Tree Overlay [Land Division] PO 3.1 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1
Verandah	Ancillary Structures and Buildings PO 17.1, PO 17.2	Clearance from Overhead Powerlines PO 1.1 Design [All development [Earthworks and sloping land]] PO 8.1 Infrastructure and Renewable Energy Facilities [Wastewater Services] PO 12.2	~~None~~Hills Subzone [Site Coverage] PO 2.1	Airport Building Heights (Aircraft Landing Areas) Overlay [Built Form] PO 1.1 Airport Building Heights (Regulated) Overlay [Built Form] PO 1.1 Building Near Airfields Overlay PO 1.3 Character Area Overlay [All Development] PO 1.1 Character Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Character Area Overlay [Ancillary Development] PO 4.1, PO 4.2 Character Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Character Preservation District Overlay [Built Form and Character] PO 2.1, PO 2.2 Character Preservation District Overlay [Built Form and Character in the Rural Area] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.5, PO 3.6 Character Preservation District Overlay [Earthworks] PO 4.1 Coastal Areas Overlay [Hazard Risk Minimisation] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Coastal Areas Overlay [Coast Protection Works] PO 3.1, PO 3.2 Coastal Areas Overlay [Environment Protection] PO 4.1, PO 4.2, PO 4.3, PO 4.4, PO 4.6, PO 4.7 Coastal Areas Overlay [Access] PO 5.1, PO 5.2, PO 5.4 Coastal Flooding Overlay PO 1.1 Defence Aviation Area Overlay [Built Form] PO 1.1 Future Local Road Widening Overlay [Future Road Widening] PO 1.1 Future Road Widening Overlay [Future Road Widening] PO 1.1 Gateway Overlay [Built Form and Character] PO 1.1, PO 1.2 Gateway Overlay [Landscape Amenity] PO 2.1 Gateway Overlay [Landscaping] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Acid Sulfate Soils) Overlay [Land Use and Intensity] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Siting] PO 1.1 Hazards (Bushfire - General Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - General Risk) Overlay [Vehicle Access – Roads, Driveways and Fire Tracks] PO 5.2 Hazards (Bushfire - High Risk) Overlay [Land Use] PO 1.1 Hazards (Bushfire - High Risk) Overlay [Siting] PO 2.1 Hazards (Bushfire - High Risk) Overlay [Built Form] PO 3.1, PO 3.2 Hazards (Bushfire - High Risk) Overlay [Vehicle Access –Roads, Driveways and Fire Tracks] PO 6.2 Hazards (Bushfire - Medium Risk) Overlay [Siting] PO 1.1

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Hazards (Bushfire - Medium Risk) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Medium Risk) Overlay [Vehicle Access - Roads, Driveways and Fire Tracks] PO 5.2 Hazards (Bushfire - Outback) Overlay [Vehicle Access - Roads and Driveways] PO 2.2 Hazards (Bushfire - Regional) Overlay [Siting] PO 1.1 Hazards (Bushfire - Regional) Overlay [Built Form] PO 2.1, PO 2.2 Hazards (Bushfire - Regional) Overlay [Vehicle Access -Roads and Driveways] PO 5.2 Hazards (Flooding) Overlay [Flood Resilience] PO 3.1, PO 3.2, PO 3.3, PO 3.4 Hazards (Flooding) Overlay [Environmental Protection] PO 4.1, PO 4.2 Hazards (Flooding) Overlay [Site Earthworks] PO 5.1, PO 5.2 Hazards (Flooding) Overlay [Access] PO 6.1, PO 6.2 Hazards (Flooding – General) Overlay [Flood Resilience] PO 2.1 Heritage Adjacency Overlay [Built Form] PO 1.1 Historic Area Overlay [All Development] PO 1.1 Historic Area Overlay [Built Form] PO 2.1, PO 2.2, PO 2.3, PO 2.4, PO 2.5 Historic Area Overlay [Ancillary development] PO 4.1, PO 4.2 Historic Area Overlay [Context and Streetscape Amenity] PO 6.1, PO 6.2 Historic Area Overlay [Ruins] PO 8.1 Historic Shipwrecks Overlay [General] PO 1.1 Local Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				Local Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2 Local Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 Local Heritage Place Overlay [Conservation Works] PO 7.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 1) Overlay [Landscapes and Natural Features] PO 4.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Water Quality] PO 1.1 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Stormwater] PO 3.1, PO 3.2, PO 3.3, PO 3.4, PO 3.9 Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay [Landscapes and Natural Features] PO 4.1 Native Vegetation Overlay [Environmental Protection] PO 1.1, PO 1.2, PO 1.4 River Murray Flood Plain Protection Area Overlay [Built Form and Character] PO 4.1, PO 4.2, PO 4.3 River Murray Flood Plain Protection Area Overlay [Flood Resilience] PO 5.1, PO 5.3 River Murray Flood Plain Protection Area Overlay [Environmental Protection] PO 6.1, PO 6.2, PO 6.3 River Murray Flood Plain Protection Area Overlay [Access] PO 7.1, PO 7.2, PO 7.3 Scenic Quality Overlay [Land Use and Intensity] PO 1.1 Scenic Quality Overlay [Built Form and Character] PO 2.1 Scenic Quality Overlay [Earthworks] PO 4.1 Significant Landscape Protection Overlay [Built Form and Character] PO 2.1, PO 2.2 Significant Landscape Protection Overlay [Landscaping]

Class of Development	Applicable Policies			
	Zone	**General Development Policies**	**Subzone** (applies only in the area affected by the Subzone)	**Overlay** (applies only in the area affected by the Overlay)
				PO 3.1 Significant Landscape Protection Overlay [Earthworks] PO 4.1 State Heritage Area Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5 State Heritage Area Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Area Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Area Overlay [Conservation Works] PO 7.1 State Heritage Place Overlay [Built Form] PO 1.1, PO 1.2, PO 1.3, PO 1.4, PO 1.5, PO 1.6, PO 1.7 State Heritage Place Overlay [Ancillary Development] PO 3.1, PO 3.2 State Heritage Place Overlay [Landscape Context and Streetscape Amenity] PO 5.1 State Heritage Place Overlay [Conservation Works] PO 7.1 State Significant Native Vegetation Areas Overlay [Environmental Protection] PO 1.1 Water Resources Overlay [Water Catchment] PO 1.1, PO 1.2, PO 1.5, PO 1.6, PO 1.7, PO 1.8
All other Code Assessed Development	All	All	All	Any relevant Overlay: All

Table 4 - Restricted Development Classification – no changes envisaged by the Hackham Code Amendment.

Table 5 – Procedural Matters (PM) - Notification – no changes envisaged by the Hackham Code Amendment.

Attachment 6 – Tracked change version of Hills Subzone

Note:
Changes proposed by the Code Amendment are outlined as follows:

- Deletion shown by red text with strikethrough e.g. ~~**remove text**~~
- Addition shown by green text with underline e.g. **add text**.

Part 2 – Zones and Subzones

Master Planned Neighbourhood Zone

Hills Subzone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A c~~C~~oordinated development pattern, high quality public realm and living environment that complements the sites natural features and slope of the land ~~that limits disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining walls~~.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Site Dimensions and Land Division	
PO 1.1 A land division pattern that ~~designed to~~ sensitively integrates existing site features including undulating topography, watercourses, vegetation and attractive vistas.	DTS/DPF 1.1 None are applicable.
PO 1.2 Allotments/sites created for residential purposes are of suitable size and dimension to accommodate residential development that is sensitive to the natural topography, with:	DTS/DPF 1.2 None are applicable.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
a) low ~~or very low~~ density development on sloping land (with a gradient exceeding 1-in-8); and b) medium density development on low sloping land (with a gradient less than 1-in-8) and where it can be demonstrated that impacts on neighbouring land can be effectively managed.	
PO 1.3 Street layouts complement natural features such as ridgelines, hilltops, waterways and valleys.	DTS/DPF 1.3 None are applicable.
Site coverage	
PO 2.1 On sloping land (with a gradient exceeding 1-in-8) space is provided around buildings to accommodate site works and retaining walls in a manner that limits visual impact on adjoining properties, provides an attractive outlook and access to light and ventilation.	DTS/DPF 2.1 Site coverage consistent with a building envelope plan, or does not result in site coverage exceeding: a) on sites with a gradient more than 1-in-8, 50~~40~~% or b) on sites with a gradient of less than 1-in-8, DTS/DPF 2.1 is met.
Built Form and Character	
PO 3.1 Development that is prominently visible from the Adelaide plains or urban areas: a) achieves a profile that blends with the topography of the land b) incorporates existing vegetation wherever possible and additional landscaping to assist in screening retaining walls, excavated or filled batter slopes and the apparent bulk and scale of buildings.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development provides a complementary transition to any adjacent natural and rural landscapes by providing low density housing incorporating existing vegetation wherever possible to mitigate the visible extent of buildings, earthworks and retaining walls.	DTS/DPF 3.2 None are applicable.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Side Boundary Setback	
PO 4.1 Buildings are set back from side boundaries to: a) provide separation between dwellings in a way that complements the emerging character of the locality b) provide access to natural light and ventilation for neighbours c) minimise height and bulk relative to adjoining dwellings by setting back the upper level a greater distance from side boundaries than the lower level d) provide greater separation from side boundaries on steeper sites to reduce the extent of retaining and earthworks on boundaries.	DTS/DPF 4.1 Building walls not sited on side boundaries set back from the side boundary consistent with a building envelope plan, or at least: a) on sites with a site gradient greater than 1-in-8: i. other than a wall facing a southern boundary, 1900mm ii. for walls facing a southern boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings b) on sites with a site gradient less than 1-in-8, and other than walls located on a side boundary: i. at least 900mm where the wall is up to 3m measured from the top of the footings ii. other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m measured from the top of the footings iii. for walls facing a southern side boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings.
Earthworks and retaining	
PO 5.1 Buildings sited and designed to integrate with the natural topography of the land using measures such as split-level building construction and other approaches that minimise the extent of cut and fill.	DTS/DPF 5.1 None are applicable.
PO 5.2 Vegetation is used to screen buildings and excavation or filling from view.	DTS/DPF 5.2 None are applicable.
PO 5.3 Retaining walls are a stepped series of low walls constructed of dark, natural-coloured materials and screened by landscaping.	DTS/DPF 5.3 Retaining walls: a) Do not retain more than 1.5m in height or b) Where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.

Attachment 7 – Copy of submissions received

Copy of MP Submissions Received

Minister for Health & Wellbeing, Chris Picton MP

Minister for Health & Wellbeing, Chris Picton MP

Good afternoon,

Please find attached letter from Chris Picton MP, Member for Kaurna and Minister for Health & Wellbeing.

Kind regards,

Office of Chris Picton MP
Member for Kaurna
Minister for Health & Wellbeing
T (08) 8327 0900 • **E** kaurna@parliament.sa.gov.au
Seaford Meadows Shopping Centre, 760 Grand Boulevard, Seaford Meadows SA 5169 •
www.chrispicton.com.au



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Chris Picton MP
Member for Kaurna

Phone 08 8327 0900 | chrispicton.com.au | Facebook.com/PictonLabor | Twitter @PictonChris



Code Amendment Team
Planning and Land Use Services Division
Attorney-General's Department
plansasubmissions@sa.gov.au

Ref: 290754G/220701 / KD

25 July 2022

To Whom It May Concern,

I am writing on behalf of the Old Noarlunga Community Resident Association, to address their concerns regarding the Hackham Zone Amendment.

The concerns raised are outlined below.

Transport:

- Currently, Patapinda Road, is the only road in and out of the township.
- With existing road infrastructure, traffic frequently diverts through the town to avoid congestion on South Road or to access the bypass bridge or intersection to turn right onto the northbound lanes of South Rd.
- The additional traffic quickly results in a grid lock through the town, inhibiting the residents being unable to move freely and access their properties.
- Currently the only access to the northbound lanes of South Road and the Southern Expressway, after Melsetter Road, Hackham, is to use the bypass bridge or the intersection of Patapinda and South Road.
- The existing road infrastructure has not been upgraded to keep up with the demand of the new housing developments in the surrounding suburbs, resulting in bottlenecks on South Road, through Port Noarlunga and Seaford.
- The traffic on South Road from Griffiths Drive through to the entrance to the Southern Expressway and from the exit of the Southern Expressway through to the McLaren Vale turn off is very heavy during peak times with the existing merge required in both directions, resulting in multiple vehicle collisions.

- With the significant increase of traffic through the township and surrounding roads that the new development will bring, the residents raise concern around Emergency Vehicle access being impeded, including during natural disasters.

- If there was an emergency evacuation order in place, residents would have trouble leaving the township in a timely manner.

The residents of Old Noarlunga seek, regarding transport, that:

- Prior to approval and construction in the development, that road infrastructure planning takes place in consultation with the residents in the surrounding suburbs.

- That additional access to the northbound lanes of South Road is developed to reduce the amount of traffic having to go into Old Noarlunga.

- Construction of the new road infrastructure is carried out prior to the construction of the 2500 houses, to ensure that the existing issues are not further compounded.

Environmental:

- The construction of such a large number of houses will create a significant amount of storm water runoff, which, without retention ponds, will likely be diverted into the Onkaparinga River.

- The increase in storm water will increase the possibility of local flooding during extreme weather events and king tides.

- With the development bordering the Onkaparinga National Park, it is likely to increase the number of visitors using it for recreational activities, such as dog walking and bike riding. This is not the intended purpose of a conservation park and would result in damage to the parks habitat and pose a threat to the wildlife.

- The development of a residential area, bordering the Onkaparinga National Park will increase the risk of a fire taking hold in the park, which could result in significant damage the township of Old Noarlunga.

- With the land being the last section of open greenspace and pioneer faming land in the area, the residents are concerned that it will become a city of retaining walls with limited greenspace left.

- Storm water catchment is considered as a priority in the planning of the development.

- Protections for Onkaparinga National Park are put in place and monitored on an ongoing basis, during and after development of the area, including access for emergency service vehicles in the event of a bushfire.

- Significant greenspace is included in the development, including the use of local native trees and shrubs to compensate for what will be removed.

Services:

- Services in Old Noarlunga are limited and not designed to cater to the large volume of visitors that the development will create.

- The existing services, such as Market Square Reserve, are already overwhelmed by a large number of visitors, resulting in limited parking being available to residents and their guests during peak periods.

- Medical services in the Southern Suburbs are already stretched and difficult to access.

- Public transport routes would need to be improved, with additional parking at the surrounding train stations required.

The residents of Old Noarlunga, regarding local services, seek that:

- Consideration be made to ensuring that the new development would provide adequate services to cater to the residents, including a large park with BBQ and toilet facilities, comparable to Market Square Reserve.

- Forward planning for public transport to increase access and services to match the increase in population

- That no part of Old Noarlunga be rezoned to the suburb of Hackham as part of the amendment.

As such, I seek that the concerns and suggestions raised by the residents of Old Noarlunga be included as part of the submissions for the Hackham Code Amendment.

Yours sincerely,

Chris Picton MP
Member for Kaurna

cc Minister Champion
cc Residents Association.

Copy of COUNCIL Submissions Received

City of Onkaparinga

City of Onkaparinga

Good afternoon

Please find attached correspondence from Acting Mayor, Simon McMahon in relation to the Hackham Code Amendment.

Kind regards

Michelle Wilby
Mayor Liaison Officer
Civic Governance
Ph [redacted]
www.onkaparingacity.com

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20 July 2022

Our ref: 5773459
Your ref: 17960311

Chief Executive, Attorney-General's Department
Sally Smith, Executive Director
C/- Code Amendment Team
Planning and Land Use Services Division
Attorney-General's Department

via email: plansasubmissions@sa.gov.au

Dear Ms Smith

Submission – Hackham Code Amendment by the Chief Executive, Attorney-General's Department

Thank you for the opportunity to provide comment on the Hackham Code Amendment by the Chief Executive, Attorney-General's Department which was considered by Council at its meeting held on 19 July 2022.

Council acknowledges that the land is needed for residential and supporting community uses, as considered against the 30 Year Plan for Greater Adelaide (2017 Update) and the Onkaparinga Local Area Plan (OLAP).

Regarding the policy direction of the Code Amendment in particular the Master Planned Neighbourhood Zone, we have major concerns with references to high density development, three storey and/or more building heights, and the Deemed to Satisfy (DTS) floor area for non-residential land uses being applied outside of dedicated activity centres.

On this basis, we are pleased to see that the Hills Subzone has been drafted to address residential design requirements for sloping land and the anticipation of low to very low-density housing. We note the Hills Subzone applies to the entire Affected Area within the Master Planned Neighbourhood Zone with the exemption of the Emerging Activity Centre Subzone.

Although we in principle support the policy framework and the intent of the Code Amendment and associated investigations, we have identified a number of key areas of concern:

- no Code mechanism for coordinated infrastructure delivery
- no definition of sloping land
- no Technical Numeric Variation (TNV) for site area or frontage
- protection of trees and native vegetation
- wider road network implications (road and intersection upgrades), and
- stormwater management – topography / basin sizes and fragmented land.

Our detailed comments on the policy framework and Code Amendment investigations are contained in the attachment to this letter.

An area of outstanding concern for us is the strength of the policy and/or infrastructure agreements to adequately address and manage the fragmented land post rezoning. We note the Infrastructure Agreements Frequently Asked Questions brochure states '*Infrastructure Agreements for stormwater infrastructure and transport infrastructure will be required to be in place prior to the Code Amendment being considered by the Minister for Planning'*.

As a legal binding document between landowner(s), council and developers, we see this as an opportunity to include mechanisms that ensure the coordination of development across the Affected Area.

We would like to draw to your attention that the demand for 'sustainable suburbs' in Onkaparinga continues to gain substantial momentum in our community and is further supported by our own strategies and programs.

As you would be aware there are a number of state government policies and directions such as the Climate Change Action Plan 2021-25; the State Planning Policies; and the recently released 'Raising the bar on Residential Infill in the P&D Code', and the Planning and Design Code itself, seeking quality sustainability outcomes in residential development.

Other agencies and entities such as Green Adelaide and Water Sensitive SA are preparing or have prepared guidelines around landscaping and water sensitive urban design.

We strongly believe we all urgently need to act on climate change and make housing climate resilient by ensuring the on-ground reality of these policies in new developments are delivered. There is now the opportunity for the future developer/s of the land at Hackham to demonstrate best practice sustainable development.

We welcome further discussion with all relevant parties and are ready to assist in achieving such outcomes.

Should you have any questions or wish to discuss the matters raised above further, please do not hesitate to contact Craig Jones, Development Policy Planner on 8384 0617 or craig.jones@onkaparinga.sa.gov.au.

Yours sincerely



Simon McMahon
Acting Mayor

cc Department for Infrastructure and Transport
Jim Psyridis, Manager, Transport Assessment
DIT.LandUseCoOrdination@sa.gov.au

Department for Environment and Water
De'Anne Smith, Principal Planning Officer
DEWPlanning&Assessment@sa.gov.au

POLICY FRAMEWORK COMMENTS

Council's Development Policy team has reviewed the Hackham Code Amendment proposed policy framework and provides the following comments.

MASTER PLANNED NEIGHBOURHOOD ZONE

We have previously reviewed the Master Planned Neighbourhood Zone (MPNZ) through the Code implementation and other recent Code Amendments. We do not necessarily have issues with the zone itself but rather where it has or is being applied without any recognition of desired or existing localised character.

There are parts of the MPNZ which we in principle support such as policy guiding the location criteria for smaller allotments to be near public transport, services and open space.

Our overarching concern is managing development over highly fragmented land. We note the MPNZ provides a section titled 'Coordinated and Orderly Development' with:

PO 2.1

Land division and infrastructure occur in a coordinated manner and orderly sequence.

PO 2.2

Development and infrastructure are staged and provided in a manner that supports the orderly expansion of urban areas and the economic provision of infrastructure and services.

Whilst the above Performance Outcomes are sound in writing, their transition to the on-ground reality is quite different. As once the land has been rezoned and a development application lodged, what is presented to council verses what is best for the future community can be vastly different.

At present, there is no Code mechanism that ensures infrastructure is staged, often leaving council to accept suboptimal and temporary measures, resulting in additional cost and time in negotiating acceptable outcomes.

Whilst the impending Infrastructure Agreements currently in negotiation may go some way to addressing this concern, we remain very concerned that they will not capture the outstanding issue of staging and timing of infrastructure over highly fragmented land.

On this basis, we are disappointed that the Infrastructure Schemes brought in with the Code have not become operational to support the abovementioned policy of the MPNZ.

HILLS SUBZONE

We have reviewed the draft Hills Subzone and consider it as written, a good starting foundation to deliver the outcomes we envisage for this future development site. We note the Hills Subzone's purpose is to facilitate coordinated development, lower density residential outcomes and design requirements on steeper land and minimise excavations.

Whilst we support in principle the application of the Hills Subzone, we consider there are a number of policy gaps between the Hills Subzone and its desired outcomes compared to what is prescribed within the MPNZ and elsewhere within the Code. These matters are outlined below.

Sloping Land

We note that reference to 'sloping land' is made in several policies for Site Coverage and Side Boundary Setback. Within the Code itself, there does not appear to be definition other than generalised reference in the DTS/DPF to sites with a site gradient greater than 1-in-8 in the context

of these site coverage and setback requirements. The Hills Subzone Built Form and Character and Earthworks and retaining sections also contain Performance Outcomes that refer to topography.

We request that a definition of sloping land be provided either within the Hills Subzone or the Code. This would provide further clarity on how the policies of the Hills Subzone are applied and would not then be open to interpretation and challenge. This would also provide clarity around opportunity for medium density outcomes in suitable locations as sought by the MPNZ.

Site Areas and Land Division

Minimum site area

We have serious concern with the absence of a TNV for site area within the Hills Subzone.

Although Site Dimensions and Land Division PO 1.1 provides a starting point for determination of density through reference to low to very low density, in reviewing the Code, we note that in Part 8 - Administrative Terms and Definitions, that 'Low net residential density' means less than 35 dwelling units per hectare.

This equates to an average allotment size of approximately 310m².

Allotments of this size are not considered suitable for sloping land, which we note exceeds 1-in-4 in a number of locations across the Affected Area. Larger and wider allotments will allow more space between dwellings, for landscaping and tree planting and utilising slope batter to reduce reliance on cut and fill and retaining walls. This approach would better allow for the softening of new development on sloping and highly visible land. We do not consider allotments averaging 310m² will meet our community expectations for the future development of this site. This further reinforces the need for a definition to sloping land as noted above.

A TNV (or minimum allotment size) is a sound, long standing planning tool to 'set the scene' for future development.

Based on our experience with assessing large scale land divisions, there needs to clear guidance to establish what are the appropriate allotment sizes, based on site and locality characteristics. We know it allows the community and developers to know expectations and understand how an area will generally look once established. A TNV for allotment dimensions would provide this clarity.

We request that the following be inserted into the Hills Subzone.

Site Dimensions and Land Division

DTS/DPF 1.2

Allotments/sites for residential purposes accord with the following:

site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building):

Minimum site area for a detached dwelling is 550 sqm

Rationale for preferred TNV

We note the Code Amendment seeks to rezone approximately 235 hectares of land and AGD PLUS has indicated an estimated potential yield of 2000 dwellings.

On measuring the main 'residential' portion of the Affected Area, this provides an area of approximately 190ha of land. This excludes the Rural Living Zone, the existing Employment Zone and removing a 3ha parcel to allow for a centre.

Then after taking out 40% of the 190ha for open space, stormwater and roads (usually we would allow between 30% to 35%), this leaves 114ha of developable land for housing.

In reviewing and determining what we consider an appropriate density and allotment TNV, we have looked to other areas in Onkaparinga with similar topography and which are contained in a zone with policy consistent to the proposed Hills Subzone.

We have five separate locations across the council area in the existing Hills Neighbourhood Zone:

LOCATION	TNV ALLOTMENT (DETACHED DWELLING)
Coromandel Valley	900m² / 15m frontage
Flagstaff Hill	360m² - 390m² (slope based)
Hackham	360m² - 390m² (slope based)
Onkaparinga Hills/Woodcroft	900m²
Willunga	550m²

Due to the slope, visibility and proximity to Onkaparinga Gorge we consider that the application of a TNV of 550m² to the Affected Area at Hackham would be appropriate.

On this basis, if the 'developable' area of 114ha is divided by 550m² we note this would provide 2072 dwellings, achieving the dwelling yield target of 2000. This yield has not only been used as a basis for many of the supporting studies but has been flagged for a number of years and would likely have underpinned land values for unzoned and undeveloped land prices.

A TNV does not exclude smaller allotments as sought by the underlying Master Planned Neighbourhood Zone but they would simply be subject to additional criteria and considerations. We see this outcome could be assisted by a new definition of sloping land as discussed above and would enable smaller allotments to be provided on flat / flatter ground.

Minimum frontage

Given there is no current provision for site dimension, this also results in the absence of a minimum frontage in the Hills Subzone.

In our view to achieve the desired outcomes for density, character and ensuring space between dwellings, some further guidance is required. Whilst there is the Side Boundary Setback and potential Building Envelope Plan (BEP) (if the proponent requests), both are factors *after* a land division development assessment.

As it currently stands, there is no policy direction or correlation between desired density outcomes and how the siting of future housing will achieve the Side Boundary Setback.

We request the following Site Dimensions and Land Division, Minimum frontage be inserted into the Hills Subzone:

Minimum frontage

Minimum frontage for a detached dwelling is 15m; semi-detached dwelling is 15m; row dwelling is 10m; group dwelling is 15m; residential flat building is 15m

Site Coverage & Side Boundary Setback

We note that PO 2.1, DTS/DPF 2.1, PO 4.1 and DTS/DPF 4.1 will only take effect when dealing with future dwelling applications *after* the land division. The works required to create new roads and allotments (such as retaining walls) can substantially alter the land from pre-development to post-development.

In relation to the Side Boundary Setback we assume it is across, however for Site Coverage (and noting our comments above on Sloping land), we ask for clarification within the policies on whether the 1-in-8 gradient is pre or post (land division) development, across the site, or front to back.

Primary Street Setback

We note the absence of a Primary Street Setback in the Hills Subzone. On this basis the setback would default to the MPNZ which permits a 3m front setback (with 5.5m to garage).

Whilst there are other Code policies such as driveway gradient which will influence the siting of a dwelling, we do not support a 3m setback in this low to very low-density setting. We request that the following be inserted into the Hills Subzone:

Primary Street Setback

DTS/DPF

The building line of buildings set back from the primary street boundary consistent with a building envelope plan, or where no building envelope plan exists:

- *not less than 5m where no building exists on an adjoining site with the same primary street frontage.*

Built Form and Character

We consider a key purpose of the Hills Subzone is for development and ultimately future housing to integrate into the slope of the land. PO 3(a) provides some direction for housing but note PO 3.1(b) and 3.2 are more broad and generalised provisions for land development.

An additional PO is recommended that provides further guidance to the built form outcomes and suggest the adaption of the same or a similar policy as that of the Hills Neighbourhood Zone, reproduced below:

Development of more than 1 building level in height takes account of its height and bulk relative to adjoining dwellings by:

a) incorporating stepping in the design in accordance with the slope of the land

b) where appropriate, setting back the upper level a greater distance from front and side boundaries than the lower level.

Height

We note the absence of a Building Height in the Hills Subzone. On this basis the building height allowed would default to the MPNZ which permits three storey or up to 10 metres.

We do not support three storey or up to 10 metres development in this locality, given it is on highly visible land and at odds with the character the community and council anticipates. We request that the following be inserted into the Hills Subzone:

Building Height

PO 4.1

Buildings contribute to a low-rise suburban character

DTS/DPF 4.1

Building height is no greater than the following:

Maximum Building Height (Metres) - Maximum building height is 6m

Maximum Building Height (Levels) - Maximum building height is 2 levels.

Earthworks and retaining

Whilst our preference is for development to be designed to respond to the slope of the land, given the topography of the Affected Area we acknowledge that some level of retaining will be required.

An additional PO is recommended for when retaining is required and therefore suggest the adaption of the same or a similar policy as that of the Hills Neighbourhood Zone, reproduced below:

PO 5.3

Retaining walls are stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.

DTS/DPF 5.3

Retaining walls:

do not retain more than 1.5m in height

or

where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.

EMERGING ACTIVITY CENTRE SUBZONE

We support the application of the proposed Emerging Activity Centre Subzone to facilitate the development of shops and local services.

We note a retail assessment undertaken for the Code Amendment has identified potential demand for a small activity centre in the order of around 3000m² of retail floor space with a range of other commercial, medical, educational and community uses and facilities that typically underpin a residential community and provide for local additional employment opportunities. The assessment also identified that any future activity centre should be located adjacent to, and visible and accessible from, Main South Road.

We have no objection to locate the Emerging Activity Centre Subzone on the relatively level land adjacent to Main South Road and centrally located to allow for an activity centre should future demand warrant.

RURAL LIVING ZONE

We support the application of the Rural Living Zone with a TNV for allotment size of 2 hectares.

We note the zone supports low-rise housing and rural outbuildings on large allotments in a spacious rural setting that recognises existing land uses and allotment configuration and which encourages space for trees and vegetation around buildings and on-site wastewater treatment.

As this land is in essence not able to be redeveloped, it will continue to provide for separation between Hackham and Old Noarlunga and retain an open, rural approach to the historic township and river.

EMPLOYMENT ZONE

An Employment Lands Study undertaken by the City of Onkaparinga in 2016 identified opportunities to review this land to consider future best use.

We note the land accommodating the former abattoir has not undergone redevelopment since its closure, with a number of development applications failing to achieve requirements under the Building Code of Australia due to the poor condition of the buildings onsite and the presence of asbestos.

Based on our understanding, we agree the land is not considered to be of significant value as employment land given its comparatively small size, lack of main road exposure, isolation from associated land uses, access and related strategic infrastructure.

Any development on this site would trigger substantial site remediation works and to recover associated costs would require the land value to rise, of which allowing for residential development could potentially achieve. In addition, its conversion to housing would remove a landuse that has greater potential to contaminate the receiving waters of the Onkaparinga River within the Onkaparinga Gorge.

Any site works and development would be bound by strict environmental guidelines set out by the Environment Protection Authority.

CONCEPT PLAN

We note the concept plan is consistent with our position that it be less prescriptive noting the topography and engineering will ultimately drive the internal road layout and stormwater management (detention locations and basin sizes) will be considered through the assessment process.

The concept plan has identified ‘primary’ and ‘minor’ access points together with ‘connectivity through site’ alignment. Whilst the terminology is different, the proposed road network is consistent with the hierarchy in our Road Network Plan (that is, Distributor and/or Collector roads).

Noting the location of the stormwater management (basins) are based on the recommendations of the WGA Stormwater Management Strategy, we also consider identifying the stormwater catchments on the concept plan may be beneficial. We also note that any future development will need to provide a stormwater management system that is consistent with both our Stormwater Management Design Guidelines and the concept plan.

CONCEPT PLAN - FRAGMENTED LAND

The outcomes identified in the concept plan would be more readily achieved with one or limited entity/ies controlling (and continuing to do so) all on ground development outcomes. However the fragmented landownership of the Affected Area, in particular the northern section, will make this more difficult.

Whilst council may be the relevant authority, our concern is how coordination can be ensured between separate developers over fragmented land and maintain some level of certainty.

Given there is a strong correlation between the concept plan and Infrastructure Agreements, we consider that the timing and order of stormwater management should be addressed to ensure downstream works are constructed first to enable orderly development.

This also applies to future internal road connectivity.

CONCEPT PLAN - OPEN SPACE

Council's Asset Planner – Open Space has reviewed the concept plan and provides the following comments.

We support not showing detailed open space areas on the concept plan as Council's Open Space Strategic Management Plan sets the principles, planning and direction for future provision, development and maintenance of the open space network.

Open space required under legislation and our Open Space Strategic Plan will provide for open space and shared use of it. We anticipate that a District Level Family Park should be provided together with several Local Parks provided throughout the development that allow residents to access a playground within a maximum of 500 metres walking distance.

We consider there may be some opportunity to provide linear parks along the 'stormwater network' between areas accommodating detention basins (where developed as dual purpose) to provide links to the trails on Piggott Range Road and the adjoining Onkaparinga Gorge.

We also expect the open space to be used to help offset climate change impacts with open spaces planted out to ensure a future significant tree canopy and that open spaces are irrigated to provide green cooling spaces (water sensitive design should be used in designing the open space network).

CONCEPT PLAN - CYCLING AND PEDESTRIAN PATHWAYS

Council's Asset Planner - Trails, Sport and Active Recreation has reviewed the concept plan and provides the following comments.

Our Trails and Cycling Strategic Management Plan (TCSMP) has not previously identified or considered the proposed primary cycling/walking trail / open space included in the concept plan.

We understand that there is not any specific destination rather the path is for general connectivity to trails within the Onkaparinga Gorge. Noting that the Coast to Vines Trail is on the western side of Main South Road, users will need to cross Main South Road to access the proposed path. Any future intersection treatment with Main South Road to Hepenstal Road and Brodie Road will need to provide a safe and suitable crossing point/s.

We note this proposed alignment follows the valley/ravine and as such this area demonstrates grade issues that may make it difficult to meet *Disability Discrimination Act 1992* requirements. The grade may also make it difficult to:

- control downhill cycling speed
- cycle up the path.

In addition, if a path were constructed in this location, it would need to be robust enough to account for water traveling across it as well as inundation. Further, as the proposed development is on both side of the valley/ravine, it is likely that users will want to cross to access the path. Adequate crossing points will need to be required as well as links to these crossing points.

Our TCSMP identifies the Tom Roberts Horse Trail adjacent the Affected Area following Piggott Range Road and then moving into the Onkaparinga River National Park. Noting that horses are a large flighty animal, any development in this location needs to provide adequate clearances and noise attenuation buffers so not to spook the horses, to not put riders at risk.

CODE AMENDMENT INVESTIGATIONS COMMENTS

TRANSPORT

Council's Senior Traffic & Transport Coordinator has reviewed the CIRQA Transport Investigations Report and Supplementary Transport Investigations and provides the following comments.

We are concerned that there are wider road network implications (road and intersection upgrades) that still need to be considered and addressed. We request that these issues are included and considered in the discussions on road Infrastructure Agreements.

Council's Local Road Network

We are concerned that traffic movements from the Affected Area travelling to and from Noarlunga Centre may impact council's local road network. Due to the numerous routes available on the surrounding road network, the only effective way to appraise potential impacts is to undertake traffic modelling (refer to the section below) to understand potential issues with the local roads under council's control.

We note there is potential for local road 'rat running' when crashes cause considerable congestion on Main South Road in this area. Without the appropriate modelling and upgrades, this issue could be exacerbated.

Melsetter Road & Brodie Road

Melsetter Road is designated as a 'Collector Road' (and potentially Brodie Road) may carry excessive traffic volumes as a convenient linkage between the Affected Area and Noarlunga Centre.

We note the SIDRA modelling outputs in the CIRQA report indicate peak hour traffic volumes on the southern extent of Melsetter Road are as follows:

Peak Hour Traffic	AM Peak	PM Peak
Stage 1 – northbound	111	232
Stage 1 – southbound	218	188
Stage 1 – combined	329	420
Stage 2 – northbound	246	312
Stage 2 – southbound	276	288
Stage 2 – combined	522	300

Based on an estimate of peak hour volumes being approximately 10% of daily volumes, the above table indicates that daily volumes on Melsetter Road could range from over 3000 veh/day with Stage 1 traffic, and up to around 6000 veh/day with Stage 2 traffic.

These volumes would significantly exceed the typical volumes expected for a 'Collector Road' as indicated in Council's Road Network Plan, which states that volumes should generally be 800-3000 veh/day.

Therefore, the Hackham Code Amendment could cause major issues on Melsetter Road if volumes were to increase substantially as this road provides one of the most convenient connections between the Affected Area and the regional facilities at Noarlunga Centre.

On this basis this traffic should be encouraged to travel via higher order roads such as the Southern Expressway, Main South Road, Beach Road, Honeypot Road and River Road. We note this may require traffic calming or other interventions on Melsetter Road and/or Brodie Road.

We also note in the Supplementary Transport Investigations update provided by CIRQA, their proposal is to 'restrict right-out movements from Kimber Avenue to Brodie Road' – we do not support this loss of accessibility.

We want to ensure that the existing volumes (and amenity/safety) on the road networks of Huntfield Heights, Noarlunga Downs and Old Noarlunga are preserved. We also want to ensure that we are not handed a future road network that will require immediate or short-term investment to correct as we have experienced with other new developments.

Main South Road Safety & Congestion

We note there is significant congestion experienced on Main South Road where it crosses the Onkaparinga River due to lack of capacity of the Main South Road bridge over the Onkaparinga River.

Due to the tidal nature of weekday commuter flows, this section of Main South Road experiences high levels of congestion northbound during the AM peak, and southbound during the PM peak.

Northbound congestion could impact opportunities for merging traffic from the River Road 'interchange', therefore nothing less than a full acceleration lane will likely be appropriate. This is a DIT responsibility however the implications of poor accessibility could cause issues to be transferred onto council's local road network.

When southbound congestion occurs, there is a convenient alternative 'rat run' route through Old Noarlunga via Patapinda Road and/or Church Hill Road. When the southbound end of traffic queue on Main South Road extends to the Patapinda Road 'off ramp', vehicles often attempt to beat the congestion by rat running through Old Noarlunga, and exiting at the intersection of Main South Road, Patapinda Road and Seaford Road.

This subsequently causes significant congestion within the Old Noarlunga township. The impact of southbound rat running on Patapinda Road must be considered as part of this assessment of road upgrades and future connectivity due to the regularity of these conditions.

In addition, congestion often occurs on Friday afternoons when homeward-bound commuters are sharing the southbound carriageway with weekender tourism trips to the Fleurieu Peninsula, especially on the day prior to long weekends and more often during the summer months.

We note a number of rear-end collisions happen on this section of road during periods of congestion almost on a daily basis. Given the lack of peak-period capacity on this road link, any minor disruption such as a crash or vehicle breakdown is guaranteed to cause significant peak hour queues – for example during the afternoon peak these queues can extend along the Southern Expressway north of the Beach Road interchange.

Safety at the two intersections related to the River Road 'interchange' must also consider this regular scenario to determine if upgrades are required to be able to accommodate traffic volumes safely and efficiently.

Without further assessment, the development site may experience significant accessibility issues on a regular basis until the section of Main South Road between the Southern Expressway and

Victor Harbor Road can be upgraded to sufficiently accommodate the traffic carried on this section of road.

Further consideration should be given towards the introduction of new intersections on Main South Road, which will introduce new conflict points to the network. Uncontrolled right turns are our main concern, given the 80km/h sign posted speed limit which exceeds the Safe System target speed of 50km/h for side-impact collisions. Ultimately this is a DIT responsibility, however we raise this as a broader safety concern.

We further note that intersection upgrades on the north/west side of Main South Road will most likely require integration of the Coast to Vines trail to ensure that cyclists and pedestrians on this trail can cross these roads safely.

Overall, we generally support the idea of the 'central access option' as it would better distribute traffic from the development area onto the State arterial road network, which would alleviate potential congestion issues on the development site's internal road network.

Southern Expressway Accessibility

Of concern is the AM peak as traffic cannot turn right from Main South Road to access the Southern Expressway northbound which is the predominant AM movement demand, as noted in the CIRQA report.

As also noted in the CIRQA report, DIT needs to be consulted as to whether it has any future plans to upgrade the Main South Road interchange at the southern end of the Southern Expressway to improve access for the AM peak traffic to access the Southern Expressway northbound.

Network Modelling Requirement

The issues we raise above cannot be resolved through the current Hackham Code Amendment.

To resolve these multiple unknowns, a network traffic modelling exercise should be required using the AIMSUN simulation package. This would require collaboration with DIT to ensure that accurate traffic projections are provided via their MASTEM strategic model, with the AIMSUN model extent generated by 'windowing out' and appropriate modelling area from DIT's MATSAM model.

The model extent should include all access opportunities to/from the state road network, including the Southern Expressway, Main South Road, Panalatinga Road, Beach Road and the River Road interchange.

Due to the significant southbound rat-running issues through Old Noarlunga, the southern extent of the model should include the intersection of Main South Road, Patapinda Road and Seaford Road.

The modelling scenarios must include a Friday PM peak scenario to ensure that the traffic movements from the Affected Area can operate when significant southbound volumes transfer onto Patapinda Road and Church Hill Road due to significant levels of congestion on Main South Road over the Onkaparinga River.

We still strongly recommend that a network-based traffic modelling exercise be undertaken to help predict potential traffic patterns and pre-empt mitigating treatments to ensure that traffic volumes on local roads (both existing and the new proposed development area) are contained to acceptable levels.

Once we have more confidence in understanding the likely impacts to council's local road network, interventions such as intersection placement and type, intersection upgrades, road widening, turn

restrictions and implementation of area-wide traffic calming schemes (including through existing, established neighbourhoods) can be considered, provided and funded as part of the development and subsequent Infrastructure Agreements discussions.

Doctors Road to Panalatinga Road Link

Whilst outside the Affected Area, recent developments in the wider Hackham area have already increased pressure on the local road network. We note the road network will allow some traffic from the Affected Area to travel through the adjoining residential area.

We have been advocating for the State Government to establish a link between Doctors Road and Panalatinga Road to provide a higher order road link for residents in Hackham to access the Southern Expressway at the Reynella interchange.

This link would relieve existing congestion on the local road network (particularly States Road and Wheatsheaf Road) and provide for more capacity in the network to absorb future additional traffic that will be generated by the future development of Hackham.

This new road link, along with Doctors Road addresses the missing link in the network, where almost all Urban Arterial traffic carried on the southern extent of Panalatinga Road is transferred directly to council's local road network via Wheatsheaf Road.

Movement and Place Framework and Safe System Approach

We see there is an opportunity for the future development area to provide a design objective for a road network that complies with the principles of the 'Movement and Place Framework' and 'Safe System Approach'.

These principles seek an internal road design that adequately accommodates all potential road uses by way of local streets having a target speed environment of 30km/h achieved through considered design for pedestrian/cyclist safety.

As higher order roads need to facilitate higher volumes of traffic, they are provided with effective treatments that accommodate pedestrians and cyclists (for example separated cycle facilities, safe pedestrian crossings etc).

We welcome further discussion on this opportunity.

STORMWATER

Council's Technical Services team has reviewed the WGA Stormwater Management Strategy and provides the following comments.

The WGA report (WGA211233-RP-CV-002 Rev D) is a high-level strategy nominating indicative detention storage locations and likely volumes for each catchment.

The WGA report indicates that runoff should be restricted to the pre-development 1% Annual Exceedance Probability (AEP) flow rate for the 1% AEP.

Council's Stormwater Management Design Guidelines prescribes that the peak flow rate leaving the development site should not exceed the pre-development flow rates for the minor and major system storm events (that is 20- 10% AEP and 1% AEP). However, it is acknowledged the basin size is often determined by the 1% AEP.

The report also states that the basin sizes indicated may need to be increased in size to ensure the capacity of the culverts under Main South Road are not exceeded. This should be assessed and quantified given the impacts on land area required.

Note: there is a discrepancy between the existing South Road Culvert identification given in table 3.3 of the Strategy and the plan provided in Appendix B.

The site is relatively steep, typically 5-10% with a number of sections greater than 20%. This will make the provision of large-scale detention / retention features more challenging noting it could result in high basin walls to achieve the detention volumes nominated.

Two of the basins indicated in the concept plan are located in areas where the existing ground slope is between 1 in 4 and 1 in 6. We question the location of a basin on top of the hill (adjacent eastern boundary of Renewal SA's land) – what purpose does this serve?

Therefore, further assessment and analysis should be undertaken to determine indicative basin embankment heights and fill extents to achieve the detention and retention (wetland) storage capacities within the existing terrain

There are no details provided on the two catchments at the north-east and south-west extremes of the site (8.16 ha Catchment that drains to Hepenstal Road and South Western 13.09 ha that drains to Patapinda Road). These Catchments will also require detention to meet predevelopment flow rates and/ or to not exceed the capacity of existing downstream infrastructure.

With the north-east section there are two catchments from our analysis: one flows through the Onkaparinga View estate on the northern side of Hepenstal Road; and the other, smaller one through the gully to the east of Highview Court.

We suspect there may have been some allowance for flows from the Affected Area in the detention calculations for the northern development (YAS Development's site) but unlikely it was based on this land being fully developed. On this basis depending on these calculations there may need to be further detention/treatment here before stormwater goes under the road to the existing completed Onkaparinga View estate.

This assessment will need to be undertaken and detention areas indicated on the final concept plan.

As indicated in section 3.3 of the strategy, the volume of the flow from the site may increase should residential development occur. Although it is indicated that the "increase in volume should not impact flood levels downstream of the site" report, it also states that "If further confirmation on this matter is required, flood modelling may be undertaken for the area downstream of the site."

Given the detention for this site is occurring in the lower reaches of the Onkaparinga River and the connecting water course, that runs parallel to Main South Road, this modelling should be undertaken to demonstrate the development does not increase the flood risk to existing dwellings located along these waterways

We note WGA's reference to water sensitive urban design and its recommended integration into site greening and provision of trees. We fully support this position.

However, the use of vegetated swales and increasing detention basin storage to include a retention (wetland storage) as indicated in the Stormwater Strategy may be problematic given the existing topography.

Stormwater management over fragmented land

As has occurred in the current Hackham redevelopment area, with no coordination on the timing of development parcels, achieving a coordinated layout (stormwater, roads and open space) as shown in the concept plan has been difficult to achieve. Much of this was due to the land divisions not being lodged in a logical sequence regarding infrastructure provision.

With fragmented land, it is often left until the lodgement and assessment of individual land division applications to try to resolve these issues. This can lead to protracted negotiations during the planning assessment and has resulted in a suboptimal and compromised position agreed to, rather than the ultimate proposals as indicated in the concept plan.

Without a guiding staged masterplan for the locality and with separate property ownership, the existing situation in Hackham could be replicated here. At the very least, we strongly request that a logical order for land parcel development should be determined and enforced through the Infrastructure Agreements.

ECOLOGICAL – FAUNA AND FLORA

Council's Vegetation Assessment Officer, Parks and Natural Resources has reviewed the ebs ecology Flora and Fauna Ecological Report and provides the following comments.

We note areas identified as comprising native amenity trees are attributed a low risk rating in the report as they do not comprise 'native vegetation' as per the definition under the *Native Vegetation Act 1991*.

However, we consider there are patches that are worthy of retention, that still contribute to the amenity and biodiversity value of the area (this is alluded to in the report). A detailed tree assessment is critical to be undertaken prior to the preparation of any subdivision plan, so that such patches/individual trees can be identified and incorporated into the design for areas of open space.

Given there are large expanses of open, cleared area within the site that are suitable for development, and the importance of retention and protection of the remnant vegetation areas (even the degraded areas), these important patches/individual trees should be strongly highlighted and retained where possible.

Notwithstanding that the Code policies speak to providing a suitable interface with natural areas such as the Onkaparinga Gorge National Park, (noting the State Significant Native Vegetation Overlay and the Native Vegetation Overlay will apply), we are concerned that these Overlays have not prevented attempts to remove all vegetation as experienced on sites in the locality which comprised degraded Grey Box Woodland. We note the Native Vegetation Council accepted payment to the significant environmental benefit (SEB) offset, rather than querying the extent of clearance, which is greatly concerning.

We suggest that the extent of the State Significant Native Vegetation Overlay should be extended to cover and preserve these areas of native vegetation to avoid further loss of biodiversity in our area. Given that this site is immediately adjacent to the Park, habitat connectivity that incorporates preservation of existing native vegetation areas and patches/individual scattered trees of importance, as well as the interface between this site and a significant biodiversity area, should form a substantial focus of future development of the site.

Along Piggott Range Road there is substantial roadside vegetation comprising native vegetation that must be considered, buffered and protected. We do not support any access to allotments from Piggott Range Road be allowed. Ideally allotments should not be located immediately adjacent to the roadside vegetation. Access points would seriously degrade this vegetation through clearance for crossovers, boundary fences, retaining walls, services, road upgrades and footpaths.

It is of paramount importance that there is adequate buffering between this site that will be subject to intensive development and the adjacent National Park.

Any main access roads into the site should be located to minimise impacts on native vegetation and important trees.

We note the report states that none of the remnant vegetation areas comprise the *Environment Protection and Biodiversity Conservation Act 1999* threatened Grey Box Woodland, however it should be noted that some of the patches may have the potential to be rehabilitated to achieve this level of protection.

The fact that they do not currently achieve the condition rating necessary to be considered EPBC Act protected should not mean that these areas are less important for protection. It should rather be considered as presenting opportunity for rehabilitation to improve these areas and enhance habitat connectivity throughout the site. The importance of proximity to natural areas to human health is well documented, and a large development site such as this should aim to incorporate natural areas for community enjoyment; particularly in the face of decreasing allotment sizes.

We generally support the broad recommendations in the ecological report but again we reiterate the importance of retaining, protecting and buffering important vegetation areas from future development. Minimising impact to vegetation should be high on the list of priorities.

ABORIGINAL AND HISTORICAL HERITAGE

Council's Social Planner, Strategy and Engagement has reviewed the ebs heritage Aboriginal and Historical Heritage Report and provides the following comments.

We note the report has been undertaken by a reputable provider and its methodology is sound, noting that it is a desktop study not a full Aboriginal cultural heritage survey involving Kaurna people (which the report says is not warranted due to its desktop findings).

The report advises the proponent to inform Kaurna Yerta Aboriginal Corporation (KYAC) of its outcomes, via Mr Tom Jenkin of SA Native Title Services. We strongly support this and we will also be informing our First Nations People Advisory Group of the Hackham Code Amendment.

Whilst a decision for the proponent, we would encourage their consideration of engaging Kaurna monitors to observe excavation works in the areas noting a moderate risk for encountering unknown Aboriginal heritage sites or objects.

No further comments relating to the Aboriginal heritage findings of the report are warranted at this time.

Council's Heritage Planner, Development Policy has reviewed the ebs heritage Aboriginal and Historical Heritage Report and provides the following comments.

We note three Local Heritage Places are in the southern portion of the Affected Area (on land owned by Renewal SA). The Local Heritage Places Overlay and Heritage Adjacency Overlay from the Code will continue to apply and provide protection and encourage the conservation and adaptive reuse. We note there are no proposed changes to these Overlays.

We support the report's Recommendation 3: Ensure protection of Local Heritage Places:

'Maintain the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse'.

We are currently undertaking a review of Local Heritage Places following on from the implementation of the Code. A report on the findings of Stage 1 of the City-wide heritage review and the nominations received during the community engagement period was presented Council's Strategic Directions Committee in May 2021.

Although no nominations were received to amend or remove any of the three Local Heritage Places, these places have been reviewed based on previous requests from Renewal SA. The review of nominations to be undertaken by a Heritage Consultant to ensure independence and strengthen the integrity of the final outcomes. Due to the high number of nominations received and a number of previous requests for review, the findings will be presented to Council in August 2022.

SOCIAL INFRASTRUCTURE

Council's Manager Community Capacity, Community Services Division has reviewed the Holmes Dyer Social Infrastructure Investigations Report and provides the following comments.

The commentary in the Social Infrastructure investigation paper captures relevant matters on Council's community facilities, including the reference our Community Capacity Strategic Plan which further includes reference to our Inclusive Communities Action Plan.

With the list of facilities, we suggest including the following facilities on the list:

- Old Noarlunga Institute Hall, 2 Market Crescent, Old Noarlunga
- Wardli Youth Centre, 13 McKinna Road, Christie Downs
- Seaford Community Centre, Beechwood Grove, Seaford.

Whilst matters such as the provision of education, medical and aged care facilities are outside council's domain, we note the Social Infrastructure Investigations Report has considered these matters and identifies through discussion with relevant agencies that demand can be met, albeit in some instances (aged care) requires further attention. Nonetheless, the future zoning will allow for such forms of development.

Copy of PUBLIC Submissions Received

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Callum Everingham
Caitlin Whitehouse
Kayla Poulton
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Yvonne Haddy
Steven Laird
Rebecca Neville
Nicolle Filipsons
Doug Nolan
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Paula Hurst
Katrina Harding
Jann Manda
Claire Jones
Katherine Loney
Justin Anderson
Matt Jenkins
Natasha Littler
Alex Bowden
Ryan Lord
Zoe Jones
Jamie Littler
Manuela Bowden
Henry Dewar
Cherie Surman
Karen Hine
Ian Kennedy
Geoffrey Molloy
Justin Poland
Deborah Bolt
Paris Bates
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Robyn Sharp
Hannu Aho
Bec Mclaren-Roesler
Sharon Murtagh
Yves Jacquier
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Manik George
Cassandra Schmidtke
Susan Hutton
Richard Dopheide
Chad Williams
Ryan Boyle
Cameron Forrest
Madeline Morrison
Daniel Scott
Daniel Postuma
Samatha Lord-Riley
Shannon Lewis
Jamiee Horsnell
Brodie Stanley
Chamila Perera
Jonathan Fusco
Alexander Johnstone
Alicia Dunn
Dom Gelston
Sydney Edwards
Zachariah Hale
Allen Storr
Navar Keelan
Debbie Dunn
Sheila Westmacott
Darrell Humphries
Carol Walker
John Martin
Caroline Liebich
Deirdre Quinn
L Keightley
Danni Bailey
Anonymous
Jacksen Trezise
Douglas Green
Robert Trewartha
Ann Trewartha
Anonymous
Mandy Violi
Pasquale Violi
Donna Morrison
Brianna Zimmerman
Paul Vagnarelli
Nikki Addison
Daniel Burford
Christopher Sutter
Andrew Comas
Earl de Leeuw
Craig Ingram
April Jermey
Alice Higham
Brett Scutcheon
Tamara Williams
Tori Johns
Paul Underdown
Emma Lee Wilson
Samuel Reisinger
David Llewellyn
Amelia Smart
Rod Campbell
Shela Scutcheon
Ashleigh Seymour
Kylie Murphy
Rory Huxtable
Penny Roberts
Lochlan Bradley
Angela Carman
Jackson Seymour
Graham Marks
Jon Dewar
Liz Baggalley
David Code
Lauren Thorpe
Graham Thomas
Neil and Mary Ryan
Geraldine and Martyn Semmens
Paul Lambert
Malgorzata Schmidt
Gail Marsh
Tracey Malliaros
Michael Knight
Timothy Butler
Hannah Sim
Tanya Taverner
Campbell McAllan
Chris Burkitt
Jessica Greek

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{Kl·dzy /tdzyλŜ	Julie Brighton
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/KNWλăűλyl· . l·NJNWλyƎűƨyπYŜNJNJ	Damian Hollitt
[ŜλƎK tKλtftλLJă	Benjamin Debski
/2tλy t2ɭŜNJ	Alec Smeets
Wl·YŜă aλƎy2yŜ	Donna Glasscock
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{űŜØŜyYl·2dzyl·	Jody Day
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/tl·NWŜ .λyãfŜè	Nova Smith
{űl·ǑŜè al·ǑYλtfl·y	Maree Fowke
{űŜØŜyWŜNJYŜè	Shaun Bishop
.NJŜyű2y DŜNJNJl·Ř	Pamela French
/Kl·NJtλŜ 5λ ¢2NWŜ	Brian and Gloria Ransley
{l·NJl·K 5λ ¢2NWŜ	Darren Smith
YŜftê wλØŜűű	Josh Edmiston
¢2ōè aλtftŜNJ	Vicki Freer
{Kl·yŜ /l·NJűŜNJ	Chris Perrin
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¢2yê 5dzyy	Sarah Kingdon
al·NJ] Dl·NJŘλyŜNJ	Emma Hatchard
5l·yλ tŜNJ]λyã	Dianne Ransley and Steven Follows
5l·NJNJŜtf hq .NJŜλy	Karen Mullarkey
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W2ăK YŜftê	Sally Glasscock
{λY2y /NJ2ăă	Jody Day
Dl·NJNJè a2NJNJλă2y	Sam Johnson
bŜl·f w2ŘŜy	Donna Muter
[èyy al·ŘŘŜy	Nova Smith
¢2ŘŘ ² Kèűŝ	Maree Fowke
5l·ØŜ tKλtfλLJă	Shaun Bishop
WdztλŜ tŜyyŜè	Pamela French
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/ {űŜØŜyã2y	Laraine Donaghay
¢λY ² λyãű2y	Young Kwong C/- MasterPlan
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al·NJƎl·NJŜű	David Glasscock
[λyŘl· wŜŜŘ	Misha M
¢2yê al·ǑǑKλ2	Phil Rollas
[2dzλăŜ DNJλƎƎ	Theo Ellenbroek
Craig and Glenda Green	Greg Walls
Eileen Burkitt	Martin Burns
Thanh Van Nguyen	Jack Snel
Zammy Twopeny	Anna Smith
Joanna Turner	Sarah Kingdon
Dianne Hedget	Emma Hatchard
Ben Zivkovic	Dianne Ransley and Steven Follows
Trina Curtis	Karen Mullarkey
Helen Brien	Pamela Scanlon
Lynae Franklin	Sally Murray
Glenda Green	Kim Saunders
Kym Schwanck	Matt Livsey

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Andrew Huxtable
Terrance Jones
Kate Jones
William Hackett
Carla Begg
Matthew Paine
Leigh Kennedy
Leann Craill
Judith Booth
Steve Coulls
Matt Burgress
Aidan Stranger
David Chizmesya
Adam Mrotek
Daryl van den Brink
Vivan Bishop
Barrie Fuss
Terra Ranson
Carol Bailey
Darren Brooks
Matthew Farrell
Rosemary Baggoley
Adventist Development & Relief Agency Australia (ADRA)
Hallet Group
Urban Development Institute of Australia (UDIA)
Southern Koala and Echidna Rescue Ltd (SKER)
URPS on behalf of YAS Property & Development
Planning Institute of Australia (PIA)

Adam Tilbrook

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Adam
Family name:	Tilbrook
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I am highly opposed to any further development in this area unless and until the State or Federal governments commit to improving traffic flow at the end of the Southern Expressway as well as widening Commercial Road and diverting the traffic heading north to Noarlunga Centre away from Port Noarlunga. My reasoning is simple. Whenever there is an accident on the expressway it severely hampers traffic flow and once people learn there is an accident they divert through Noarlunga Centre and go down Murray Rd which also then becomes a bottleneck.
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sent to proponent email:	[redacted]

Amy Wilson

Submission Details

Amendment: Hackham Code Amendment

Customer type:	Member of the public
Given name:	Amy
Family name:	Wilson
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I currently oppose the Code Amendment due to the lack of regulations around private housing developers. Although I understand the need for more housing, I have no doubt this land will just be opened up to greedy developers who will build poor quality houses that are completely unaffordable to buy or rent for the average person, not to mention those on low incomes. Then include investors who keep properties empty so they can utilise platforms like Airbnb and avoid taxes. So I can't see this being of much benefit to the community in the current market.
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sent to proponent email:	[redacted]

Jasmin Raddon

Submission Details

Amendment: Hackham Code Amendment

Customer type:	Member of the public
Given name:	Jasmin
Family name:	Raddon
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	In support of more housing, having felt the stress of having to move when there were no available rentals, now looking to buy with no affordable options & with two adult children living at home, unable to move out as there is nowhere to go. We were home owners in McLaren Vale for 12 years up until 2021, when we had to sell our home to afford medical treatment for our son. Now we are struggling to rent in Seaford Heights. The housing crisis has had a huge impact on our family.
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sent to proponent email:	[redacted]

Helen Lowe

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Helen
Family name:	Lowe
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The land you want to allow housing on shouldn't be allowed to be developed. The Junction for south road and express way is already dangerous. The local area already is under resourced for its current occupancy. Health, Police , Ambos Hospitals all need urgent upgrading to look after the current population. The roads in that area are a constant stream of accidents. Adding more housing will.just make it even worse.
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sent to proponent email:	[redacted]

Carly Warren

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Carly
Family name:	Warren
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	We don't need more houses ppl cannot afford due to rising cost of living and wages not keeping up. We need more nature. More trees. Money used for medical, current infrastructure and community health programs. Eg. Did you know due to funds being slashed that community home help for adults with chronic conditions is being taken away? Don't spend money on houses, spend it so they don't have to sit in their own filth because noone is coming to help.
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sent to proponent email:	plansasubmissions@sa.gov.au

Callum Everingham

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Callum
Family name:	Everingham
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Great plan and perfect spot to put more residential housing, compared to other locations. A large playground/park type facility near the retail precinct would be great.
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sent to proponent email:	[redacted]

Caitlin Whitehouse

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	caitlin
Family name:	Whitehouse
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The concern is that continuously altering zoning puts pressure on surrounding communities. If 2000 houses are built here, what kind of community can be offered to these residents, what support. The houses would also need to be built properly, facing north, well considered, well insulated otherwise these houses are far from 'affordable' housing when considering inflation and environmental concerns. I don't agree with continual urban sprawl with no community. Aesthetically those hills that are being considered for re zoning are the first real breathe of the landscape, the first real space after being on the express way. If an extra 2000 houses are considered that puts pressure on facilities and roads, which leads to more and more urban sprawl.
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sent to proponent email:	[redacted]

Kayla Poulton

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Kayla
Family name:	Poulton
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The infrastructure and public services cannot cope with more housing under their current structure. I was told that ambulances are not allowed to travel to Noarlunga for emergencies, Flinders cannot cope with more pressure. Public transport is not adequate. Train stations need more parking if there is to be more people using the services. The people of the South do not want another development with another sub par shopping centre with a Woolworths/Coles, bottle shop and other sub par shops. Why not use the land as a multi use outdoor space? Have walking tracks bike jumps etc. Think Tangari Park. Or better yet, open the land as a state run Motocross park. We have nothing in the South for riders and we do have a dirt bike hoon issue.
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sent to proponent email:	[redacted]

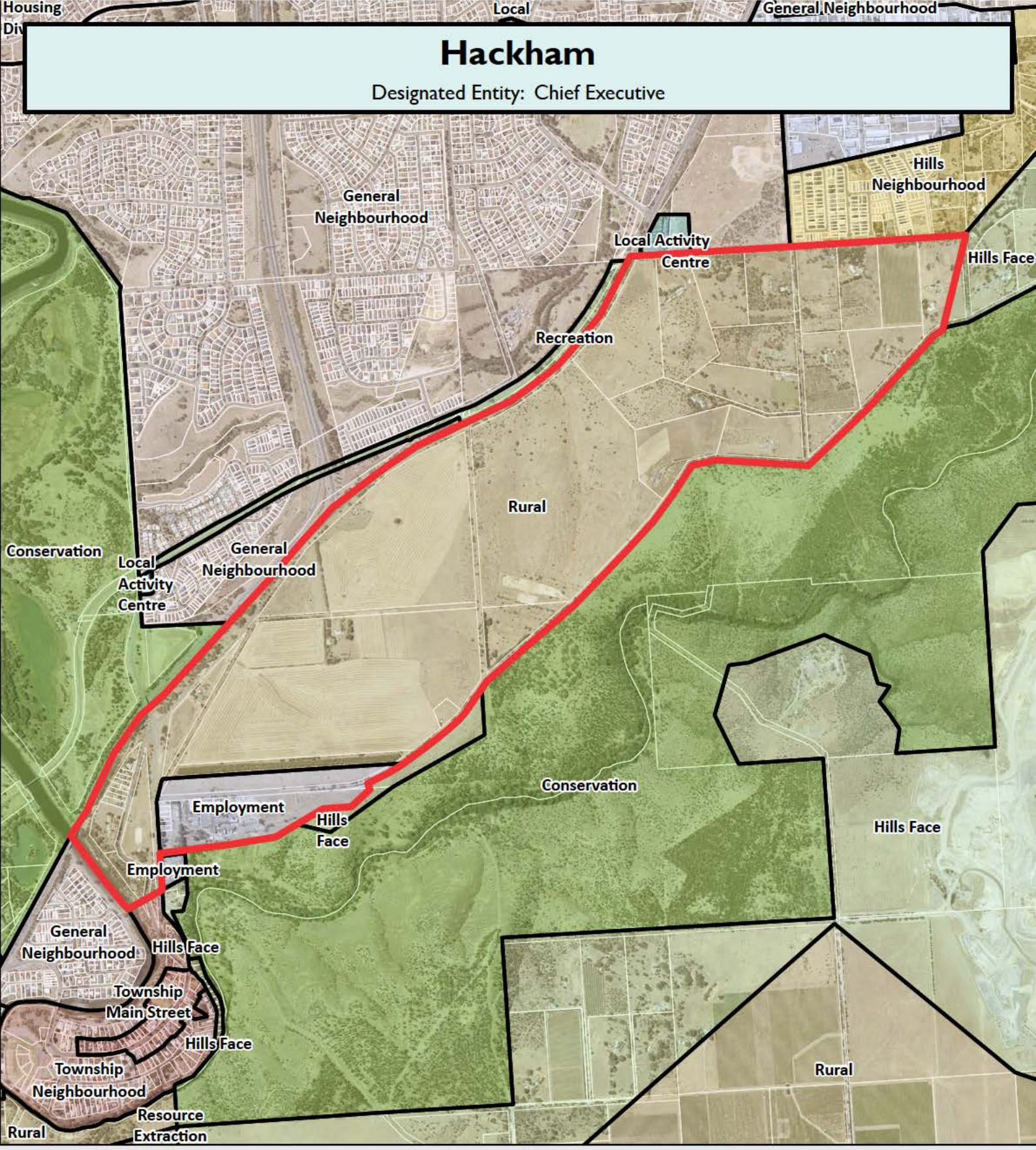
Nanette Coats

Submission Details

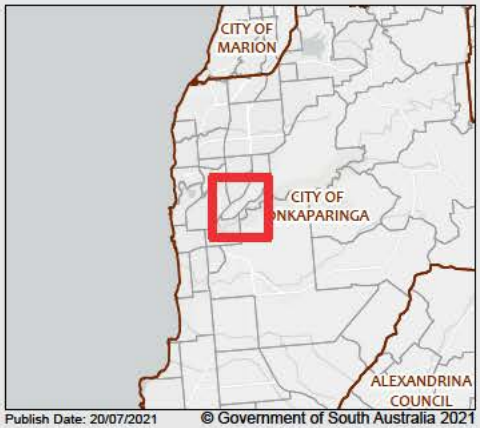
Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Nanette
Family name:	Coats
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	It has been very disheartening for young members of my family to not be able to attain land for their first homes. This is a good initiative by both Council and State Government
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sent to proponent email:	[redacted]

Hackham

Designated Entity: Chief Executive



LGA: City of Onkaparinga
Affected Area (ha): 206.1
Current Zone: Rural Zone and Employment Zone
Proposed Zone: Residential Type



PlanSA

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Affected Area
Code Zones
Parcel boundaries

Publish Date: 20/07/2021
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Mitchell Powell

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Mitchell
Family name:	Powell
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	How can you look at 2000 new houses and a retail centre when the road infrastructure is already struggling with current developments at the end of the Southern Expressway. There's almost a daily (nightly) traffic jam coming southbound off of the Southern Expressway which the State Government refuse to do anything about. Adding more housing here before upgrading Main South Road between the end of the Southern Expressway & the Victor Harbor Road turn-off would worsen the current traffic nightmare things further.
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sent to proponent email:	plansasubmissions@sa.gov.au

Michele Logmans

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Michele
Family name:	Logmans
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	We want the trees on Hepenstal Rd NOT to be removed. Too much native vegetation is being destroyed in the name of progress. Removing these trees causes destruction of nesting sites for native birds. This has to stop and no I'm not a radical greenie I am a concerned member of the public who wants to maintain natural green spaces for our wildlife and not the pathetic so called green space that is in our development area with a boundary of Gates and Hepenstal Rd. To me its simple keep the trees, have the current fence line the back fence to the blocks and make a separate fancy entrance elsewhere. Besides a lot of these trees are regulated trees and should not be removed but we have seen this before from developers who somehow manage to remove them.
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Martin Smith

Submission Details

Amendment: Hackham Code Amendment

Customer type:	Member of the public
Given name:	Martin
Family name:	Smith
Organisation:	N/A
Email address:	[redacted]
Phone number:	[redacted]
Comments:	As our Noarlunga Hospital is already over taxed with patients , long wait in ED to see a doctor, and just seeing a GP is hard due to long waiting list. I do not see building more homes at Hackham or anywhere Southern as being a good thing, maybe the state of the Hospital System should be addressed first.
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sent to proponent email:	[redacted]

Jen Pearce

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Jen
Family name:	Pearce
Organisation:	NA
Email address:	[redacted]
Phone number:	[redacted]
Comments:	My suggestion is to keep a corridor free for future continuation of the Southern Expressway to the VH road, with a turnoff to Aldinga. The Victor Harbor and South road intersection is always banked up. This should be attended prior for any subdivision and building development. It is especially bad with the three lanes moving into two after the intersection, and more traffic from 2000 homes will increase traffic on this road daily!
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sent to proponent email:	plansasubmissions@sa.gov.au

Yvonne Haddy

Submission Details

Amendment: Hackham Code Amendment

Customer type:	Member of the public
Given name:	Yvonne
Family name:	Haddy
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I know the expressway is being continued on but We don't have enough infrastructure for new houses. It is also rural hilly and beautiful let it stay like that. Plenty of flat land elsewhere. When there is an accident at the end of the expressway that while area blocks up, add another 250 houses and it'll be horrendous
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sent to proponent email:	[redacted]

Steven Laird

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Steven
Family name:	Laird
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This is another preposterous plan the current roads and infrastructure can't cope never mind putting in another 2000 homes.
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sent to proponent email:	[redacted]

Rebecca Neville

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Rebecca
Family name:	Neville
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I am 100% opposed to development of the land between Hackham and Old Noarlunga if it is going to more crammed in little shitboxes (sorry for language, thats what they are) they would become an eyesore to an otherwise pretty area which is the gateway to the Fleurieu. If it were to be properly developed with big blocks and quality homes which do not cause an eyesore, possibly. But infrastructure needs to also be upgraded to accomodate all the extra residents.
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sent to proponent email:	[redacted]

Nicolle Filipsons

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Nicolle
Family name:	Filipsons
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The proposed planning for Hackam is a terrible idea, the roads already can't cope, adding 2000 more homes is just ridiculous. I would never support such an inappropriate decision.
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sent to proponent email:	plansasubmissions@sa.gov.au

Doug Nolan

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Doug
Family name:	Nolan
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Impending development at Sellicks, developments at Aldinga, Seaford and now Hackham. How are any of the roads going to accommodate all these additional vehicles? The city bound traffic is already at dangerous levels every morning. It's ruining the areas beautiful landscape with the shoebox style housing. Not a care in the world for greenscapes or the heat radiation caused by all the corrugated iron roof sheets aiding the increase in local temperatures or the laying impact on the local wildlife. Is clear the only prerogative here is the developer dollars and rates. Shame on you.
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sent to proponent email:	plansasubmissions@sa.gov.au

Linda Sonntag

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Linda
Family name:	Sonntag
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I have lived down south for 46 years and like alot of people have seen changes. Unfortunately where we currently are now, is not in a good place ! We Urgently need more Drs, Ambos, police and roads to be safely able to drive on without congestion and people getting aggressive to one another. There is hugely not enough infrastructure ! With the new housing development on Commercial Rd which is not complete, the roads cannot now accommodate the traffic let alone when there is a car accident. The traffic on the expressway would be more of a nightmare with the extra houses built at Hackham. Listen to the people and especially the ones paying the most expensive rates to the biggest council ! Look forward to your response
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Paula Hurst

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Paula
Family name:	Hurst
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I’m all for new housing but we need better roads, bigger roads, the infrastructure is already so poorly in the south. We also need to keep the walking trails, upgrade them even, and better /bigger parks especially in these estates. They are so quick to make tiny little land titles. The kids who live in these shoe boxes need places to play run and explore
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Katrina Harding

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Karina
Family name:	Harding
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Will there be affordable housing? Real, affordable housing, a first home buyer estate? Or will it be over inflated property prices, developed by property developers who build sub-standard homes (with gutters overlapping the neighbours and no yard), and then sold to investors to rent at exorbitant prices and not maintain the property. We need real affordable housing solutions. This is your chance to make a difference to the lives of 2000 South Australian families.
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Jann Manda

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jann
Family name:	Manda
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	That Piggot Range road be opened at the western end into Old Noarlunga to allow community access along the whole of its length That more trees be planted on these slopes to slow run off into creeks
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Attachment 4:	No file uploaded
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sent to proponent email:	plansasubmissions@sa.gov.au

Claire Jones

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Claire
Family name:	Jones
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I would be concerned about the event going encroachment towards historic old noarlunga and the mclaren vale - this is really the last parcel of land between Adelaide and the regional towns. I am also very concerned about impacts on existing road infrastructure- the expressway and south road adjacent the planned development is already jam packed at rush hour and during any tourist peak times as people travel south, it's not like there is any room left to expand these roads further. I am also really concerned with how council allows developments of tiny blocks with houses on top of each other - a quality development with large blocks of open space is one thing but tiny houses jam packed on too if each other is not value adding to the area. Also I want to see developers include lots of tree plantings, there has been too much development in this council that is raising all of the old trees
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Katherine Loney

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Katherine
Family name:	Loney
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I say no to even more housing in the areas of Hackham and Old Noarlunga. Our infrastructure is struggling with the amount of housing in the area already. Our roads are falling to pieces, there are no new schools to take all the extra students and Our local hospital is a joke at best and completely unable to cope with demand as it is. Fix the roads, expand Noarlunga hospital and make it a usable size for the area it covers, build more schools and then perhaps look at expanding housing. It's rediculous to even consider this amendment and a blatant grab for more and more rates and fees. Try living in this area with the congestion and constant accidents on roads around Old Noarlunga. We have to take our families lives in our hands just to drive to school.
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Justin Anderson

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	justin
Family name:	anderson
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	We have houses going in on commercial rd,hackam and seaford heights lets keep the land green and clear
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sent to proponent email:	plansasubmissions@sa.gov.au

Matt Jenkins

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Matt
Family name:	Jenkins
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	With development at Seaford (Commercial Rd, Victor Harbor Rd, Seaford Heights), Moana, Aldinga including the new super school what are councils plans in relation to health care for the southern area? Currently the closest major hospital is Flinders especially in relation to paediatrics, council are expanding development with consideration to major health service requirements.
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sent to proponent email:	plansasubmissions@sa.gov.au

Natasha Littler

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Natasha
Family name:	littler
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I do not approve. Our infrastructure is lacking . At least once a week there is an accident on main south road at the end of the expressway. It is not feasable to have extra housing.
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Alex Bowden

Good evening,

While I do NOT agree with this re-zoning, I make the following comments.

Broadie road, Huntfield heights is in desperate need to have a right hand turn to get onto south road and head towards Seaford. I have attached an image of the area I am referring to.

What kind of development will be included for businesses, local shops, the hackham and old noarlunga shopping centres are small and outdated and would not cope with the increased population. What about local schools?

The southern express way meets south road gets backlogged already. What's happening here?

What is being done for all the local birds and wildlife? Will you implement tree planting? The amount of snakes that come through those hills is incredible due to being close to the Onkaparinga gauge. Will you source specialists to help relocate wildlife, before and during building?

At least make the blocks have a minimal land size requirement. Your photo attached to this article DOES NOT show what type of land you are releasing for sale and I actually think it's very misleading. Which is not okay. Please get aerial photos and show the population the actual footage.

Please ensure to adequately plan for the future, the south needs more resources including hospitals and health care, nursing homes, neighbourhood centres.

Hackham has a lower social socioeconomic ratio, how are you going to cater for those in need.

From a local resident.
Alex

Brodie Rd

Directions Start Save Sh

Ryan Lord

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Lord
Family name:	Ryan
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I oppose the building on this section of land because it is nice to have open space, there is going to be lots of houses being built at Seaford very soon so i don't believe there needs to be any more. There is also no need for another shopping centre as the colonnades is just around the corner. This is another greed based decision, ruining our natural beauty to fill the council's pockets and it's disgusting. It's also home to plenty of wildlife. Just stop.
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Zoe Jones

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Zoe
Family name:	Jones
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I disagree to this development. It’s an eye sore to keep looking at houses. The beau back drop of our amazing suburbs is diminishing. Our wildlife is sadly decreasing. Buy the infrastructure already can’t cope, more people trying to use the roads would be a disaster!
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Jamie Littler

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jamie
Family name:	littler
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The infrastructure can't cope as it is never mind with more housing.
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Manuela Bowden

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Manuela
Family name:	Bowden
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Against! We don't have enough medical facilities, roads etc can't take enough traffic, plus these "houses" are out of reach of first home buyers, mostly investors who charge exorborant rental prices, just greedy people making more money at the expense of those already living here trying to go to and from work,trying to see doctors etc within 2 weeks. Disgusting!
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Henry Dewar

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Henry
Family name:	Dewar
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I support this rezoning only on the basis of providing affordable housing for people. There should be a ban on building investment properties here and a requirement that a proportion (say 25%) must be smaller houses of equal construction merit (3 bedroom, one bathroom) that can be bought more cheaply and on smaller deposit. Blocks purchased and resold before construction should have regulated resale price (ie., no speculative land purchases for profit). Look across the road at Hackham and Morphett Vale and you will see hundreds of small and medium size well-constructed houses built by the SAHT for sale at low prices on minimal deposit in the 1970s. Our first home was one of these, bought with a $500 (1.5%) deposit! Here is a chance for state and local government to do something real about the housing crisis. This rezoning and the land release it allows must be seen in the context of housing as a human right and not an opportunity for the enrichment of investors and developers.
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Cherie Surman

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Cherie
Family name:	Surman
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	No way!! Struggling with enough infuscructure now let alone adding 2000 more houses. No one wants them and doing a sneaky when this first came out naming Chris Picton as someone who was approving had no idea. I live in Huntfield heights and this is disgraceful. Keep those lands as farming lands and stop making more money from the OTR family.
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Karen Hine

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Karen
Family name:	Hine
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Not sure when you did the transport survey, but I'll bet it wasn't a long weekend. I see no new or widened roads. I hope the new residents gave private health...the elective surgery wait list is over the required time now and I don't believe your extra bed numbers will do anything to help. Not all single occupied households want to live in a matchbox either, where gutters almost touch....don't be in a rush for teeny tiny blocks. You can't make great neighbourhoods either...one lot of mine don't even speak and the community centres are all well and good if things are on after hours. Not everyone has retired yet or is under or unemployed. Do your survey for traffic on a long weekend....I avoid going out...shame because businesses lose out because of the poor state of the roads now coupled with extra traffic. There's 3 roads until the end of the expressway, then 2 to Aldinga then just 1 heading to Cape Jervis...it's a joke when it's busy or theres an accident. Fix the roads first, then upgrade Noarlunga hospital to take the pressure off Flinders. Don't put in any roundabouts...half the population here dither because they don't know the road rules. All being well, I'll have moved as far away from here as possible by the time anything is built....
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Ian Kennedy

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	ian
Family name:	kennedy
Organisation:	NA
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Absolutely ridiculous idea. Main South Road cannot handle the traffic it already receives - one minor traffic incident at Old Noarlunga / Hackham = traffic chaos on the Southern Expressway, Commercial Road and Main South Road. How about leaving land such as this as open space, rather than trying to jam as many shoebox properties in as possible everywhere?!
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Geoffrey Molloy

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Geoffrey
Family name:	Molloy
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Don't agree with planning development. Keep hill's face as is, any plans for roads and other infrastructure improvements. Sounds like money talking again. Create more traffic issues again down South with no plans to resolve them like Seaford Meadows new sub division are Commercial Rd won't cope with traffic increase.
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sent to proponent email:	plansasubmissions@sa.gov.au

Justin Poland

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	justin
Family name:	poland
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This land should not be rezoned as housing. The land should remain as employment land/rural neighbourhood, etc. no further congestion or land is required in the south. Plenty of land is available in Pt Noarlunga STH and Seaford/Aldinga, etc. No further shops are required in the area as there are many empty shops in other shopping areas. Leave it as land do generations to follow can enjoy it.
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sent to proponent email:	plansasubmissions@sa.gov.au

Deborah Bolt

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Deborah
Family name:	Bolt
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Background information about this project states: As part of the outer south region of Greater Adelaide, Hackham and Old Noarlunga have been identified as having the lowest greenfield (undeveloped) land supply of all regions in Greater Adelaide. However the proposal is to reduce the greenfield land even further by develop the land. This seems counter intuitive. Why not expand the reserve that is currently next door? That would benefit more people.
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Paris Bates

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Paris
Family name:	Bates
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Please consider the value of open space in an area already succumbing to high density areas. There are numerous studies to show the benefits of leaving open areas as natural spaces or rehabilitating them to provide greater cultural and visual amenity, as well as ecosystem services.
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Neil Stidiford

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Neil
Family name:	Stidiford
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Not supported. Stop forcing the idea of Population Growth. It is revenue growth for a council wanting to extract more money whilst providing no extra services to the community.
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sent to proponent email:	plansasubmissions@sa.gov.au

Robyn Sharp

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Robyn
Family name:	Sharp
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I oppose the rezoning of the area to residential as we need green areas with trees. The recent development has seen large trees and vegetation removed and extremely bad dense housing. This has created traffic issues especially with bushfire risk as well as warming issues in summer. In summer
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sent to proponent email:	plansasubmissions@sa.gov.au

Hannu Aho

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Hannu
Family name:	Aho
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Surely if the Hackham and old Noarlunga is going to be opened up for 2000 odd homes, the road infrastructure has to be thought out before that happens. So the empty land assigned many years ago joining the Doctors/States roads roundabout to Panalatinga road has to be a priority. It is there waiting to be built. That would take huge amount of pressure off Wheatsheaf roads and States roads etc.
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sent to proponent email:	plansasubmissions@sa.gov.au



Amanda RISHWORTH MP

FEDERAL MEMBER FOR KINGSTON

18 September 2019

Dear Mr Hannu and Mrs Glenda Aho

Doctors Road extension in jeopardy

The connection of Doctors Road with Panalatinga Road is regularly raised with me by local residents. It is an important step in better connecting Hackham and surrounding suburbs with the rest of Southern Adelaide.

As you may already know, land has been set aside since the 1980s for the eventual connection of Doctors and Panalatinga Roads.

Unfortunately, the Marshall Government has now announced it is abandoning the extension and is deciding on the future of the land.

If the State Government proceeds with selling the preserved corridor, any hope of extending the road will be quashed.

I believe it is important for our community to make our voices heard and stand up to the State Government before the land is sold.

I will be urging the Marshall Government to reconsider their decision, and invite you to sign my petition by returning the below form or heading to www.rishworth.com.au/campaigns.

Yours sincerely

Amanda Rishworth MP
Federal Member for Kingston
Fighting for Us

232 Main South Road, Morphett Vale, South Australia 5162
T (08) 8186 2588 F (08) 8186 2688 W www.rishworth.com.au E Amanda.Rishworth.MP@aph.gov.au

Sign the petition

I have advocated strongly for the extension of Doctors Road. It is an important step in better connecting Hackham and surrounding suburbs with the rest of Southern Adelaide



Head to www.rishworth.com/campaigns or sign this petition and return by post or email to amanda.rishworth.mp@aph.gov.au

Name

Address

Mobile E-mail

Signature

Authorised by Amanda Rishworth MP. ALP. 232 Main South Road, Morphett Vale SA 5162. Printed by Ink on Paper, 1 Gurners Lane, Lonsdale SA 5160.

NO STAMP REQUIRED

Amanda Rishworth MP
Federal Member for Kingston
Reply Paid 771
MORPHETT VALE SA 5162

Join Amanda's Fight

SIGN THE PETITION TODAY

Help make the State Liberal Government extend Doctors Road to Panalatinga Road

"It's disappointing to see the State Government abandon its promise to connect Doctors Road to Panalatinga Road." - Amanda Rishworth MP





SAVE THE DOCTORS ROAD EXTENSION

Bec Mclaren-Roesler

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	bec
Family name:	Mclaren-Roesler
Organisation:	Local
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The proposed development in the hackham and seaford areas of 2000 plus houses is unrealistic... the blocks are too small,the houses will be basically on top of eachother, this is a fire risk as well as the fact that there is not enough infrastructure to support that sort of growth... this kind of mass housing development needs pre upgraded roads and other developments to support the amount of people and cars it will subsequently bring to the local area. Not to mention the unfair sqeeze put on the farmers who own the land... we like green paddocks here in the south. .. we don't want endless houses... all the trees and wildlife are affected as well... please re consider this proposal
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sent to proponent email:	plansasubmissions@sa.gov.au

Sharon Murtagh

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sharon
Family name:	Murtagh
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	No more houses! We dont have the roads or infrastructure to accommodate more housing. Urban sprawl must stop! Can't help but think though that even with "public consultation" it doesn't matter what the majority want, it will go ahead anyway (think Hickingbotham development on Commercial Rd) We don't need or want another Lego Land.
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sent to proponent email:	plansasubmissions@sa.gov.au

Yves Jacquier

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Yves
Family name:	Jacquier
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Dear all The urban region of Adelaide needs to grow, it should not be at any cost regarding the standards of life offered in the new developments and their integration in the natural and historic environment. The city of Onkaparinga is turning into a sad suburban world allowing more and more roof-to-roof developments (along commercial road, Maslin, Seaford Rise..) and more roads (and cars) with little green zones with no (or rare) native trees and bush; commercial precincts are expending but little is done for high standards creative and/or recreational amenities. What vision then? As for housing, are all urban empty lands listed and offered a housing project in the Adelaide region ? Are the developers being asked to amend their non climate and non socially friendly plans? As for public transports, is the train line to Maslin and Aldinga going to be finalised? As for the natural environment, are native trees to be planted along all roads including along the future 4 lanes road between Noarlunga and McLaren Vale? Have you already considered creating an underpass green corridor along the Onkaparinga river allowing the wildlife to move and thrive between the Onkaparinga NP and the recreational wetland park? As for the communities and tourism, the old Noarlunga area heritage sites should be more protected. My personal view on this : the Hackham development should not be validated and this land dedicated to a rehabilitation project under the form of an arborium, for the benefit of both the community and its natural environment. With much thanks for your attention and kind regards. Yves Jacquier
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sent to proponent email:	plansasubmissions@sa.gov.au

Keith Ward

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Keith
Family name:	ward
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Having lived in Hackham and Hackham West since 1972 we have seen massive changes in the area, but this is a step to far, we need to have some areas that are devoid of housing even if it is low density. From our backyard we used to see the foothills behind the Aussie Inn, now it's ugly rooftops. Another thing is the extra traffic accessing south road would exacerbate an already busy section especially with the poor decisions already made with road upgrades in SA
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Tony Hitchin

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	tony
Family name:	Hitchin
Organisation:	Ratepayer
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This proposal would make impossible any future extension of the Southern Expressway ! Thinking about future needs clearly has occurred here. This is ribbon development which has a detrimental impact on the local amenities and townships. It would be important to have parks that separate this development site from existing development at both the Hackham and Old Noarlunga.
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Katherine Hooper

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Katherine
Family name:	Hooper
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	There is insufficient road infrastructure to support the proposed development. The intersection at the end of the expressway meeting south road is a current congestion point with frequent accidents bringing southern traffic to a standstill. This proposal appears to have no solutions and will only add to the issues. The proposal has insufficient green space and has no environmentally friendly transport options such as walking/cycling/public transport. There needs to be further consideration of the joining of the expressway to victor harbour road and south road towards Aldinga before adding another 4000 cars into the mix. Appropriate consultation with the traditional custodians of the land must occur, it is not up to the developers to decide that this is not required.
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Steve Moody

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	steve
Family name:	moody
Organisation:	Kongs Australia
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Hello, after siting the new land zoning for Hackham / Old Noarlunga for more housing, I have no problem with. South is a great area to live with so much to offer. The big concern is the bottle neck of traffic at Old Noarlunga / Seaford. There is only 2 means of access to south. That being main south road and commercial road - there is traffic and road coming from many different directions a d all getting stuck (Jammed) into these 2 access points south. Week after week there are accidents of cars going up each other on main south road and commercial roads due to sudden stop in traffic as it all banks up. 2/3 lanes from South road, plus 2/3 lanes from Southerm expressway, 1 lane from river road - all trying to squeeze over the Old Noarlunga bridge which is 2 lanes only. The same with north bound traffic. 2/3 lanes Victor Harbour road, 2/3 lanes south road, plus seaford road, plus Patapinda road, all jamming into 2 lanes heading north over the old Noarlunga river bridge. This needs to be addressed with the growing areas of Seaford / Seaford Rise / Seaford Heights / Aldinga etc
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Charlene Darmadi

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Charlene
Family name:	Darmadi
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I do not support rezoning this area to residential for 2000 new houses to be built. I do not believe current basic infrastructure supports the needs of the current population. Traffic is progressively worse along most popular routes, access to timely health care is non-existent, and emergency services are already stretched servicing current needs. Fix these issues first, then finish housing estates already underway.
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sent to proponent email:	plansasubmissions@sa.gov.au

Manik George

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of Parliament
Given name:	Manik
Family name:	George
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Hi ,yes we need housing down the south & in the hackham area we are building home ,That's Great but where's the infrastructure as for roads with cut out parking bays ,forget the edge medium strip no one want them. Parks for kids & properly maintained with shelter,toilets,BBQ & swings for the children. The most important item that estates tend to miss is having atleast two ins & outs the the estate
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Cassandra Schmidtke

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Cassandra
Family name:	Schmidtke
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	As a resident I can tell you that the southern suburbs are already at capacity for existing infrastructure in place. Roads are frequently congested and if a collision occurs significant delays occur. Acceding medical care is almost impossible due to availability and costs(but that's not applicable for this forum). We enjoy being close to nature and often find wild animals such as kolas and kookaburras enjoying the local. Try and keep some area for nature as the proposed development already looks quite contested. This area is afforded large land blocks and the proposed area does not seem like it will be looking at maintaining that trend. Keep it as it is is the preference of a local resident
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sent to proponent email:	plansasubmissions@sa.gov.au

Susan Hutton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	susan
Family name:	hutton
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	NO MORE HOUSING DEVELOPMENTS DOWN SOUTH Our roads and hospitals cannot deal with any more. It's a disgraceful way of raising money with no thought to the horrendous congestion and lack of medical resources. We have four new estates already still being built. We don't need more housing here. No more massive estates. Infill more areas nearer the city that are waste land and make housing affordable by part ownership or something
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sent to proponent email:	plansasubmissions@sa.gov.au

Richard Dopheide

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Richard
Family name:	Dopheide
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The high density housing will have extensive issues related to water runoof from streets and paving ending up in the Onkaparinga River. Any approval needs to have specific restraints on roof water disposal along with the pollutants off concrete and tarmac Additionally high density housing in the nominated areas attract substantial antisocial behaviour not conducive the the current amenity that exists in those 2 development areas. Block sizes should be limited to a minimum of 600 sqr metres to avoid the future problems outlined above. Developer profits should be ignored in discussions related to the above
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sent to proponent email:	plansasubmissions@sa.gov.au

Chad Williams

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Chad
Family name:	Williams
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This are to be developed is currently a beautiful open area. Looking at the proposed area to be developed there is only a small are left for open space. That area should be larger and there should be more open areas to help keep the area a beautiful area and not a crowded suburb.
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sent to proponent email:	plansasubmissions@sa.gov.au

Ryan Boyle

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Ryan
Family name:	Boyle
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I have grave concerns for traffic flow in both North and South directions from this development, the current roads are regularly jammed due to either an accident or peak hour congestion. This is a dangerous situation currently if there is an emergency and people can't freely travel North or South when required. and it will be compounded when more houses are built requiring the use of the current infrastructure. This needs to be rectified BEFORE this development can go ahead.
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sent to proponent email:	plansasubmissions@sa.gov.au

Cameron Forrest

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Cameron
Family name:	Forrest
Organisation:	Local resident and home owner
Email address:	[redacted]
Phone number:	[redacted]
Comments:	- The Hackham Code Amendment FAQ states that reasons for 'needing the Code Amendment' include recent stimulus packages such as the Homebuilder Grant Scheme. This scheme ended in 2021. Demand for housing has been driven by speculation combined with historically low interest rates. Interest rates have begun to increase and are forecast by the Reserve Bank and market analysts to increase in coming years, which will reduce demand for housing. - The FAQ states that "the location is well serviced by existing road infrastructure and bus routes". This will NOT be the case if 2,000 additional homes are added without sufficient investment. Travellers wishing to reach Colonnades Shopping Centre or Noarlunga from South Road currently use Yeltana Avenue as a thoroughfare and Brentwood Drive; both feature parks immediately beside the road, frequented by young children, and there is a kindergarten on Brentwood Drive. To add traffic lights at this location as proposed and therefore increase traffic through this 'thoroughfare' in a totally residential area with roads designed only for local traffic, would present unacceptable increases in noise pollution for residents as well as a danger to local children. The location of these traffic lights is strongly opposed by myself and neighbours, residents of Paringa View and surrounds Access to Brodie Road, from South Road, is currently via a gravel path at the back of Paringa View, which nobody uses. Proposal to develop this to divert traffic more suitably rather than onto small ill-suited residential streets.
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sent to proponent email:	plansasubmissions@sa.gov.au

Madeline Morrison

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Madeline
Family name:	Morrison
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Hi. I am in the newly built area in Hackham. There's been a few comments about the change in area name right next to us amount as few people living here and were wondering why we aren't part of the changes. Personally for me it would make things so much easier being on colins way hackham when Collins parade hackham is just up the road
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sent to proponent email:	plansasubmissions@sa.gov.au

Daniel Scott

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Daniel
Family name:	Scott
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This development is badly needed to bring new families to the area Please build a new industrial area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Daniel Postuma

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Daniel
Family name:	Postuma
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I believe our infrastructure (sewage, water, gas, rods, etc) is not capable of handling an additional 2000 homes I. That area. Main south road is already struggling with the traffic and I believe the public transport is poor as well. It will also take away from native land for local park animals who already struggle to find a home. If anything this area should be developed in to a reserve with walking tracks.
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sent to proponent email:	plansasubmissions@sa.gov.au

Samantha Lord-Riley
Submission one:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Samantha
Family name:	Lord-Riley
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This should not go ahead. Not enough infrastructure. Not enough green area within development. No more little blocks. Blocks should be bigger than 600m2
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sent to proponent email:	plansasubmissions@sa.gov.au

Submission two:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Samantha
Family name:	Lord-Riley
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	There needs to be more open space and block sizes should be bigger
Attachment:	No file uploaded
sent to proponent email:	plansasubmissions@sa.gov.au

Shannon Lewis

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	shannon
Family name:	lewis
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I do not think that we should be building more houses in such a built up area already. We already have very little natural park lands and wetlands in the area. I also truly believe that the road system in the area is already at capacity as it ages and needs constant repairs. More houses = more people, more people = more stress on the infrastructure already there. Also the public health system has taken a very large hit capacity and funding wise and the recent and constitutional pandemic has only put more strain on an already under sized, over used public health care system.
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Jamiee Horsnell

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jaimee
Family name:	Horsnell
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	My concern is the lack of GP doctors in the southern suburbs. If more people live here we need more GP's as there is already long waits for them. Another concern is the capacity of flinders and Noarlunga hospitals for their maternity units.
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sent to proponent email:	plansasubmissions@sa.gov.au

Brodie Stanley

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Brodie
Family name:	Stanley
Organisation:	Private citizen
Email address:	[redacted]
Phone number:	[redacted]
Comments:	100% support this. The south needs all the housing it can get.
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sent to proponent email:	plansasubmissions@sa.gov.au

Chamila Perera

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Chamila
Family name:	Perera
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Excited about the new development, should have happened before
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sent to proponent email:	plansasubmissions@sa.gov.au

Jonathan Fusco

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jonathan
Family name:	Fusco
Organisation:	Fusco Properties
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Urban infill in this location will support struggling local commercial centres on River road Noarlunga Downs and in Old Noarlunga. It will also provide much needed additional housing stock and opportunities for first home buyers. It will also promote jobs and investment and help support the construction of critical basic infrastructure missing in this area, such as kerbs and footpaths. I believe the Hackham Code Amendment is a positive change for the community.
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sent to proponent email:	plansasubmissions@sa.gov.au

Alexander Johnstone

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Alexander
Family name:	Johnstone
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Such development will further erode the character of the area. Furthermore it is another example of land adjacent to wildlife habitats being converted into housing, like the development by the Onkapringa recreation park which sees land that was frequented by the local kangaroos being removed. Being next to a national park it will reduce the available range for the species in them. More land needs to be put aside for environmental purposes instead of cash grabs by putting houses there.
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Alicia Dunn

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	ALICIA
Family name:	Dunn
Organisation:	Full time mother
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The roads around the southern area needs to be fixed befor more houses go up. More houses are needed but they need to be affordable for single people single parents family's old age people it's okay saying we are going to build but at what price do tax payers have to pay for this on top of over spent money else where
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Dom Gelston

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Dom
Family name:	Gelston
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I think there needs to be some major infrastructure upgrades before anything is built here. South road and the Southern expressway are already chaotic. Commercial road will be when the housing development at seaford Meadows and moana Heights are finished. Fix those issues before building more homes.
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sent to proponent email:	plansasubmissions@sa.gov.au

Sydney Edwards

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sydney
Family name:	Edwards
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Hackham code Amendment. I have previously sat on the redevelopment committee for SA water Christies Beach treatment works in the past. Concerns for this proposal as follows. 1, additional vehicles, using Main South Road and Southern Expressway. Extend States Road, Sandy Lane to the proposed amendment. 2, Public transport additions. 3, Housing - affordable public housing priority (rental) with limited private mix. 4, % open areas as proportion amendment. 5, Community centre & Professional services over major shopping centre. Hackham Drake's and small shops currently exist. 6, Adelaide hills bushfire risk. 7, Aged care provisions. 8, Housing types on sloping blocks. Determine correct mix. 8 Education, type of schools if needed
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sent to proponent email:	plansasubmissions@sa.gov.au

Zachariah Hale

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Zachariah
Family name:	Hale
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I was raised in Hackham West and grew up in the southern suburbs. Due to lack of housing and lifestyle suitability I am living around the Brighton area. I would love to move back to further south within the next 5 years and this would be a perfect opportunity for myself and my husband to make this happen. I welcome this venture and want to recommend larger land options, town home/ up to 4 br homes for large families. It would be great it we could make a Sheidow Park vibe in this redevelopment but at an affordable price.
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Allen Storr

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Allen
Family name:	Storr
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Hi there, I have major concerns in regards to this development. As a landowner on Upper Penneys Hill rd, I have already witnessed an increased frequency of rubbish dumping in front of mine and neighbouring properties since urban development has begun in the area. The amount of traffic has also increased significantly and many dangerous situations have been witnessed due to the narrow road width and lack of experience with drivers used to suburban roads. The proposed set of extra traffic lights at Hepenstal road will only add to congestion on south road. Among these issues I also expect that the council will raise mine & my neighbours council rates significantly and none of the benefit will be received by us as it will all be utilised to pay for infrastructure in the newly developed areas.
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Navar Keelan

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Navar
Family name:	Keelan
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I think it should be kept alone to allow for wildlife and preservation of the feel of the area.. A shopping precinct would be suitable however.
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Debbie Dunn

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Debbie
Family name:	Dunn
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I am strongly opposed to the proposed rezoning and building of 2000 houses in Hackham. We must start to rebuild the capacity of local flora and fauna to withstand the assault of human impacts from development and climate. This area would be a prime locality for revegetation and extension of the limited habitat provided by the Onkaparinga National Park. People need these natural spaces as much as the indigenous species of the area for mental health and wellbeing. Losing the open spaces of those slopes would be very detrimental to me personally and I am sure others in my community would feel similarly. We can solve the need for more housing with infill and higher density housing if we also ensure there are natural spaces people can enjoy too. I strongly urge reconsideration of the Hackham Code Amendment.
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Sheila Westmacott

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sheila
Family name:	Westmacott
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This amendment needs to take into consideration any changes to the southern expressway exit onto South Road at Hackham/Old Noarlunga that may take place in future. The Seaford/Aldinga area is expanding more and the current expressway entrance onto south road will get busier and busier. The bridge on South Road over the Onkaparinga River is already insufficient to cope with the current volume of traffic at peak times. If the development as indicated takes place, it will be extremely difficult to extend the expressway or more importantly change the way the expressway merges onto South Road in the future.
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Darrell Humphries

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	darrell
Family name:	humphries
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	i think that the top part of heptenstall road should be developed opposite what was developed. but some parts of the rest should be left opened land.
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Carol Walker

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Carol
Family name:	Waller
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Worried about the flora and fauna in that area, what happens to eg. kangaroos. The infrastructure needs upgrading, local Noarlunga hospital can't cope now, the roads in the council area are so bad extra traffic would make it worse. Council should keep the rural area free for a national park. Too many subdivisions have small blocks now, causing emergency vehicles and Delivery trucks no room to enter with roads too small as people park outside there Homes. Traffic is very busy now the propose land area will not cope.
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John Martin

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	John
Family name:	Martin
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	We do not need additional 2000 houses in our area.! the traffic coming home at present from the city is overwhelming at night, and the roads are backed up for miles , Please have some consideration for the residents who live in this beautiful area, out wildlife are being forced to move further and further into the national park wetlands off river road! why do developers think they can just propose to squeeze more and more houses into our backyard? I am very upset about this proposal , Please reject this proposal before we will have no open spaces left ..No No No!
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Caroline Liebich

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Caroline
Family name:	Liebich
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Whilst I am not apposed to development, I am against what has been happening over the years with blocks getting smaller and smaller. No I don't want it if it going to be another dense housing development, but if it is done with the environment in mind and not the dollars, as well as consideration for low income earners then maybe. But I very much doubt the powers that be will be thinking of anything but dollar signs. I remember when Old Reynella was developed the public was promised that the hitching station would be kept and restored, instead it was left to crumble away and volunteers ended up restoring it. So the public saying anything here will make no difference, you will still go ahead.
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Deirdre Quinn

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Deirdre
Family name:	Quinn
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I have lived in the Noarlunga/Seaford area for the last 48 years and have slowly seen our area of fields and open space being taken over by developers and quite honestly have had enough of the constant land grab that has been allowed to continue. What was once beautiful fertile farming land of wheat and barley fields has been steadily sold off for so many housing developments. Please! Please! Please! put a stop to this proposal immediately and preserve our area for our wildlife and native fauna . We have paid our taxes for almost 50 years to our council and deserve to have our area preserved for our future children !
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L Keightley

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	L
Family name:	Keightley
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	As this is for future land development; No 1., there is not enough infrastructure in place for bigger population. Roads are already mayhem and public transport is woeful. No2, This should be a sustainable and environmentally friendly development like is planned for Aldinga. It connects to the Onkaparinga Gorge and should be sympathetic to the environment with minimal impact. No 3. Do not want another shambolic disgrace like the Shahin development off Hepenstal/Gates Road Hackham. No4. Larger block sizes. Wider roads. Sustainable house designs and not a sea Of grey/black heat attracting roofs. No5 Mandatory (mostly native) street trees at every residence in consultation with the council to ensure correct planting and tree establishment, ensuring tree survival rates are high. No6. Increased beds at Noarlunga Hospital(and increased capabilities at Mclaren vale War Memorial Hospital) or atleast a functioning Emergency Department. No7 Improved and practical public transport No8. Large expanses of maintained green areas for activities - and not just for toddlers! Bike track/ skate parks, exercise areas and public toilets.
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Danni Bailey

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Danni
Family name:	Bailey
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	This area does not have adequate transport infrastructure to support a large housing development. This is also a beautiful open area that should not be destroyed by urban development and needs to be kept as open space. This area is the gateway to the picturesque southern vineyards and farmlands.
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sent to proponent email:	plansasubmissions@sa.gov.au

Anonymous

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	[redacted]
Family name:	
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	As a Hackham west resident I very much support this development. Please consider my support anonymous
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Jacksen Trezise

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	jacksen
Family name:	trezise
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I do not support this proposal. This will be detrimental to living in the south. We do not have the infrastructure.
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Douglas Green

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Douglas
Family name:	Green
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	There is a need for additional housing currently, that much is very true, and the land in question is currently not being used effectively for any activity which makes it a good candidate for development. I am a supporter of the rezoning but with some significant caveats. The current maps provided suggest a small green space corridor to the north of the development. I suggest that this needs to be added to with additional required greenspace within the new development. The links between greenspace and health are well documented as well as benefits for keeping developments cool. The greenspace will also benefit the local wildlife, offsetting some of the loss of open space. Additionally, minimum canopy densities should be set of the final development site covering the whole area, not just the green space. Street trees, park trees and scattered trees all are vital for multiple aspects of a sound development including nature, health, temperature management, noise control and visual amenity. Following on from this, developments like this in lower socio-economic regions are at risk from cheap design and builds minimising up-front costs for the developer and shifting those costs to the future occupiers, owners and council. There is no secret that there is significant money to be made here, so lets shift the burden to the developer and enshrine sustainable (environmentally, economically and socially) practices into conditions. Things like energy efficient housing above current standards, water sensitive urban design, canopy cover etc. should be mandated from day one.
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sent to proponent email:	plansasubmissions@sa.gov.au

Robert Trewartha

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	robert
Family name:	trewartha
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	i fully support the rezoneing of the above area HACKHAM the land is ideal for family housing with sea and hillside views ican see this suburb being well approved by all buyers and house buyers very close to expressway for traffic to and fro from adelaide well done thank you
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sent to proponent email:	plansasubmissions@sa.gov.au

Ann Trewartha

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	ann
Family name:	trewartha
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	this is beautful piece of land to be devoped into good family envioment housing with great views to the coast adelaide and the hills very close to all shopping and services
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sent to proponent email:	plansasubmissions@sa.gov.au

Anonymous

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Fourty
Family name:	Year Resident
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	You want to add another 2000 houses down here without adding anymore infrastructure. Roads and traffic is that bad already down here now thanks to all the development and no improved road infrastructure. Have to wait two weeks to see my local GP these days, how about you worry about improving what's available for existing long term residents before you build these dog box shit homes and expect families to live happily in 300sqm blocks of land. Strongly oppose any reclassification of this land use. No doubt this is going ahead already and your doing your token 'consultation' process to make it look legit. If you actually surveyed residents within 10km of this proposed site my expectations are that you would likely find 80% don't support it.
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sent to proponent email:	plansasubmissions@sa.gov.au

Mandy Violi

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	mandy
Family name:	violi
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	It’s about time this land was rezoned, there is a need for affordable land down south, we need more housing blocks for people to own their own homes, as there isn’t even homes for people to rent let alone own a home, such a short supply of land need a to be addressed and this is the ideal solution, it should have been done long before Seaford, Moana, anywhere else South of Hackham, this land was a natural progression on from Morhettvale, 100 percent in favor of the rezoning can’t come quick enough !!!!!!!!!
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sent to proponent email:	plansasubmissions@sa.gov.au

Pasquale Violi

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	pasquale
Family name:	violi
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	We need more land down south, for affordable housing, this is perfect spot, close to everything, great area to bring up children, this is ideal area for rezoning, should have happened years ago.
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Donna Morrison

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Donna
Family name:	Morrison
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Destroying the natural environment that is home to so many different species of wildlife and species of flora throughout the area. This land must be preserved for our future generations, for the landscape and the fauna/flora throughout the land. This development should not go ahead. It should be kept as a national park that the community can utilise for walking, cycling and admiring.
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Brianna Zimmerman

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Brianna
Family name:	Zimmerman
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Do not re-zone for building! This needs to be kept as a stunning landscape, open fields and for our wildlife Coming off the expressway to these rolling hills of gold is so special
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sent to proponent email:	plansasubmissions@sa.gov.au

Paul Vagnarelli

Submission one:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Paul
Family name:	Vagnarelli
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Regarding the proposed development at Hackham. How are you going to keep all pollution levels (air, runoff, pest, noise, traffic, fumes and so on) down during he development of residential housing. How are you going to keep all pollution (air, runoff, pest, noise, traffic, fumes and so on)levels down as part of human dwelling living and traffic after the development is completed, especially since it is right next to a conservation and water area? How are you going to prevent human living associated pests and runoff and all associated pollution from spilling over into the nearby conservation area and into the nearby river system? Are you going to increase the amount of native trees and vegetation than there is currently in the zoned area by planting them as part of the residential development including appropriate and associated living facilities for native animals?
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sent to proponent email:	plansasubmissions@sa.gov.au

Submission two:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	paul
Family name:	vagnarelli

Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Regarding Hackham residential development. Why have you opted to develop this land into residential development instead of expanding the Onkaparinga natural conservation area? For, and especially in this day and age should we not be proactive in improving our environment and climate collectively as a biosphere to reduce the impact of human induced climate change and destruction of nature (human growth and development), all as part of human biases?
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sent to proponent email:	plansasubmissions@sa.gov.au

Nikki Addison

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Nikki
Family name:	Addison
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I disagree with this proposal. By developing the land it takes away the beauty of this area. It would also dislodge the wildlife living there. After the recent development we have had possums,bats and kangaroos in our streets and homes. This development would push more wildlife into our homes and out of theirs
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sent to proponent email:	plansasubmissions@sa.gov.au

Daniel Burford

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	daniel
Family name:	burford
Organisation:	Public
Email address:	[redacted]
Phone number:	
Comments:	Iam against the decision to rezone the area you should leave it the way it is to protect the environment also we have heaps of new areas already not to mention unless you guys want to build a bigger hospital people will start to be sick a lot longer
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sent to proponent email:	plansasubmissions@sa.gov.au

Christopher Sutter

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Christopher
Family name:	Sutter
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I live in Seaford Meadows and I love the area. I do not support this proposal because there is not enough detail in the plan about trees, water and open-space.
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sent to proponent email:	plansasubmissions@sa.gov.au

Andrew Comas

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Andrew
Family name:	Comas
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Could you please advise if planning is going to require a buffer zone between housing and the Onkaparinga conservation park. It is critical that planning considers the affect subdivisions have on these dedicated conservation areas. There will never be any more of these parks and allowing housing right up to the boundary will be highly detrimental. A buffer will help prevent illegal dumping, invasion of weed species and impact of feral cats, amongst many impacts. Is there a policy to minimise the impact of cats on the conservation area? Can a policy for this area require cats to registered and kept indoors after dark? Is the government going to provide extra resources to this conservation park to help deal with impacts of this subdivision to help protect its integrity?
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Earl de Leeuw

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Earl
Family name:	de Leeuw
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Hi I currently reside in an older section of Noarlunga downs and have been a home owner here since 2008. I often leave my area heading further south via River Road which runs past this proposed area. I moved down here for less people. This will just add to losing some of the charm of the area. I appreciate my green open paddocks and spaces, by putting more housing in this area will most definitely create a even further log jam in people leaving to and from the area. Building hundreds of houses on top of the old historic old Noarlunga area will make the older section lose its charm as well. Quite frankly I completely baffled why we have to have more houses down south? People live south for the space. Port Noarlunga is now being ruined by this cash grab of sub deciding, Christie's beach is much of the same creating too many cars parked on side streets. When is this all going to stop? Build another sub devision out north of Adelaide just off the multiple freeways that can cope with the traffic. Sth road further south is a nightmare at times and will only get worse. Why do we need all need to be living on top of each other like Melbourne and Sydney? I could go on.. Regards Earl de Leeuw
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sent to proponent email:	plansasubmissions@sa.gov.au

Craig Ingram

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Craig
Family name:	Ingram
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Great idea!
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sent to proponent email:	plansasubmissions@sa.gov.au

April Jermey

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	April
Family name:	Jermey
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	To whom it may concern, My only concerns with regards to this new development is that if it is to be small blocks and lots of houses, that there be sufficient green spaces within the development to support families who will primarily be those looking to purchase affordable housing in the suburbs. There should be open spaces, treed spaces, and playgrounds (for a variety of ages, including teens), sufficient for growing families and their pets. Sincerely, April Jermey Onkaparinga Rate Payer
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sent to proponent email:	plansasubmissions@sa.gov.au

Alice Higham

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Alice
Family name:	Higham
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	In regards to the Hackham 2000+ housing proposal. As a local community member it worries me the extremely fast spreading suburbia of Onkaparinga and Fleurieu Peninsular. I feel with the urgent housing need there is not enough thought for the future of our community. I am opposed to high density housing projects but also understand the need of homes. I believe we need to consider restoration of native vegetation, space for local native fauna, thoughtful environmental design and community values - all combined to support the wellbeing of the whole community. Id like to see 'rules' implemented for future development with a minimum green space per house, large public green areas and water ways. Also to include guidelines in planting a large number of trees and shrubs in street verges and reserves. Development should be considerate of the land and the site's natural features. Minimising the disruption to the land and minimising use of energy, water and other natural resources to promote healthy living environments Also it would be ideal that all development needs to be offset with natural regeneration of the local area, encouraging more protected spaces, replanted vegetation, cared for how they should be. Setting a benchmark now in all future development will be a small step in conserving some of our land.
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sent to proponent email:	plansasubmissions@sa.gov.au

Brett Scutcheon

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	brett
Family name:	scutcheon
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The land should be reserved for wildlife and kangaroos. If anything open it up for the public to walk, kids to play in open areas to kick the football. There are areas near by but not big enough for all the surrounding suburbs. By building more houses I believe the area is going to be over crowded and “suffocate”
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Tamara Williams

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tamara
Family name:	Williams
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	My chief concern (applies to all new housing developments) is that there should be a corresponding increase in the number of hospital beds (and staffing for emergency services). A further 2000 homes will place additional pressure on our current failing system. Response times are already inadequate and bed block is horrific.
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Tori Johns

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tori
Family name:	Johns
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I live in Hackham and whilst I can understand the need for further infrastructure and housing, I don't think that using all of the area outlined in the proposal for new housing + development is a good idea. The ability to walk/bike/exercise in the green areas is paramount to people's health here, especially when a lot of us don't have the money/means to go to gyms/other places or programs for exercise. I think if more houses are built along those green areas, there should be major allowances left for walkways, parks and forested areas to preserve nature, not just for those of us currently living here but also for the sake of those who may eventually join us. Please don't use all the land for housing.
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sent to proponent email:	plansasubmissions@sa.gov.au

Paul Underdown

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Paul
Family name:	Underdown
Organisation:	N/A
Email address:	[redacted]
Phone number:	
Comments:	Hello, I understand that once these projects gain momentum; they usually 'go ahead'! Like the Seaford Meadows development on commercial road Seaford. My concern is the 'sliplane' road off River road, north bound to the Southern Expressway. This access is 'barely' adequate now! Especially at busy periods. With the volume of traffic that would be expected if this project does get approval; that whole access road would require a 'significant upgrade' to cope with the extra volume of traffic. I live at [redacted] & seldom use it now, because of the difficulty to pull out into 80kph traffic coming from the south! Regards, Paul.
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Emma Lee Wilson

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Emma Lee
Family name:	Wilson
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This won't improve anything, it's going to take away far too much nature and animal homes, not to mention how the hell does anyone think taking away what little actual real land we have left is good? You'll just build those shitty gray two story houses that asshole landlords will charge almost $400 a week for which the people who live in this low income area can't afford anyway. This a waste of time and money, and not woth the loss of natural life and nature. The extra 2000+ people will pollute and destroy what's left. But hey you won't care about the thousands of other residents who don't want to see their home destroyed, you'll care about the 20 landlords that buy all the crap you build because that's how the world works.
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Samuel Reisinger

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Samuel
Family name:	Reisinger
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This idea is a spit in the face to what little identity Hackham and Old Noarlunga has left. Taking away our plains and wildlife to make way for more grey boxes is just the kind of homogenous thinking one should expect from detached government officials like you. "Rising supply for a growing population"? Don't make me laugh; as someone who is starting a family, and therefore part of the "growing population", the biggest issue for me and people in my situation is unreasonable prices from equally detached landlords. Your thinking is asinine and I'm sick of your decisions being made for the best interests of your personal cash flows. You want to accommodate young families and new residents? Start by enforcing basic humanitarian laws for lower-middle class incomes instead of just trying to shove more people in indistinct soulless apartments. You're not a big city, and you're not Glenelg, so stop trying to force it onto areas that could not and should not support that kind of high density system.
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David Llewellyn

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	David
Family name:	Llewellyn
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	To whom it may concern. I am totally against this decision. The area is already fairly heavily populated, with a substantial amount of social housing. Cramming more people into a depressed area will not improve the area at all. It will attract more crime and will push people out of the area, rather than attract people (except those who desperately need a place to stay). Furthermore, the local facilities and infrastructure is simply not in place (e.g. transport). Simply building more homes and throwing in a few retail outlets, shows a clear lack of planning. Please review the proposed amendment and hopefully reject the proposal. Thanks, D. Llewellyn
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Amelia Smart

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Amelia
Family name:	Smart
Organisation:	N/A
Email address:	[redacted]
Phone number:	
Comments:	I am a resident in [redacted] and think the development is a great idea. Things is like to be considered: -the implications of an intersection between southern expressway and river rd (this is already an extremely congested area) -possibility of a government primary school to cater for the 2000 new homes (Huntfield Heights is across a major rd and Hackham East too far away - If 50% of homes had 1 school aged child there would 1000 children in the development) -consider restrictions on possible developers in regard to retaining etc. (this was very poorly done in our estate and the developer rorted home buyers including false claims about retaining and benching heights being done inaccurately etc. The cost to retain can not be put back on home buyers as it is not affordable in such a sloped location) -is the activity hub going to be retail only, will there be any other services that bring value to the community? -consideration for outdoor activity such as parks, outdoor recreation eg basketball courts etc. -hold developers accountable for the overall appearance of the development. Onkaparinga views is complete shambles and the developer has not been held accountable for current state of the area including damaged roads, unopened parks, parks that are incomplete or not delivered to standard, verges have not been complete (it is a shame when contrasted with other estates in our council including Seaford Meadows, Moana Heights, Vista and Sunday at Aldinga. Looking forward to ongoing consultation for this project!
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sent to proponent email:	plansasubmissions@sa.gov.au

Rod Campbell

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Rod
Family name:	Campbell
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The elephant in the room is population growth. It is never discussed. Population growth is the greatest Ponzi scheme of all time and we all know how the original Ponzi scheme worked out. We live in a world of limited resources and yet we promote unlimited growth. Population growth is the prime driver of increase in cost of living and lower standard of living. I understand why this issue is never questioned because large institutions profit from quantity of population and have zero interest in the quality of life of those who support them. The word parasitic comes to mind. Think of the carbon and other waste excreted by every additional human over the spam of their life. Bigger is not better. Quality of life is far more important than quantity.
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sent to proponent email:	plansasubmissions@sa.gov.au

Shela Scutcheon

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Shela
Family name:	Scutcheon
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Dear Chief Executive, I would like to express my deepest frustration regarding this Hackham Code Amendment. I implore that you do not proceed or approve this amendment for so many reasons. We live very close to this area and I must say it is a beautiful piece of land as it is and seeing the wildlife there just makes it even more special. Please think of our wildlife and they're natural habitat, it's slowly diminishing. We love seeing the kangaroos enjoying the area and aren't we supposed to be preserving the trees and the park lands and our heritage sites? Consider the pollution and the traffic that this proposal will cause too. We already have trouble with the roads here and the flow of traffic will surely become congested. Despite the good intentions of building affordable housing, I believe that this would just expand an area where people who rely on the dole would settle in and thus making this area not an ideal place to live in and raise a family.
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Ashleigh Seymour

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Ashleigh
Family name:	Seymour
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I don't feel that the proposed green space is sufficient for the number of dwellings.
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Kylie Murphy

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Kylie
Family name:	Murphy
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I oppose this development due to lack of infrastructure. The current artillery roads will not handle the new development without being upgraded first. Noarlunga Hospital and local schools can not handle further population growth.
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Rory Huxtable

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Rory
Family name:	Huxtable
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Terrible idea. I vote NO
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Penny Roberts

This green zone in Hackham and noarlunga must stay. Keep this area green for the sake of clean air and beauty.
A lovely sight at the end of the expressway Penny Roberts

Lochlan Bradley

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Lochlan
Family name:	Bradley
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am a 21yo looking to buy my first home. Land anywhere in our council is super expensive and great locations are becoming scarce. I want to build a house or even just buy a home but at the moment that's so difficult to do since established people have no where to build or buy themselves. Opening up this area would be incredible help for me in aiding the future growth of myself and a potential family. I hope this area is rezoned and the city of onkaparinga is strengthened economically and through gained community.
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sent to proponent email:	plansasubmissions@sa.gov.au

Angela Carman

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Angela
Family name:	carman
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Absolutely we need more home my suggestions is to let the community know you will move the wildlife on to a new location as that always upset the community. Buy I Absolutely would love it if it was affordable home for low income
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sent to proponent email:	plansasubmissions@sa.gov.au

Jackson Seymour

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	jackson
Family name:	Seymour
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Surely transition into another reserve and not another development with tiny townhouses that cost $500,000+
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sent to proponent email:	plansasubmissions@sa.gov.au

Graham Marks

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	graham
Family name:	marks
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Leave hill face as is we don't need to put houses on it . Put trees and shrubs on land make it a national park for the community.
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sent to proponent email:	plansasubmissions@sa.gov.au

Jon Dewar

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jon
Family name:	Dewar
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Dear Chief Executive, Attorney-General's Department. As a recent land and home buyer in Huntfield Heights and having lived in the Onkaparinga council area for 30+ years, I am disappointed with the state government's proposal to re-purpose land in Hackham and Old Noarlunga. I feel that this proposal is setting the area up to be a congested nightmare. Having witnessed the traffic problems thus far with the ever increasing developments in Seaford, an additional 2000 homes will make this issue far worse. That is not to mention that the area will lose its appeal with recreation areas and parks becoming trampling grounds rather than areas for existing residents to enjoy. We also anticipate our property value will decrease as our home looks out to the hills that are to be developed, spoiling a very rare and valued view.
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sent to proponent email:	plansasubmissions@sa.gov.au

Liz Baggalley

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Liz
Family name:	baggalley
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	We don’t need more concrete. Land at port Noarlunga south already took away the habitat of animals. Plant some trees and give nature a chance of survival
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sent to proponent email:	plansasubmissions@sa.gov.au

David Code

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	david
Family name:	code
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I'm a local resident and Im all for the development but there must be a provision for the southern expressway to be extended to Aldinga with a seaford bypass with proper on and off ramps. I'm 100% behind the development but we want the infrastructure to accommodate the thousands of extra cars in what is already a bad bottleneck area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Lauren Thorpe

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Lauren
Family name:	Thorpe
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I live across the road in Noarlunga Downs and I understand more housing is needed but also some land needs to be left unhoused. The region would struggle with 2,000 new homes the area is not set up for that!
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sent to proponent email:	plansasubmissions@sa.gov.au

Graham Thomas

See attachments

regards

[redacted]

The Friends of Onkaparinga Park Incorporated (FOOP)have examined the 2009 PAR, the recent Code Amendment and the State Planning policies relevant to the development called the “Hackham South East development”

We make the following comments;
The proposed development abuts the Onkaparinga River National Park and Hackham Creek along the northern western side of South Road. The interface proposed has with the Onkaparinga River National Park and open space corridor along Hackham Creek has implications for the users of the park due to juxtaposition of the park and creek in relation to the proposed development.

The 2009 version of the PAR referenced the State Planning Policy and has been updated. FOOP wishes to comment on the old PAR and the new Code Amendment Report. The updated Code Amendment report considers the following issues relevant to FOOP

Objective 1.4 - Protect areas of rural, landscape character, environmental importance, mining or food production significance from the expansion of urban areas, towns and settlements. The Proposed development abuts the Onkaparinga River National Park.

The following issues are considered by FOOP to be of importance to the integration of the residential and national and recreation park land uses;
1.Pedestrian integration between the residential area and the parks. This will require an investment in the proposed development and parks to connect the pedestrian activity between the proposed open space corridor. The developer should guarantee the integration of the respective adjacent land uses namely Onkaparinga River National and Recreational parks and future residential uses is a must occur and that investment is made in the parks and residential area to complement the two uses.

2. The proposed new residential area will require an isolation distance to the Onkaparinga River National and Recreation Parks of sufficient width clear of vegetation to provide a buffer against wild fire which may occur in the parks and threatens the residents of the development. The developer should fund this work. The retention of Piggott Range Road as a' locked gate' road is essential and would be complimentary to a buffer within the parks. A jointly developed fire prevention plan with the National Parks and Wildlife Service South Australia [NPWSSA] should be a development requirement.

3. The drainage from the development will be connected across South Road to Hackham Creek. The development has the potential to increase the velocity and base flows in the creek resulting in silt deposition in the Onkaparinga estuary wetlands. The flows should be throttled down to natural catchment velocity and flows controlled within the development and in Hackham creek to avoid this possibility. Acceptable designs should be conditional in the policy and/or the code amendment and should be funded as part of the development

4. The Code Amendment Supplementary Transport investigations by Holmes dated May 2022 should reference pedestrian integration between the Onkaparinga River Recreation Park precinct through to development along Hackham Creek..

Objective 1.9

1. The use of the Onkaparinga River National Park as a recreation amenity for use by the residents of the new development will increase the pressure on the park which will need to have a fully maintained path with strict controls on motorised bike and trail bike access and facilities to manage an increased level of future land impact. The Policy within the amended code proposes that trail-bike activity is a land use encouraged within the development. It is not a land use appropriate to the Onkaparinga River National Park and therefor should be discouraged by barriers at the park boundary or its removal from the code

2. Pedestrian and bike movement across or under South Road must be facilitated. FOOP believes this to be essential and should be included in the actions to meet the state policy on transport and integrate the Onkaparinga River National and Recreation Parks, the development and Hackham Creek

3. Contingency funds should be a considered to achieve the actions proposed outside the development area. A provision in the code to fund integration works outside the development should be considered through an LMA or other instrument.

4. The Parcel of privately owned land designated **HF** in Attachment A which is east of the old Noarlunga Meatworks site off Piggott Range Road should be acquired by the State government for inclusion into the Onkaparinga River National Park to ensure access to the National Park through the locked gate at 35.174498S and 138.510773E avoiding the need to seek landowner permission as done presently. Acquisition of this land will provide a contiguous boundary with the National Park.

5. Properties 23 and 24 – As identified in Attachment E – Environmental Due Diligence Preliminary Site Investigations by Holmes, Dyer Proprietary Limited. *"...From the 1960's to the 2000's, Properties 23 and 24 contained several retention ponds formerly used by the abattoir for the storage and evaporation of liquid waste from the abattoir/meat work activities…"* In the mid 2000s FOOP made a submission on the then proposed land use rezoning which included our view that both the old meat-works site and settling ponds were likely to contain heavy metals. Our view was formed on lived experience of members who had been engaged in primary industries.

FOOP's suspicions have proven to be correct as the Holmes,Dyer report states "*...A soil investigation was also conducted by Senversa in August 2021 across the former retention ponds. The material at the base of the ponds reported elevated concentrations of heavy metals (including arsenic, chromium and copper) and TRH compounds exceeding the adopted human health and/or ecological criteria…*"

Based on the preliminary findings FOOP recommends that the old settling ponds shown on the proposal as part of Properties 23 and 24 are not disturbed in any way and further that investigation be conducted into covering the area with further material to ensure no risk to human health. A permanent encumbrance should apply to this site.

FOOP has an expectation that our submissions are duly considered and feedback provided.

Graham Thomas President
Friends of Onkparinga Parks Inc.
[redacted]

Neil and Mary Ryan

To the Planners SA,
My Husband Neil and I have lived in [redacted] for the past 46 years..raising our family of four children along the way. We love our local environ ment and its close proximity to the natural world..Our kids and grandkids love exploring the creeks.. looking for tadpoles..walking the tracks and parks ..spotting the kangaroos and once our grandaughter, not so long ago, spotted a koala in one of my gum trees in our garden. Its not uncommon to see a kangaroo bounding along the walking trail in front of our house and we regularly see kangaroos contentedly grazing on the slopes of Hackham,the slopes that we thought would always be protected from housing development as Hills Face Zone, but now proposed to be changed to Master Plan Neighbourhood Zone. We love the rural views and the native birds that visit our garden and surrounds and above everything else these things are paramount to our wellbeing and why we chose to live down south.Over the years we have enhanced our environment by planting more native trees on our property, our street verges and local primary school and High school..we have been thrilled to experience the increase in numbers and variety of birdlife that this has brought us..it gives us great pleasure.
.As a family effort we grew trees for Trees For Life for 10years .. in an effort, hopefully to remediate our state's past environmental degradation.Our lifetime's effort seems under threat with the recent Hackham code Amendments Proposed.
Changing the code to Master plan Neighbourhood Zone.... especially on the Hackham slopes with creeks, brings the prospect of tiny subdivisions,wall to wall ugly hot rooftops, no trees for shade because the backyards are too small and usually are hard paved, with houses relying on airconditioning.(and increased energy use) Loss of rural green space,and especially fracturing of natural ecosystems that support the local flora and Fauna .. The EBS Desktop Report only notes two animals and one frog..without even mentioning species, and reports existing remnant flora as probably not a significant problem as far as the laws for protection of native flora go(for clearance) and as for the bird species..vague assumptions that they wont be affected..Of course they will as clearance of native trees and shrubs is their food source, their supporting habitat!
.
Our goals for future housing planning should be to make decisions to create a safer Greener and Eco friendly balance between development and the sustainability of the natural environment ,its waterways,flora and fauna.. focussing on those very important considerations that will slow down climate change...As a priority..every tree cleared be it native or feral should be valued by its contribution to carbon sequestration and at least REPLACED. Especially we need to .protect the remnant vegetation too that has struggled to exist on land degraded by previous farming and land management practices..scanty environmental appraisals dont value these remnant populations highly enough ..for their continued existence they need a safe buffer zone around them when it comes to subdivision of land in their vicinity.

WE SUGGEST AS A BETTER OPTION For Hackham Code Amendment,... as we realise the need for housing is great,..to reduce the number of houses ..create bigger blocks..ie more RURAL NEIGHBOURHOOD 2ha BLOCKS..as a minimum.. especially for the Northern land slopes between Main South Rd. and Onkaparinga National Park and bounded by the northern development boundary(near Mick O'Sheas Pub) and a boundary line from the exit point of Brodie Rd. to Onkaparinga National Park.This area has creeks that flow naturally through and link to the creek on the west side of Main South Rd. It also has good green visual amenity. Less housing density in this area, less land clearing, if

planned well, would allow uninterrupted creeks and the kangaroos to not be disturbed so much..(as opposed to the sad situation at Seaford where they were pushed out of their grazing lands by hungry developers despite vigorous public opposition.).. With more subdivision lately weve seen more road development.. Look at how the recent massive removal of roadside native trees has ruined the road to McLarenVale... so ugly! ..not a thought about planning around the existing trees ..just bulldoze the lot!...do the planners ever come and have a look first?

I really hope that opinions from the local residents like ours are heard and the powers that be dont just squash our efforts..In writing to you and wanting to have our say, we feel so desperate,and powerless,.. for the momentum for change seems a "fait accompli" We have however a deep conviction and need to speak up where our environment and its small voiceless creatures and species that rely on it stand to suffer and be driven from their home...good planning decisions will impact greatly on the outcome.
Please put environmental considerations to the forefront in your decisions on this matter...and value maintaining the existing ecosystems, flora and fauna ..even if this means more expense and change to plans already made..we all have this responsibility..especially those in power that make the plans.
Kind Regards Neil and Mary Ryan.
[redacted]

Geraldine and Martyn Semmens

As a resident of Hackham for over 40 years I was very disappointed to read about
the future subdivision at Hackham. I would not be so upset if it was 1000 houses on decent sized blocks with adequate green space. 2000 houses will be another Legoland
Cheap and nasty houses jammed together where you can jump from roof to roof. Drive up Main South road from Doctors road heading south and look up at Gates road and you will see exactly how it is going to look. No room for a decent size tree or garden. Let's not worry about global warming that is some other councils problem.
Let's not worry about the extra traffic on South road either, are these people going to have access to the expressway or will that be just too hard to facilitate.
Traffic lights at Heppenstal road and Melsetter road another Blacks road Majors road debacle in the making.
Let's not forget that some very selfish people in Hallett Cove want access to the expressway via Majors road when they already have access via Majors road South road or Brighton road Sturt road what kind of a bottleneck will that creat for the people
from further down south.
Does anyone responsible for this planning actually live in Hackham or anywhere down South.
I wonder if anyone will actually read this email or is this subdivision already decided.
Geraldine and Martyn Semmens
[redacted]
Sent from my iPad

Paul Lambert

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Paul
Family name:	Lambert
Organisation:	Member of public
Email address:	[redacted]
Phone number:	
Comments:	PLEASE take into account the traffic flow at seaford road/ south road. It is already unmanageable due to the Bunnings roundabout and change from 2 to 1 lane.
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sent to proponent email:	plansasubmissions@sa.gov.au

Malgorzata Schmidt

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Malgorzata
Family name:	Schmidt
Organisation:	Noarlunga Downs resident; member of Nextdoor network
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Dear Chief Executive, Attorney General Dept, Do NOT rezone prime agricultural land in historic Old Noarlunga for residential development (Hackam/Old Noarlunga). Housing shortage must be addressed by building in areas that are unsuitable for farming, by infills/restorations and by higher density of residents in urban areas that already have infrastructure. This approach will lower the rental cost which must be the priority. What you are proposing is no different than similar environmental vandalism occurring around Mt Barker. This settler approach to the stolen land must end, hopefully with the new gov's commitment to Uluru Statement. And with best wishes and kind regards I remain faithfully yours
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sent to proponent email:	plansasubmissions@sa.gov.au

Gail Marsh

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Gail
Family name:	Marsh
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	My sister and brother-in-law have lived in the area for 15 plus years. In my opinion the area is ideal for families and affordable housing. I am unsure why it took so long for such a positive development to happen.
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sent to proponent email:	plansasubmissions@sa.gov.au

Tracey Malliaros

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tracey
Family name:	Malliaros
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	As a Huntfield Heights resident, I request sincere consideration be given regarding a well designed and decent size service/retail centre with adequate parking and public toilets, and a quality play area and family friendly reserve with public toilet facilities. The proposed potential traffic lights seem reasonable.
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sent to proponent email:	plansasubmissions@sa.gov.au

Michael Knight

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Michael
Family name:	Knight
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Please do not ruin our beautiful suburbs by making this area like the Northern suburbs. We need more national parks and walking trails not houses and congestion on our roads. Do we even have the infrastructure to facilitate this change to the area? I like the rate of growth and the ambience of Hackham as it is and I believe that this is just a money grab by the council and developers without a thought of what your doing to the area and the negative impact you will have on the house prices and the general feel of the area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Timothy Butler

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Timothy
Family name:	Butler
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Right now in the rental market it is impossible to get a home. We need more housing, and land down south is limited in supply. I fully support a re development allowing more homes to be built in the area. Please name the suburb something other then Hackam.
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sent to proponent email:	plansasubmissions@sa.gov.au

Hannah Sim

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Hannah
Family name:	Simm
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I think this is a fantastic idea. Gaining 2000 more houses in the area would be fantastic. Its a beautiful area and it's growing everywhere. Perfectly situated.
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sent to proponent email:	plansasubmissions@sa.gov.au

Tanya Taverner

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tanya
Family name:	Taverner
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I am very concerned with this proposed development as the dwellings will abut the Onkaparinga National park and with the current laws on cats being allowed to roam 24hrs a day unfettered gives the potential for a high number of cats to go into the park and decimate the native fauna and spread disease. I have written to the City of Onkaparinga on numerous occasions to express my dismay and disgust at the destruction and disease that these animals are causing by not being confined. The excuse of using 'responsible pet ownership' as a means to control cats from roaming and breeding is a lazy and irresponsible position for those in authority to take, and this is borne out by the number of cats (which is probably only a small percentage of the true number) being held at the Lonsdale animal shelter. I am perplexed as to why the RSPCA, SA Dog and Cat management board, City of Onkaparinga council, the former Environment and Water minister David Speirs all seem/ed extremely reluctant to legislate or regulate cat confinement, considering the documented destruction that cats cause to native fauna. Whilst the need may be there to provide housing for government population growth schemes and the necessary infrastructure, thought and the appropriate restraints should also be considered and acted upon to stop and minimise the impact that this will have on an already stressed, reduced in size, natural environment and its native inhabitants.
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Campbell McAllan

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Campbell
Family name:	McAllan
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I do not believe that rezoning and redeveloping the hills faces and open spaces in the proposed area will "contribution to housing affordability and quality of life" without significant guarantees of high density or low income priority housing and investment to public transport in the proposed zone. If the proposed area is rezoned and redeveloped I believe significant effort should be put into ensuring the appearance of the hills face is preserved with sufficient "green areas" and adequate tree coverage to mitigate the appearance of rows of houses
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Chris Burkitt

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Chris
Family name:	Burkitt
Organisation:	Retired
Email address:	[redacted]
Phone number:	
Comments:	Not 2000 houses. Plant 2000 trees.Look at the area Gates Road/Chapman Road Hackham. Thousands of rooftops and not a tree in sight. The proposed rezoning does not mention the planting of 1 tree. I repeat NO houses plant trees.
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sent to proponent email:	plansasubmissions@sa.gov.au

Jessica Greek

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	jessica
Family name:	greck
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am strongly against this plan to develop the area. The roads are already busy, the infrastructure Inc hospitals, shopping, medical services are already difficult to get into or are overly busy. And the land wouldn't be available to family's that need housing as they would not be able to afford the cost of benching and retaining these blocks. Thanks for your consideration.
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sent to proponent email:	plansasubmissions@sa.gov.au

Michelle Wardell

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Michelle
Family name:	Wardell
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The infrastructure we have won't cope with another 2000 houses!! Plus that is how many extra will be in Seaford Meadows in the next year or two. Let alone next yeas land release in Aldinga of the same amount. How on earth are the roads going to cope? There is an accident weekly on Main South Rd as it is! So that is at least another 5000 cars coming this way! Seaford Height's isn't finished yet either!! Commercial rd will be at a stand still! Getting through Port Noarlunga now about 5-6 o clock is bumper to bumper!! How about using the money and funds for more ambulances, police, social housing. This is what is needed. We are growing too big without the infrastructure to back it up.
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Christine Hobbs

[redacted]

Here on is OK to have in Portal

Since my original email I have also wondered if the original contaminates from the former Meatworks abattoirs & whatever else was in the property above the runoff would no doubt be in the subsoil.. I hope proper analysis has been done as to its safety for close contact or growing food produce should a homeowner choose to grow a small vegetable plot .

From my previous research done many long years ago I know also that any former Almond orchards may have dreadful chemicals from what was used way back. I even had an agricultural report stating the chemicals used in the past. I realise a half a century has probably passed by since those awful contaminants but I don't know how long these chemical stay active in the soil

Apart from the concerns I've already voice on facebook & re-submitted here below I also have other concerns that have come to mind since that I haven't put up on the face book wall.& that is the type of designs of houses, if they build the flat faced warehouse looking buildings these are not environmentally friendly & require more electricity & gas to be used as the windows have no shielding from the sun especially in midsummer, these structures if they are to be used need to be carefully thought out which direction they face..

I'm very concerned when I read 2000 dwellings are to go on this small parcel of land. . I would like to know how much of that is the smaller sized blocks, & what sizes are they? Also the percentage of Affordable Homes at 15% seems rather low if it is to serve those in need..

Also will there be a community garden to assist those without space for their own garden much like we see on TV for overpopulated places like Sydney & overseas?

My grievances now are more about having livable housing communities where people's physical & psychological well being is taken into consideration. Also to protect our environment as if we don't the environment will fail & turn on us the way it has been doing in the last decade & getting so much worse.

I would also like to know if this was as others have stated originally HOUSING TRUST allocated land. Why did it then fall into the hands of the greedy private enterprise people OTR who only have their own pockets to consider not the wellbeing of the struggling people needing a home? I mean a proper home, not a crammed in make-do on a pocket handkerchief block, & living cheek and jowl with their neighbours .
Also since I originally came from Hahndorf I have seen how the land there & similar places has all been gobbled up & I also see it to the north as I have relatives up there, initially the northern subdivisions were larger, but of late I've noted they too are shrinking & its all house & no surrounding property to garden & have greenery which is much needed for our long term well being. These large subdivisions have also impacted on what was once our food bowl of growing crops & fruit vegetables to feed us .

One of the things that concerns me with the houses almost touching is the ability for emergency services to access the rear of a building in case of a fire or other emergencies .

If I get some support from someone & time & my health permits I may go to a meeting, but I am frail, especially since my Covid 8 weeks ago . Its now deemed i have LONG Covid, so every day is a struggle

From here on its mostly my comments already posted on Fcbk ..I'm not all that tech savvy so I can't get rid of the grey behind the typing & even the newer typed parts are coming up with the same grayscale background, I'm nearly 70 so I don't have skills the young ones do, but I do try..

This post below originally went up 1st of June by me on the fc bk comment section about this proposal. I've noted since that my comments & I didn comment on similar types on two separate postings & I seem to get a lot of people agreeing with my sentiments & concerns as a long time resident .

I've lived in this region now 51 yrs..When we moved into our house which was in an older private pocket most of the land we could see was rural, grapevines, almond orchards & grazing land for sheep mostly, by 1976 the housing trust cleared & built on the above mentioned rural parts, but just beyond us we still had some rural land. In recent years most of that has also been built on..we need to still have some open land or the infrastructure we have will not cope with the growing population..we already lack medical practitioners & wait several weeks just to get a basic appointment..in emergencies it's worse this has come about because they cram in a lot more houses per hectare than they once did..I see it all the time where corner blocks that were once a normal block are cut up & a house squeezed in with no space between the houses & hardly even space for a carport or verandah..Where are children to play? .I wouldn't mind so much if these new subdivisions at least had enough space for trees to grow..Some newer subdivisions don't even allow for visitors to park in the street without causing a hazard. This is because they are so greedy that even roads have shrunk..There is far more space north than we have south..Leave us some buffer land ..

********** another post from me

I'm fully against building on what little buffer rural land that is left..but as a recent survivor of Covid plus I'm elderly I'm not up to going to a rowdy meeting..I have lived in Hackham now Hackham West since early 1971 so over 51 yrs so I've seen a lot of change in that time..but the way they are building houses on tiny blocks & so close to each other I find very disturbing. It's not safe, nor is it environmentally good either..no room for a proper garden or trees. All we have is roof tops, cement paths & bitchiman roads there's nowhere for the water to run off to absorb onto the soil. Plus I know from trying to get medical assistance that we are already underserviced for the size of our current population let alone increasing that again ..I could say so much more..but having heard who owns this land I know the mighty dollar speaks louder than any common-sense from a long time resident. It's criminal what they are doing..if they really must subdivide let the houses be 2 story so there is at least land around the dwelling..also make it mandatory for wide enough streets so it's safe to navigate when a visitor comes & parks in the street. So many places are very much a hazard to navigate..Also make the developers build & run medical facilities so they don't go seeking out already overloaded medical practices that exists down south..I haven't even touched yet on education. Not all families can afford private schooling ..so where are the children to be educated? The whole thing makes my blood boil ..

********** This I believe was from another person & I replied

yep it's truly a disgrace!!! At least if it was designed as an actual suburb where you have wide roads, green space, street trees, decent block sizes for trees/gardens etc then maybe…but instead it will be an 'estate' with tiny blocks all squashed like sardines, no garden or trees…it's a disgrace. Not to mention all the animals like koalas, kangaroos, birds, lizards etc losing their homes and there are a lot that will need to be removed for all these houses. Plus it's not going to address the housing situation because those people won't be able to afford it anyway!!! Very sad

this reply from me after comment from, SA planning starting 15% I think it said would be allocated for Affordable Housing

a relative bought on the Affordable Housing Scheme 3 yrs ago..But many like him are on DSP & supplementary income..Many may not know Home Start which is all these people can get as a loan charges much higher interest rates than a Bank Loan. So what appears to be very appealing is in fact a trap to pay more than an average mortgage..we encouraged him to pay extra payments to eat away at the principle, but now the Reserve Bank has raised interests again, basically all he's gained is a buffer for hard times..to make matters worse the sheltered employer of 15 yrs sacked him on concocted accusations, so now all he has is his DSP. .ndis have not done anything to get him a new job..Affordable Home Scheme & HomeStart may work for a couple but not a single person..I admit better than dead money in rent..

This was in response to saying I was all very well criticizing when I probably owned my own home & my children as well

my own children all have homes, as do I, but we came from very humble beginnings & didn't live above our means & so we saved a deposit, if you look at a certain percentage of those not able to buy homes its because they are living above their real needs, also many have money sapping habits or are very wasteful... If two of my disabled children can save for homes then a person with good health & a job should also be able to.. these days couples start off wanting everything immediately, we start off bare boards & sheets up at the windows for curtains.. I didn't even own a washing machine initially, & despite having a toddler did the small lots of washing by hand & once a month the bigger items went to the Laundromat.. Old habits die hard, so I'm still frugal but have no debts. Our power bills are a fraction of most households, but in my generation many of us had parents who had lived through Wars & worldwide depression so their ways of being resourceful

got passed down to us BABY BOOMERS .

Another question I put forward to those who were for the development as it is proposed

Did any of the ones supporting this do basic science at school?..We humans give off I believe its carbon dioxide, & in reverse trees take in this & give off Oxygen which we humans need.. also the animals we eat as in livestock etc give off other things that need to be dealt with by nature if this was not so why else are so many farmers with land to spare doing carbon neutral plantings on their properties? I'm not saying don't do a development but let all things to protect nature & our environment, plus ultimately us the people who populate this planet . You only have to look at what has happened in recent times in our much bigger populated eastern states & the dreadful climate catastrophes & the impact on those families & then to flow on to us in other states as our food basins are not giving out our needs.. Think this through fully & not just for the here & now, but for the future

Grant Tucker to **Christine Hobbs** looking down over new developments from above, the rain can't even hit some soil anymore, it's a roof surrounded by footpaths and driveways with a postage stamp for a garden, sadly
4 **Sad** 3 d

MY REPLY
Christine Hobbs to **Grant Tucker** totally agree..I do wonder if the excess water run-off has been taken into account & hopefully stored somehow for drought times. With the lack of water penetrating the soil I do wonder if that ultimately will cause the soil to shrink & move causing problems for the house foundations. I value my normal size plot..well normal for late 1960s

Please acknowledge receiving this & also please do take on board my feedback, I have looked up the plans but some are hard to interpret..

Kind regards
Christine Hobbs

Shaun Clunie

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Shaun
Family name:	Clunie
Organisation:	None
Email address:	[redacted]
Phone number:	[redacted]
Comments:	The land in question is deemed Rursl and that land I believe is still farmed for primary product. There are rules, restrictions in place for this very reason of not losing it to provide housing. If I am to be held to the same reasons at McLaren Flat and not be allowed to subdivide, then the Governor General, council, Plan SA should also not be allowed to subdivide and abide by the same restrictions that I have to as outlined by MP Nick Champion.
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Hon Nick Champion MP

Government of South Australia

Minister for Trade and Investment

Minister for Housing and Urban Development

Minister for Planning

GPO Box 11032
ADELAIDE SA 5001
DX 168

T: (08) 8303 2304

E: ministerchampion@sa.gov.au

22MP01342

Mr Shaun Clunie and Ms Julie Clunie

By email: [redacted]

Dear Mr and Ms Clunie

Thank you for your recent correspondence regarding your property at [redacted]

I acknowledge that you have been in discussions with development assessment staff from the City of Onkaparinga (Council) and the State Commission Assessment Panel regarding the potential to subdivide your property. There are no further legal avenues by which to progress your proposal under the restrictions imposed by the *Character Preservation (McLaren Vale) Act 2012* (CP Act), which apply to your property. I can, however, provide you with the following information for your reference.

I note your property is located within the McLaren Vale Character Preservation District under the CP Act. In particular, the land is within the 'rural' area within the District, which lies immediately east of the McLaren Flat township, located within the District's township area. The rural area under the CP Act typically aligns to the former Council Development Plan zoning, noting your land is also within a rural zoning.

The CP Act sets out that within a 'rural area' subdivision for additional allotments for residential purposes is precluded.

In terms of the possibility of amending the CP Act restrictions on land division, section 10(1) of the CP Act provides that the relevant minister 'must, within five years after the commencement of this Act, undertake a review of this Act.'

The Review of the Act under the above Section was undertaken in 2018. The Review Outcomes Report is available at https://plan.sa.gov.au/__data/assets/pdf_file/0005/481919/Character_Preservation_Acts_Review_-_Review_Outcomes_Report.PDF.

No changes to the Character Preservation Districts resulted from the Review.

The wording of the Act is such that the Review process is a single event; therefore, no further reviews are envisaged under the Act at this time.

SOUTH AUSTRALIA

The maps in the CP Act which outline the boundaries between 'township areas' and 'rural areas' can therefore only be amended via the successful passage of a Bill through Parliament. At present, there is no proposal to undertake such a Bill.

Furthermore, if a Bill did amend the maps, the land would then revert to being located within the Environment and Food Production Areas (EFPA) under Section 7 of the *Planning, Development and Infrastructure Act 2016*. Similar restrictions on land division apply within the EFPA which would prevent subdivision of the property for residential purposes.

Thank you for taking the time to write to me about this matter. I trust the information provided assists in clarifying the legislative framework that applies to your land.

Yours sincerely

Hon Nick Champion MP
Minister for Planning

13 / 6 / 2022

Rebecca Delany

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Rebecca
Family name:	Delany
Organisation:	Resident
Email address:	[redacted]
Phone number:	
Comments:	I oppose development of these hills. It would take away the hills outlook for multiple homes in Huntfield Heights and displace many kangaroos who make their home on those hills
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sent to proponent email:	plansasubmissions@sa.gov.au

Michael Saunders

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Michael
Family name:	saunders
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Another development plan wrapped up in pretty paper and coloured bows. Infact another high density, treeless, roof to roof sleeper village, generating heat, traffic congestion and a visual eyesore. As climate change influences future decisions, what innovations will be demanded of the developers? White roofs, green corridors, minimum garden/house ratios, car limits? Will council lower rates with its surge in incomes? I do not support this. I see nothing more than rampant development and a money grab and no one living in the area benefiting from a better standard of living. I see traffic jams, community dilution and social disruption. Onkaparinga is becoming simply the housing estate of Adelaide.
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Christina Barrington-Kerr

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Christina
Family name:	Barrington-Kerr
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I sincerely hope that the "concept plan" includes demolition and clearing of the old meatworks site overlooking Old Noarlunga township. This blighted site should have been addressed by Council decades ago. Please ensure the rezoned land is designed for an interesting and attractive housing estate - as opposed to the shoeboxes in a row of the more recent housing estates, thrown up as unappealing modern slums. We have enough ghetto-style housing established around Hackham West without creating more on the hills face side of South Road.
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sent to proponent email:	plansasubmissions@sa.gov.au

Leigh Phillips

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	leigh
Family name:	phillips
Organisation:	leigh
Email address:	[redacted]
Phone number:	
Comments:	This is just another blatant land grab by greedy developers/councils in their lust for profit with total disregard for the real needs of the community. Where is this suburban sprawl going to end? Good open space and agricultural land being cleared of trees ,vegetation and animals for more jammed in rubbish unrecyclable houses. Why doesnt the govt/councils just rezone and open up all the land to victor harbor to strathalbyn to monash to gawler, cover it with 300m2 houses and be done with it. After all everyone should be entitled to a house and 2 or 3 investment properties all tax deductable ofcourse for Airbnb. Where we live in Goolwa 4 out of 5 houses on our street are vacant and they (council) want more. Now there allowing big developers on to rural land due to a loop hole of not being subdivided. And why not with the astronomical rates they charge ie. cents in the dollar of value and the exorbident staff nos. and huge wages bill. This land in question in Hackham must be hills face zone! That noarlunga on ram to southern expressway is a mess and cant cope now.
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sent to proponent email:	plansasubmissions@sa.gov.au

Colin Poker

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Colin
Family name:	Poker
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	It’s about time. Nothing left down south for anybody to build. The south has stagnated and this will bring more people and more life for generations to come. All for it!
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sent to proponent email:	plansasubmissions@sa.gov.au

James Mignone

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	James
Family name:	Mignone
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I say a big YES to this rezoning plan! Please use it to address the following issues: 1) House prices and rental prices rising because of high demand and low supply 2) See number 1 3) See number 1. Literally all that is needed to reduce house prices is to supply more houses. Allow for relatively liberal zoning and encourage competition between developers and builders so that there's a diversity of title sizes and shapes, a diversity of household architectures and sizes (including multi-storey townhouses and apartment blocks, maybe 3-5 stories max, nothing wild), and a breadth of community and commercial services within close reach of all the people who live in that new zoned area. Please also ensure that there's a mix and match of commercial properties in the area within a short walk, cycle, or drive, such as shops, cafes and restaurants, childcares and kindergartens, health and medical services, and the like. Encourage public transport, cycling, and walking by providing safe, convenient, and attractive pathways and footpaths, and ample, safe bus shelters and stops (with bus routes straight to Noarlunga station!) Encourage community integration and cohabitation with attractive and accessible public parks and playgrounds. Discourage excessive car use by preventing serpentine, labyrinthine road layouts like they have in Lightsview and Mawson Lakes, and do not implement parking minimums. Reduce electricity consumption by ensuring there's plenty of greenery on the roads and footpaths, providing ample shade and reducing the heat island effect. The goal should be that the average person in that area should be able to access the majority of their needs within a 10 minute walk so that they shouldn't need to get in the car for every little thing. Don't listen to 70-year-old NIMBYs who've been handed a good life on a platter. Listen to the YIMBYs who want practical, effective solutions to urban development and community health and sustainability. Build some houses, dammit!
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sent to proponent email:	plansasubmissions@sa.gov.au

Jennifer Staunton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jennifer
Family name:	Staunton
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I support this as my son wishes to find affordable land to build his first home
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sent to proponent email:	plansasubmissions@sa.gov.au

Steven Kaouna

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Steven
Family name:	Kaouna
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I think this is a long time coming and great for the area and state. Looks like an amazing development that can be enjoyed by generations.
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Damian Piantadosi

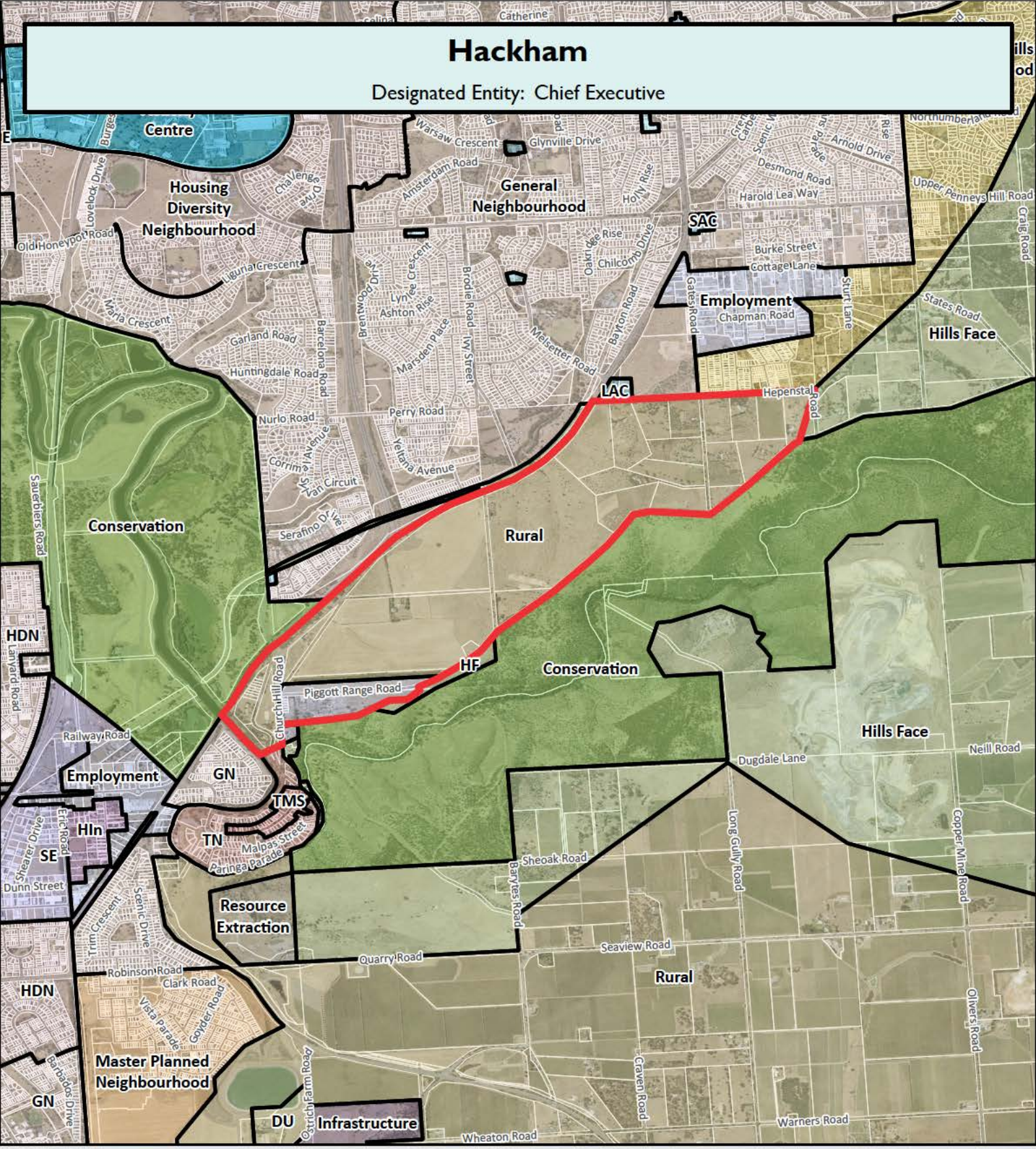
PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Damian
Family name:	Piantadosi
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	After looking at the proposed new zoning map, I feel that the new area will be best suited as a hill faced zone rather then the proposed the master planned neighbourhood zone as it would follow on from the excisting hill face zone which follows the conservation zone. I agree that it requires development but larger alotment are best suited. I wish to discuse further as i ran out of characters.
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Hackham

Designated Entity: Chief Executive



LGA: City of Onkaparinga
Affected Area (ha): 235
Current Zone: Rural Zone and Employment Zone
Proposed Zone: Residential Type



Government of South Australia
Attorney-General's Department

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Affected Area
Code Zones
Parcel Boundaries

Publish Date : 31/05/2022

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Peter Latus

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Peter
Family name:	Latus
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Long overdue. This should have happened a long time ago.
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sent to proponent email:	plansasubmissions@sa.gov.au

Clare Binsley

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Clare
Family name:	Binsley
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am very concerned that the main road into Seaford is all ready a bottle neck and more housing will increase the traffic. The development will also be an eyesore as the rolling hills gives an end to the city and a small city feel. Extending the housing is going to ruin Adelaide. Trying to exit the slip road from river road onto the expressway is already a death trap. There is also no increase in health services being provided.
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sent to proponent email:	plansasubmissions@sa.gov.au

Stacey Macmillan

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	stacey
Family name:	Macmillan
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Yes I think it should be made for houses we are all struggling in finding places to buy and the land has been sat with nothing happening to it for years
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sent to proponent email:	plansasubmissions@sa.gov.au

Steven Jermey

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Steven
Family name:	Jermey
Organisation:	Huntfield Heights
Email address:	[redacted]
Phone number:	
Comments:	I have concerns around the amount of green spaces allowed for. It seems rather small, and mainly centred around the Gully's/water catchment areas and not on recreation focus. This is of further concern if the housing block sizing is in the majority at 250-500 m². As has been done in the back end of Hackham. Streets with the majority of small blocks need to have green spaces in close proximity to maintain conection for parents and kids and a healthy community.
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sent to proponent email:	plansasubmissions@sa.gov.au

Brenton Gerrad

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Brenton
Family name:	Gerrad
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	It all looks great but will infrastructure be upgraded to support so many extra people. At the moment you can only turn left from Brodie road onto Main South road so it would be good for this to be redesigned to allow right turns, plus extra shops and parks wit facilities like basketball courts, tennis courts and rook to kick a footy. There isn't a lot in the area for ball sports at the moment
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sent to proponent email:	plansasubmissions@sa.gov.au

Charlie Di Tore

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Charlie
Family name:	ditore
Organisation:	Presidential Estates
Email address:	[redacted]
Phone number:	
Comments:	Affordable housing and therefore affordable land will define the future of our children and grandchildren in this great state of South Australia. I believe that this development can deliver that.
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sent to proponent email:	plansasubmissions@sa.gov.au

Sarah Di Tore

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sarah
Family name:	Di Tore
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am young and trying to purchase a property. These days, that is extremely difficult. I would like to be able to have my own reasonably priced home for my little family and something that I can leave to my daughter. I feel this would help so much!
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sent to proponent email:	plansasubmissions@sa.gov.au

Kelly Rivett

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Kelly
Family name:	Rivett
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I STRONGLY oppose changes or amendments to the code for this area. The recent changes and building construction at Seaford Meadows have already converted a very large parcel of land in the area. This has pushed a healthy mob of kangaroos and other wildlife from their base. This proposed area is in close vicinity to that same area, meaning the territory for these animals is being slowly destroyed. This same type of overdevelopment and fragmentation of wildlife corridors is something that other areas of the world are now trying to reverse. We have an opportunity as a community to really consider our development and protect the futures of the next generation. Developing further natural areas is not considering the futures of our kids, environmental impacts, and more. The dirt and grass cover provides vital habitat for burrowing sweat bees and other pollinators. First nations groups should be consulted about the impacts historically and culturally to the area. With the current building industry issues as well, any development is going to cause larger devastating economic impacts for families and businesses who crash or lose everything. Focus needs to be on skilled training to support current issues in development industry. The proposed activity centre location is close to already existing shopping and business facilities that it doesn't require further development.
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Toby Miller

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Toby
Family name:	Miller
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Your quest to develop every inch of ground is unyielding. Do you not realise that part of the value of the area is it's rural setting? No doubt this will plough on regardless of the will of the people so I will propose one simple amendment. Leave a strip of land not less than 50m wide along the Piggott Range Road, to be managed as park/open space. This could include playgrounds and some parking spaces to assist access to the Onkaparinga Gorge area, while also providing a fire control buffer between housing and the Gorge. It would also serve to separate residential from natural. Go take a walk in Sturt Gorge. You're in wilderness but looking up at houses. It really spoils the space.
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sent to proponent email:	plansasubmissions@sa.gov.au

Shane Carter

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Shane
Family name:	Carter
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The proposed zoning amendments seem to make good sense and be well justified. A concern I have is with access to the new neighbourhoods. Too often these days we see new areas with many houses and only one way in or out. Examples are Seaford Heights and the southern section of Seaford Rise. This creates many problems and should be avoided in future developments.
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sent to proponent email:	plansasubmissions@sa.gov.au

Will Plewa

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Will
Family name:	Plewa
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	As a nearby resident and travelling past daily I am in favour of this development. People need places to live.
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sent to proponent email:	plansasubmissions@sa.gov.au

Eva Sherriff

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Eva
Family name:	Sherriff
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The sustainability of wildlife in that area needs to be taken into consideration. Bush land corridors should be mandatory with new housing developments. Can the hospital system cope with such a high population growth in the southern area?
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sent to proponent email:	plansasubmissions@sa.gov.au

Gregory Coonan

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Gregory
Family name:	Coonan
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I query the lack of a corridor in the wider area to allow for, say, the extension of the Southern Expressway. What plans exist to overcome even greater traffic flows from the end of the Expressway to the intersection of Victor Harbor and South Roads?
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sent to proponent email:	plansasubmissions@sa.gov.au

Romano Mascione

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Romano
Family name:	Mascione
Organisation:	R G Mascione
Email address:	[redacted]
Phone number:	
Comments:	I support the Amendment because it contributes to the economy and land supply and allows our kids and grand kids to buy something affordable
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sent to proponent email:	plansasubmissions@sa.gov.au

Paul Walters

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	paul
Family name:	walters
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Before you allow any further development in the Seaford / Hackham / old Noarlunga districts - you need to address the infer structure , Commercial rd and Sth road are running at their maximum efficiency, the slightest accident on the expressway creates a massive delay already and it happens regularly- with the recent addition by the sub division at Seaford just off Jarad rd , the already over worked Commercial rd must now service additional local traffic . This bottleneck needs to be addressed before any further pressure is placed on the area . I'm all for more jobs more homes more opportunities, but do it right, get it right ! Don't just take the cash and run . Set it up first make it a standard . If I'm paying Rego - Rates - And all the other hand out grabs you lot demand , then atleast have listen . And take action .
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sent to proponent email:	plansasubmissions@sa.gov.au

Russell de Leeuw

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Russell
Family name:	de Leeuw
Organisation:	N/A
Email address:	[redacted]
Phone number:	
Comments:	I believed local infrastructure needs to be looked at before you allow the release of land. Roads- the expressway is already a bottle neck every afternoon, schools in the area, GP's in the area, police, fire, the local Noarlunga hospital is not sufficient to support the area already and heavy investment is needed asap to support more people in the area. This is a cash in by the private section trying to develop the land, council cashing in and the state governments new and old turning a blind eye to source more rates. Urban in fill is fine but ensure the areas Infrastructure can support the growth, don't try to resolve it after the fact
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sent to proponent email:	plansasubmissions@sa.gov.au

Residents of Hackham

Hi,

We are concerned residents of the area
We do not wish this rezoning at all, we do not want any more traffic and building noice and overcrouded area.

How can we heard our voice about it?

Residents of Hackham

James Carr

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	James
Family name:	Carr
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I support the development to encourage positive movement in our economy and to provide housing to the public as there is currently a great shortfall available in our state.
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sent to proponent email:	plansasubmissions@sa.gov.au

Frank Felmeri

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Frank
Family name:	Felmeri
Organisation:	Felmeri Group
Email address:	[redacted]
Phone number:	
Comments:	I support the changes because it contributes to the economy and land supply and allows our kids and grandkids to buy something affordable.
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sent to proponent email:	plansasubmissions@sa.gov.au

Waseem Mayassi

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Waseem
Family name:	Mayassi
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I support this development as it contributes to the economy and land supply as well as it allows for future generations to buy affordable housing.
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sent to proponent email:	plansasubmissions@sa.gov.au

Frank Barilla

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Frank
Family name:	BARILLA
Organisation:	SPECTRA BUILDING DESIGNERS
Email address:	[redacted]
Phone number:	
Comments:	I AM IN FAVOUR OF ANY DEVELOPMENT THAT SUPPORTS OUR STATE AND THE FUTURE OF OUR CHILDREN AND GRANDCHILDREN SO THAT THEY MAY BE ABLE TO AFFORD THEIR OWN HOMES
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sent to proponent email:	plansasubmissions@sa.gov.au

Harmony Ocadin

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Harmony
Family name:	Ocadin
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I support this development as I think my children will need affordable housing options in the future. Developments like this one will provide more opportunity for young people / couples to break into the housing market. I also believe our population will continue to increase - particularly with so many people moving 'home' to SA during the pandemic, and with new migrants coming to SA - they all need somewhere to reside so why not support these types of developments.
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sent to proponent email:	plansasubmissions@sa.gov.au

Michael Di Tore

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Michael
Family name:	Ditore
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This project really excites me, as so many of my friends are in the same boat as me - desperately trying to crack into the home owner market. It's so incredibly difficult to do, and it's been made even harder with recent price rises, so any opportunity for affordable housing is a blessing, and one that should be fully supported.
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sent to proponent email:	plansasubmissions@sa.gov.au

Isabella Brinkworth

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	isabella
Family name:	Brinkworth
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	My grandparents have lived in that area for years, beautiful location and so close to shopping districts and parks. This would be an ideal development for housing. As someone who is looking to buy a home within the next 5 years, this will provide affordable housing for the upcoming youth.
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sent to proponent email:	plansasubmissions@sa.gov.au

Declan Campbell

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Declan
Family name:	Campbell
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I live near Hackham and sometimes drive past that area. It would be a beautiful place for housing, such an ideal location. There has not been much affordable housing options recently and I think this would be a great addition to the local area!
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sent to proponent email:	plansasubmissions@sa.gov.au

Carol Bradley

Dear Sirs,

in response to your requests for submissions, this is to state that we are in favour of the rezoning of the land in question for development for new Housing and associated infrastructure.
As has been pointed out, there is a great need for housing in the south of Adelaide, and we feel this is a good opportunity for providing quality land and open spaces, so long as the other infrastructures suitable for such a large development are put into place. These would include larger than normal housing blocks on the skyline bordering Piggot Range Road, provisions for public transport and shared public spaces.
Yours,
Dr Carol Bradley
Director
Braydun Hill Wines
McLaren Vale
'Devoted to Shiraz'
T: [redacted]
www.braydunhill.com.au

Tony Dunn

To whom it may concern,
I would like to state that I am fully supportive of the move to rezone this land.There is a shortage of available land for housing in this area- the estate on the northern side of Hepenstal Road has only three vacant blocks remaining.
This is a great opportunity for a Quality development delivering not only a range of varying sized building blocks but magnificent views from the majority of the area.
I have lived here for 34 years on an 8.4 hectare property and know how difficult it is to manage to provide an income from such marginal land !!!
Yours truly,
Ton , Dunn
[redacted]

Mark Gardiner

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	mark
Family name:	gardiner
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I encourage the approval of the Hackham Code amendment as it will provide affordable housing opportunities to young people entering the housing market in a time of economic uncertainty, along with financing, through increased taxes ,improved community facilities.
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sent to proponent email:	plansasubmissions@sa.gov.au

Dani Perkins

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	dani
Family name:	perkins
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	
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sent to proponent email:	plansasubmissions@sa.gov.au

Darrell O'Brein

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Darrell
Family name:	O'Brien
Organisation:	self
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Provisions to be made for the extension of the southern expressway to Victor Harbor.
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sent to proponent email:	plansasubmissions@sa.gov.au

Mohsen Alizadeh

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	mohsen
Family name:	alizadeh
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I am for this.
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sent to proponent email:	plansasubmissions@sa.gov.au

Claire Emmerton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Claire
Family name:	Emmerton
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I object to this development, there are already far too many new housing estates in the area, I've live close by for the past 7 years, in that short time, the roads have become more chaotic and dangerous from the increase in traffic, my childrens schools have had to increase capacity to the point where the classes are now much larger and teachers are struggling to teach because there will always be children with additional needs too. I can no longer see my GP in quick time, I have to book at least a week or two ahead unless I'm lucky enough to get through and grab a cancelation. Another estate will add to this chaos, please don't do this. Apart from the human aspect, we should also take into consideration the wildlife, they cannot advocate for themselves. I don't want to live in a concrete jungle where everyone is struggling to have the most basic standard of living. I moved here for the quality of life, that is slowly but surely being snatched away by greed. Yes, we need more housing but not here, we are full!!!
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sent to proponent email:	plansasubmissions@sa.gov.au

David Giles

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	David
Family name:	Giles
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	My primary concern is the proposed access point off the current Main South Road offramp to Old Noarlunga, between the Southern Expressway and the River Road bridge, as I believe this will negatively impact traffic on Main South Road itself, particularly since the traffic can bank up to past the Beach Road interchange on the Expressway on Christmas Day as an example.
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sent to proponent email:	plansasubmissions@sa.gov.au

Monica Langton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Monica
Family name:	Langton
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This rezoning submission has a lot of issues. If you lived locally like I do you would know there are already MAJOR issues with the roads around here and adding 3000+ more houses is just going to make it worse. The ability to get out of River Road in the mornings heading north on to Main South Road is ridiculous, it can take anywhere from 5 to 25 minutes to get out any given morning, due to the ridiculous traffic conditions. The intersection at Patapinda Road and River road is already incredibly dangerous, I nearly get hit by another car there at least once a week, adding more traffic will just make it more dangerous, not to mention there are already idiots who use this intersection for burnouts at all hours of the morning, more people mean more stupidity. The bridge over Main South Road on River road has no pedestrian access. If you add more houses to the area then more people will need to cross this bridge. Coupled with the already dangerous intersection there are very likely to be more accidents and near misses for pedestrians who will want to cross that section of the road. The exit at the end of the expressway is not currently equipped to handle (how many more???) cars exiting (or entering for that matter) at peak hour. There is only 1 exit to turn left off of if the entrance is that way and only 1 lane to be in when going right if the entrance is the other way. To get on in the mornings people will not want to drive down Main South Road they will want to enter at the beginning of the expressway. You currently cant turn right if heading south from Main South Road on to the expressway which means the River Road exit will be packed. This is just not reasonable or feasible, as someone who currently deals with this intersection on a daily basis and is infuriated by it and its already ridiculously low ability to function with the traffic, increasing this is just not an acceptable option.
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sent to proponent email:	plansasubmissions@sa.gov.au

Clint Roberts

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Clint
Family name:	Roberts
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I support this amendment. More housing is needed and this will help. However if this goes ahead it will increase traffic on Main South Road and States Road. States Road already experiences congestion at peak hours, especially around the Wheatsheaf Road roundabout. Should this amendment go ahead the Doctors Road to Panalatinga Road connection MUST go ahead to reduce pressures on States Road (in particular).
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sent to proponent email:	plansasubmissions@sa.gov.au

Adeena Fowke

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Adeena
Family name:	Fowke
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am a current land owner in the recently developed area of Hackham adjacent to the preposed new development (scholars way). I am in support of this development. All I ask is that you do not give any build contracts to Felmeri Homes. It has been 18months and I am still without a home. At this stage I will be contacting the council to see if I can build with another company because Felmeri are unreliable.
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sent to proponent email:	plansasubmissions@sa.gov.au

Tammy Wilczek

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tammy
Family name:	Wilczek
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The rezoning of the "rural land" to residential land to create 2000 homes and a shopping centre would be detrimental to the quality of life for those who have lived and paid rates in the Onkaparinga area for decades, as well as local flora and fauna. This rezoning will no doubt create issues with traffic and pollution, ruin habitat for local wildlife such as the coastal kangaroos, galahs, eagles and lizards I have seen frequent the area. Another shopping centre is pointless, when so many in the south lay bare and un-tenanted. If this land is changed for any reason, it should be to turn it into an environmental haven, a national park to draw tourists to boost the economy. Any other reason reeks of greed, and would make me ashamed to live in the area. I am AGAINST the rezoning.
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sent to proponent email:	plansasubmissions@sa.gov.au

Terence Corcoran

sent to proponent email:	plansasubmissions@sa.gov.au

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Terence
Family name:	Corcoran
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I don't support this code change for a few reasons which I will go into further. 1. Part of the appeal of the South and something we are proud of is our green spaces and environment. There has already been major disappointment with Hickimbotham at Seaford Meadows building the new Seaford Sunset area over an existing beautiful green space used by the coastal kanagaroos and many other local animals. The housing companies could not care less about any of this it is all money to them. They ruin the space and then pack up to the next money grab project. 2. The contribution to employment is a interesting concept but makes little sense in reality. The housing industry is already completely overwhelmed and anyone building a home knows all about this. It is already near impossible to get a trades person too so the problem is in supply for existing demand not the need for a massive 2000 new homes/headaches. 3. The shopping centres in the South are already mostly empty and to put in another brand new shopping centre will not help this problem for existing businesses at all. Most of these spaces will end up as empty and for lease. 4. Looking at other similiar completed projects they always fail to deliver the supposed sufficient infrastructure they say they will too. Not too mention the small land blocks, small narrow streets and insufficient trees and plants in the area. Once these types of decisions are made it is too late to go back. This area does not need to be a massive housing development and would be a major disappointment now and in the future if it went ahead. As a Onkaparinga rate payer for many years I would be ashamed if this was allowed to proceed and the environment would suffer too. I am against this project completely.
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Mario Romaldi

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Mario
Family name:	Romaldi
Organisation:	Romaldi Constructions Pty Ltd
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I totally support this development and similar developments for various reasons. 1. Projects such as these support jobs and most importantly our economy. 2. Land Supply is currently very low and first home owners are struggling to get into the market as a result. 3. Developments such as these will allow my children and grandchildren an opportunity to buy something affordable and get into the home ownership market.
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sent to proponent email:	plansasubmissions@sa.gov.au

Hamish Kelly

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Hamish
Family name:	Kelly
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I think this development is a fantastic way to help first home buyers and young familys to purchace a home of their own.
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sent to proponent email:	plansasubmissions@sa.gov.au

Phil Moir

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Phil
Family name:	Moir
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I think the proposed re-zoning of the area is a fantastic initiative and fully support the proposal. There is a significant shortage of residential land across Adelaide and this development will ease this pressure whilst creating development that contributes to the economy helping the next generation of homebuyers to buy something affordable.
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sent to proponent email:	plansasubmissions@sa.gov.au

Kristine Schuetze

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Kristine
Family name:	Schuetze
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I fully support the proposed rezoning as it provides stimulation to the economy and creates investment in jobs and will also meet some of the supply issues in residential land.
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sent to proponent email:	plansasubmissions@sa.gov.au

Ann Rouse

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Ann
Family name:	Rouse
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I support the proposed rezoning per the Hackham Code Amendment. We need this growth as it provides more opportunities for our grandchildren to buy land and own their own homes, fulfilling the great Aussie Dream.
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sent to proponent email:	plansasubmissions@sa.gov.au

Josh Kelly

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Josh
Family name:	Kelly
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am in full support of the rezoning of the area. It will have a positive affect on the economy & will allow our children & grandchildren to buy affordable housing. Thank you
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sent to proponent email:	plansasubmissions@sa.gov.au

Simon Cross

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Simon
Family name:	Cross
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I support this rezoning There is an ongoing shortage on quality land available for new land and house buyers in the south of Adelaide A land parcel of this size and location provides an ideal opportunity to create a new community in the south to service the ongoing land and house demand for many years to come
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sent to proponent email:	plansasubmissions@sa.gov.au

Garry Morrison

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Garry
Family name:	Morrison
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Please keep zoning as is. We have climate change with plant and animal extinction levels at record rates! Our human well-being and long term survival relies on improving and maintaining the natural environment. If we can't challenge the paradigm of the ongoing economic growth model then at least simply build up on the existing suburban/city footprint. Please consider your childrens childrens future! Kind regards Garry Morrison
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sent to proponent email:	plansasubmissions@sa.gov.au

Neal Roden

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Neal
Family name:	Roden
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Please make a right turn onto expressway heading south, Please consider the extra traffic in 5 years time when this will be completed, Don't make this into a Seaford Rise where everyone sits on top of each other, make roads a descent width.
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sent to proponent email:	plansasubmissions@sa.gov.au

Lynn Madden

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Lynn
Family name:	Madden
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I would hope that land across from the Southern Expressway, near old Noarlunga, remains undeveloped. Most traffic heading to this region are intending to get away from city and suburbs. In addition to this many of the local residents enjoy the rural/country feel of life in this area. The sight of green hills and fields at the end of the expressway is the start to this experience. I hope this is retained as we have already lost green areas on either side of the expressway and we are losing large green areas on the way to Aldinga and Victor Harbor on both South Rd and Commercial Rd.
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sent to proponent email:	plansasubmissions@sa.gov.au

Todd Whyte

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Todd
Family name:	Whyte
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Greenfield is a good thing, open spaces with fresh air is alot better than thousands of houses squished together with 2 inches of space between them all the way around. Also these massive subdivisions seem to do nothing more than lots of crime in to the area ie, seaford meadows, aldi ga and the newish one where lakeside leisure park was, they have car break ins and thefts every night. Also have to invest in more employment opportunities around the south seeing as all the decent industry has moved to wingfield or out north. The south has a charm of feeling a bit country and out of the city and you'll lose that when all you can see is house roofs considering they don't have yards either so they look like favelas. Not a fan of this plan to rezone the hackam old noarlunga area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Dave Phillips

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Dave
Family name:	Phillips
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Concerned that we are loosing all the open space to housing, we've already lost the kangaroo paddock" along commercial road, at what point do we say we're full. Many other countries have now adopted an open space/massive national parks policy's and limited urbanisation to look after what's left of the environment. Maybe it's time to rethink types of housing (convert old large homes to smaller town house styles),can still get the same numbers just reduced land grab. Also good publicity if the council is seen to be supporting wilderness not covering in homes.
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sent to proponent email:	plansasubmissions@sa.gov.au

Julie Penney

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Julie
Family name:	Penney
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Land release very much needed in the southern area . Good proposal.
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sent to proponent email:	plansasubmissions@sa.gov.au

Anthony Carter

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Community Group
Given name:	Anthony
Family name:	CARTER
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	With the new housing being developed along Commercial Rd we here in Old Noarlunga see no reason why this proposed Hackham Code Amendment should occur at all! We live in the Southern Suburbs to distance ourselves from the ever encroaching urban sprawl some call "necessary land development" and to provide a more healthy, nature-friendly lifestyle to raise children and enjoy life. If you continue development in this manner all that will be accomplished is more building/housing/retail development at the cost of what brought families out to the Southern areas in the first place! Hackham Code Development..a terrible idea, lacking vision or clarity for a sustainable future...
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sent to proponent email:	plansasubmissions@sa.gov.au

Barry Koscahde

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Barry
Family name:	Koscahde
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I have some concerns about this going ahead that need to be thought about. 1/ Traffic coming on/off Main South Road. Also, traffic at the end of the Expressway will be too much and might lead to more traffic lights and build up of cars. 2/ Upgrade the Noarlunga Hospital to meet with more people living in this area and to stop the overcrowding of FMC. 3/ No Shops as there are too many shops close by that are vacant now. 4/ Size of blocks of land to be bigger than the 300squ m nearby. That way, that house will feel not squash in and have room to move.
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sent to proponent email:	plansasubmissions@sa.gov.au

Janis Llewellyn

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Janis
Family name:	Llewellyn
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I don't agree with it - the roads need serious upgrading, as does other infrastructure before this can go ahead. We've had many serious accidents on these roads down here, and you propose putting hundreds of more cars on this stretch with this developement. Especially with a retail precinct, that means extra heavy vehicles as well. It's almost impossible to see a local GP in a timely manner with all the other developements you've crammed in, it will be 6 month waiting times if you do this now. Not to mention that builders are already struggling to deliver on time and stay afloat with supply issues, labour issues and tighter margins than ever. That means the mess and the noise and the dust floating over the district will drag on for years and years. Then again, where are these poor kangaroos going to go? We've had them wandering around in Seaford Rise, Seaford and Seaford Meadows because they don't know what else to do. That brings them into conflict with people and that doesn't end well for either party. This developement is unwise and unwarranted.
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sent to proponent email:	plansasubmissions@sa.gov.au

Tanika Laffin

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tanika
Family name:	Laffin
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I support the amendment however the surrounding roads need to be reassesedd
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sent to proponent email:	plansasubmissions@sa.gov.au

Jenny Mackay

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jenny
Family name:	Mackay
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I am unhappy with the proposal to make the area coloured red on Figure 4 Proposed Amendments to TNV a minimum site area of 2Ha. Please see attached file with my reasons and suggestion.
Attachment:	Hackham_Code_Amendment.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 17.3 KB
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sent to proponent email:	plansasubmissions@sa.gov.au

[redacted]
Phone: [redacted]

Re: Hackham Code Amendment

My property [redacted], is one of the properties effected by the proposed rezoning. The homes along this small stretch, west of Patapinda Road, north of the Onkaparinga River are mostly on residential blocks and have always been charged residential rates by the council. The blocks are in general larger than normal because the lay of the land demands it but still nowhere near the 2Ha minimum being proposed.

The only section larger than 2Ha, in the section coloured in red on Figure 4 Proposed Amendments to TNV, is the parcel of land between Patapinda Road and Church Road. To rezone the section to Rural no less than 2Ha would allow it to be sold and used for intensive farming pursuits. This could cause, depending on the applied land use by the new owner, the following issues:

- An unsightly entrance to Historic Old Noarlunga
- Spray drift to existing residential homes on Patapinda Road
- Farm smell and/or noise issues if say pigs or chickens were farmed
- Issues with livestock vs pet dogs
- Conflict between existing residents and the new farm owner.

My suggestion is that the whole section be rezoned residential, as the majority of blocks are already of a residential nature, and allocate the section between Patapinda Road and Church Road to be made into a park setting. This would:

- Provide an attractive entrance to the township of Old Noarlunga
- Provide another area for public use as the Town Square in Old Noarlunga is widely used and often overcrowded
- Avoid intensive housing in that small section and retain a semi-rural look while eliminating the risk of unsightly, smelly farming pursuits.

The park could be left quite rural in nature by just adding some gums/natives and minimising the maintenance expense to the council.

I hope you will consider my suggestion,
Jenny Mackay

Heather Bruce-Mullins

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Heather
Family name:	Bruce-Mullins
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I live at Hackham, am the 6th generation from the pioneer Holly family to live at Hackham. I can understand the requirement for more residential housing land, but hopefully will be larger allotments with more green spaces. Hopefully not like the recent subdivisions off Hepenstal and Gates Roads, Hackham. The blocks are too small with mainly young families living there, which just creates a slum in the future, as the children have nowhere to play. In the future crime will increase, as shown in other areas with high density living. Roads are too narrow, nowhere for extra cars to be parked (including teenagers residing there). Also that area has massive retaining walls, not good. Virtually adjacent to Hills face zone and quite visible from lower areas, the new proposed Hackham to be subdivided is also quite hilly. I have a son and daughter who live at Onkaparinga Hills, they area has a minimum land size of 900 square metres, and it's a lovely area. It would be great if this new area could have bigger allotments like this, so much better from the future in all aspects. Thank you for your time.
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sent to proponent email:	plansasubmissions@sa.gov.au

Lynne Schofield

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Lynne
Family name:	Schofield
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am apposed to this happening as there has already been a large area of wildlife's land taken at pt Noarlunga and especially the kangaroo population are going to need to use nearby old Noarlunga and hackham areas for grazing and space.
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sent to proponent email:	plansasubmissions@sa.gov.au

Dean Hackworth

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Dean
Family name:	Hackworth
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I would have thought this land would've been zoned hills face!! Leave it alone
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sent to proponent email:	plansasubmissions@sa.gov.au

Karen Kenney

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Karen
Family name:	kenney
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Why? People can't afford them anyway andnits going to bring little old noarlunga historic value and old country charm to and end. The outlook from the end of the expressway will be tarnished and another crap looking housing from the developers. Not a good idea dislike
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sent to proponent email:	plansasubmissions@sa.gov.au

Gary Charlton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Gary
Family name:	Charlton
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am very much in agreement that this Re zoning needs to take place as the area in question is also a natural next step in development of the southern area. I believe the government should be looking to rezone as much land as possible up to the mclaren vale district line to ensure a steady and constant supply of homes for the growing region.
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C Stevenson

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	C
Family name:	Stevenson
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am against the Re-zoning. Yes we need more housing, but the southern suburbs are barely coping with current developments in terms of infrastructure. One minor accident at the end of the expressway gridlocks local roads for hours. Noarlunga ED & hospital can barely cope. Getting to see a GP is increasingly difficult. Schools are bursting at the seams. Infrastructure upgrades need to happen before any further developments.
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sent to proponent email:	plansasubmissions@sa.gov.au

Tim Winston

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Tim
Family name:	Winston
Organisation:	Resident
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I would like to see a large green space around the development area and into Old Noarlunga.
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sent to proponent email:	plansasubmissions@sa.gov.au

Elaine Attwood

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Elaine
Family name:	Attwood
Organisation:	N/A
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I do not support the draft concept plan. If this development is in anyway modelled on the Heppenstal Road development, it should be rejected. It is poorly designed, overcrowded and a heat sink with little room for trees. The removal of so many trees from that site before the development provides little confidence that the same developer won't do the same in this plan. I understand that some land owners in the northern end are not keen to sell, constituting about a third of the land. An alternative might be to exclude those from the plan leaving the remaining 2/3 to be developed. Even then there must be significant green areas and a wildlife corridor throughout the development. The Southern boundary borders the Onkaparinga Reserve where there is an abundance of wild life, including kangaroos, who are often found out of the park and in the area now proposed to be developed. With the proposed 2000 homes being constructed, there needs to be a barrier to prevent them getting into the area for their protection and that of the residents. If permission is granted to go ahead with this development the developer should be required to build a suitable fence along Piggott Range road to keep animals in the reserve. The concept plan indicates a number of minor access roads. River Heights road does not go straight through but the map shows a projected minor access through several landholders property there and in other places. If those land holders choose not to sell will they be forced to relinquish the part of their property for these minor access roads? If permission to build is granted houses should be built with sustainability principles and climate change in mind. Another issue which needed to be taken into account in the planning is bush fire safety and suitable escape routes.
Attachment:	No file uploaded

sent to proponent email:	plansasubmissions@sa.gov.au

Margaret

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Margaret
Family name:	Margaret
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Please do not build on this area. This should be zoned as a national park and left as open land. We need buffer zones and wildlife corridors
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sent to proponent email:	plansasubmissions@sa.gov.au

Linda Reed

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Linda
Family name:	Reed
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Can I propose that the existing new housing estate be renamed that runs along Gates Rd and Hepenstal Rd. Hackham has a stigma attached devaluing the new homes built and would increase the amount of people wanting to build/live in the area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Tony Macchio

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	tony
Family name:	macchio
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I oppose the rezoning and multiple houses near the Onkaparinga gorge. This area should be kept natural and the fire risk to people is high if living close by. There is already a bad conglomeration of new close houses nearby. An example of greedy unpleasant development overtaking nice areas.
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sent to proponent email:	plansasubmissions@sa.gov.au

Louise Grigg

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Louise
Family name:	Grigg
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Our concern as local residents (over 30years) who have lived near the zoned area in question is that since the development of Gates Road High Density housing went in our Water Pressure has dropped significantly. With additional 2000 houses this needs to be looked into or we will be getting a trickle of water in our showers and our garden water systems will not function. Also as with most rezonings of hill face area the forgotten Wildlife that inhabit the Hillface area, in this case the Kangaroos, rock Wallabies, Possums, Bats and Emus, to name a few we have seen and who have been living in this area for many years (since before I have lived in this area and I remember them in the 1970s when we drove to McLaren Vale as kids we were so happy seeing the wildlife). They come out of the Onkaparinga River National Park and feed on the grasslands. What Buffers will be in place to stop Housing impact encrouching on the wildlife area of the Onkaparinga River National Park? Same issue as Aldinga Scrub had when you opened up land to housing on its boundary. The Fauna and and Flora are forgotten for Profit. What are the Indirect effects on vegetation and fauna habitats for this project? We are also concerned about the impact this will have on the locals who have businesses and have worked on the close knit Business area in Hackham. My husband has been working in this area for over 30years andhe and others cannot afford to move their small businessrs to anotger location, it will destroy their businesses and leave less employment for the area, which means more new residents unemployed. We also believe rezoning one Hillface will lead to more and more, when will it stop as we move forward with more new people moving into tge area do we rezone the rest of our beautiful hills just to accommodate houses. sent to email This area is a place people come tp for its hills space and beautiful open spaces.
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Craig and Glenda Green

We write to voice our disapproval of the proposed rezoning of land in Hackham and Old Noarlunga.

Not only would this ruin the beautiful rural vista afforded by this strip of land, it would undermine the general rural feel of the whole area, which is what drew us to live in this location some 10 years ago. We believe rezoning this land would be a very short sighted, lazy and opportunistic land grab. This area should NOT be considered for rezoning and residential development until areas including, but not limited to, the following are fully developed:

- Quarry Rd Old Noarlunga
- Areas south of Goldsmith Drive Noarlunga (either side of the railway line)
- Seaford Meadows
- Seaford Heights
- Moana/Maslin Beach
- Aldinga and Port Willunga and
- Possibly Sellicks Beach.

(Development of the latter southern areas would justify the extension of the railway line to Aldinga, which would be a huge boon to the area!)

Only then should the proposed Hackham and Old Noarlunga areas be considered, and then ONLY for a superior quality housing development commensurate with the 'million dollar' views afforded by the area and the premium location that it is.

If any development is considered for this area (heaven forbid), consideration must be given to the virtual 'dead end' which is the southern end of the Southern Expressway. Traffic lights at the end of the Southern Expressway hinder the smooth flow of exiting traffic on what is otherwise an exceptional roadway AND the fact that there is, in practice, only one South Road lane leading onto the Southern Expressway from Seaford Road is a huge problem. (If you don't know what I'm talking about, you've never attempted to enter the Southern Expressway from Seaford Road.) Further, any rezoning would have to provide effective solutions to facilitate the ingress and egress of traffic onto and off of South Road and access to and from the Southern Expressway without causing further congestion on existing roads, especially River Road. We fail to see how this could be accomplished without spending 100's of millions of dollars.

Craig and Glenda Green

[redacted]

Eileen Burkitt

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Eileen
Family name:	Burkitt
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Please do not build 2000 little over priced little ugly box houses on this only hills face land we have left in the area .think of the kangaroos and the few koalas we have in the area plant more tree's don't only think of more rates and more money for greedy big businesses .
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sent to proponent email:	plansasubmissions@sa.gov.au

Thanh Van Nguyen

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Thanh Van
Family name:	Nguyen
Organisation:	
Email address	[redacted]
Phone number:	[redacted]
Comments:	I like it but concerns: Where the public transport at?
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sent to proponent email:	plansasubmissions@sa.gov.au

Zammy Twopeny

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Zanny
Family name:	Twopeny
Organisation:	
Email address:	[redacted]
Phone number	[redacted]
Comments:	No more sprawling ugly developments. Green spaces needed for wildlife and air health. Disused office or industrial areas need to be re-purposed. Be creative & think for the future
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sent to proponent email:	plansasubmissions@sa.gov.au

Joanna Turner

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Joanna
Family name:	Turner
Organisation:	[redacted]
Email address:	[redacted]
Phone number:	
Comments:	There is a buffer between the new development and the Onkaparinga River national park, the plan shows that the amendment runs right up to, and in one area across Piggott range road, currently Piggott range road is the boarder of the Onkaparinga river national Park. There needs to be a buffer between high density housing and the national park. The buffer zone should be sold in bigger plots to self build rather than developers to make housing more accessible and be more sensitive transition from high density development to national park. To keep in line with the principles of the Onkaparinga council the buildings in the buffer zone should be built in a sustainable and environmentally friendly manner. The broad views of the sea from the national park at the closed end of Piggott Range Road need to be preserved, the views are very unique to the area. 2. Tom Robbins Horse track, the track does to feature on the maps of the amendment yet the Tom Robbins track at one point seems to have been included in the amendment. There are few public horse riding tracks open to the public in the area that are off road. Will the track be rerouted? What are the plans for the track within the amendment? 3. I have major concerns about the increase in traffic on Piggott Range Road, the road is often use as a route to certain areas of the city via happy valley and main south road. Alongside this the road is used for racing (and that is why many roads leading to Piggott Range Road have been cut off. Piggott Range Road is unmade in many places and also very windy. There are frequent crashes on the road. How will the traffic on Piggott range road be managed?
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sent to proponent email:	plansasubmissions@sa.gov.au

Dianne Hedget

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Dianne
Family name:	Hedget
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Disaster to allow this development to go ahead. The national park needs this buffer zone. The area doesn't need more housing as the infrastructure isn't there and won't be. You cannot say the housing will be inexpensive because the undulating land doesn't allow for cheap construction. Please stop and truly think before you destroy another area with endless roofs and no trees. We are suppose to be looking after our land for our children and their children. That does not mean ripping out native vegetation areas to fill it with housing. There are other areas more suitable. How would those who have bought up the land for their own greed feel if right in front of they're large McMansion we decided to build lots of houses. They would soon put a stop to it! So that's why the people who live in this and surrounding areas don't want any more housing. We need green zones to supply oxygen for the planet and a buffer area for species that live in national park . Maybe you should think of developing a forest in the area instead. Enough is enough !
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sent to proponent email:	plansasubmissions@sa.gov.au

Ben Zivkovic

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Ben
Family name:	Zivkovic
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Code amendment allows for more entry level affordable product in a complex property market. It will also contribute to the local economy.
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sent to proponent email:	plansasubmissions@sa.gov.au

Trina Curtis

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	trina
Family name:	curtis
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Whils understanding the need for more land for housing, the importance of the rural living zone as a buffer from residential to hills should not be underestimated. Large blocks allow for housing while also allow wildlife to remain and vegetation to remain instead of clearing everything in sight and leaving the animals with nowhere to go but into domestic areas and roadways. If you really have to destroy this area for housing at least make a minimum 900m2 block like the original onkaparinga hills development was, especially given the ridiculous amount of retaining and benching that will be needed given the topography of the land. And there is absolutely no need for more shopping centres or activity centres in this area. Improve nearby and surrounding centres instead. In doing so you will create a peaceful, useful semi rural living space with quality housing mixed with nature. Small blocks create far too many issues with neighbours, kids, traffic, parked cars.. and along with this then comes the delinquent crime aspects. Can we just for once see a development that does not hold the almighty dollar as the priority and instead focus on creating long term sustainable living spaces in conjuction with nature?
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sent to proponent email:	plansasubmissions@sa.gov.au

Helen Brien

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	helen
Family name:	brien
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Stop rezoning as these hills are valuable green areas close to Onkaparinga gorge park. The new residential adjacent areas are horrid bumper to bumper grey houses With metal fencing. The houses and area will be so in summer as mature gum trees and vegetation was all removed. The violet fire risk is high in this area,
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sent to proponent email:	plansasubmissions@sa.gov.au

Lynae Franklin

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Lynae
Family name:	Franklin
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am opposed to the proposed plans for 2 reasons: 1. The traffic bottle neck at the end of the Southern Expressway and South Road with an additional 2000 homes will be significant. 2. Green zones need to be retained for wildlife habitats. I bought in this area for this very reason 16 years ago.
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Glenda Green

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Glenda
Family name:	Green
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I disapprove of the proposed rezoning of the land & the building of 2000 houses & a retail centre in Hackham & Old Noarlunga. It would be 'criminal' building on rural, undeveloped land when there are several pockets of vacant land suitable for building houses & retail centres further south eg Seaford Meadows, Seaford Heights & Aldinga, to name just a few. The proposed extension of the railway line to Aldinga would provide easily accessed public transport for residents in that area & nearby & the new R - Year 12 school is ready to educate the residents' families. There are empty shops in all the shopping centres nearby so another retail centre would surely be unnecessary. My biggest concern is the increase in cars trying to access South Road and the Southern Expressway. At peak times, the traffic is already heavily congested, with accidents occurring regularly.
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sent to proponent email:	plansasubmissions@sa.gov.au

Kym Schwanck

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	kym
Family name:	schwanck
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Opposed to the subdivision. We need open land for agriculture and green space. We have already used seaford, aldinga and surrounding area for subdivisions. We need to leave some green belts for future generstions and eco sustainability. Not become an urban sprall from Adelaide to victor with no space for farming and our future
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Kristine Puplett

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Kristine
Family name:	Puplett
Organisation:	
Email address:	[redacted]
Phone number	[redacted]
Comments:	The land should remain undeveloped as a buffer between the national park and housing. Also, the roads do not cope with the current level of traffic, the medical and educational facilities will not be able to cope with an additional 2000 households- they are not coping now. If any development further south is to ever proceed, the current infastructure needs to be addressed and fixed well before any additional pressure is put onto it.
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sent to proponent email:	plansasubmissions@sa.gov.au

Roger Rose

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Roger
Family name:	Rose
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	With the proposal for the Hackham Code Amendment and the planned building of 2000 houses, serious thought needs to be given as to how the increased traffic is going to successfully integrate onto South Road and thence onto the Southern Expressway. Even today accessing Main South Road from the River Road Access Road, especially during peak times can take up to 5 minutes waiting for a break in traffic. Traffic here can be banked up to 10/15 cars waiting to get onto Main South Road. Imagine the chaos with potentially another 1000 vehicles joining this traffic flow on any given day. This needs to be converted to a slip road with zip traffic integration to allow smooth integration into the traffic flow. This is in fact well overdue. There are slip roads onto the expressway in two places and that is in a 100kph zone, so putting one in, in an 80kph zone makes sense. This would also assist in minimising people driving into Old Noarlunga past the Primary School at peak hours to access Main South Road at the Seaford Road Intersection. Hopefully this aspect is being examined closely.
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Julie Brighton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Julie brighton
Family name:	Brighton
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	I’m all for it, we need more housing
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sent to proponent email:	plansasubmissions@sa.gov.au

Leonie Boulden

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Leonie
Family name:	Boulden
Organisation:	
Email address:	[redacted]
Phone number	[redacted]
Comments:	Firstly I realise there is a significant need for more housing in and around Adelaide. There has been. We have been in our home at Onkaparinga HIlls for just over 20 years and have seen significant redevelopment in our local area since that time. As a result of this development we have noticed an increase in traffic along States Rd, Onkaparinga Hills/Hackham. I would like to see what strategies will be put in place to reduce the impact to the amount of traffic on local roads such as States Road. It is very difficult to 'get out' of Spriggs Road onto States Rd already. I am concerned that with the increase in homes, there will be an increase in traffic on this increasingly busy road. What adjustments to existing access will be made so as not to impede local residents?
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sent to proponent email:	plansasubmissions@sa.gov.au

Alison Pickard

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	ALISON
Family name:	PICKARD
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Hi, i fully agree that this should be developed. It is not far from infastructure already in place instead of heading down south more. We need more housing in reach of shopping centres etc that are already in place and not too far from the city.
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sent to proponent email:	plansasubmissions@sa.gov.au

Damian Hollitt

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Damian
Family name:	Hollitt
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Hello, Could you please explain to me on what basis did [redacted] get approved. This house joins the rear of my property and the gutters are almost level with the fence and because of the elevation of the house the bedroom windows overlook into my yard at [redacted] and also my neighbours at [redacted]. It astounds us how this development was approved and my neighbours and I received no notification of this development and therefore denied the right to appeal or question. The people who live in this house can stand in there bedrooms and look down into our yards which denies my family of the privacy we are entitled to in our own back yard. Can you please show me the rules where it say's that a house can have the rear of the wall built so close to the fence and look down over the neighbours? We moved to McLaren Vale to live in a country community with some open space and not condensed housing. All of a sudden we have a house on our back yard looking over that will block out natural light in the summer evenings. We are now going to have to put Ziptrack blinds on our pergola so that we can get some privacy and I am sure no one will compensate us for this due to a very poor planning decision. Do the planning officers who approved this actually go and have a look for them selves and assess the impact on the neighbours? In contrast a steel frame house has been built direct behind us at [redacted] and it has been built 4m from the fence and you can hardly notice it is there. We did not receive notification for this either. There seems to be a disconnect with regards to notifying land owners of adjoining developments as we recently received a notification for [redacted] for a change in building usage from accommodation to residential usage. I have written to MP for Mawson Leon Bignell who has passed on my concerns to the Minister for Planning as this approval decision is just ridiculous. Please find attached photo's
Attachment:	[redacted].pdf, type application/pdf, 333.4 KB
sent to proponent email:	plansasubmissions@sa.gov.au





Benjamin Debski

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Benjamin
Family name:	Debski
Organisation:	
Email address	[redacted]
Phone number:	
Comments:	If the land is to be rezoned as residential can the council please ensure that: 1. The blocks of land are a decent size. Somewhere around 400sqm so there can be some space on both sides of the house and a backyard large enough for kids, trees, a shed or whatever. 2. That the land/houses go to people who intend to live in them and rather than investors. In other words need before greed. 3. That old trees are kept where practical. 4. Encourage lighter colored roofs which reflect the suns rays to keep down the environmental cost of cooling in summer.
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1) Traffic Intervention/access point location issue:

I am an adjacent land-property owner and the proposed site will impact our local community. The proposed site for traffic lights/ intervention opposite Yeltana Avenue which is in Paringa views estate, is not suitable. It will increase traffic coming off south road onto Paringa View residential area - this is a small residential estate. It will encourage traffic through through Yeltana avenue onto Brentwood drive to access Noarlunga centre and colonnades shopping centre. These roads are not suitable for high traffic, and creating a thoroughfare through unfenced playgrounds and a local kindergarten. Lots of new houses being built in this area rapidly (Commercial road, Hepenstal park) has already increased traffic noticeably. We do not want traffic to increase through these residential areas.

- Proposal: Traffic intervention at a more suitable location, opposite Brodie road which is already a more main road and already on a bus route so more suitable for heavier traffic. Existing main roads will need to be developed if 2000 new houses are to to built in one area (creating a new suburb.)

2) Air quality and noise sound pollution issue:

My estate is currently sandwiched between the express way and main south road, with traffic already heard from inside my closed house. There are many families and children in the area and a kindergarten.

Why was air quality taken in another suburb? "The site is also unlikely to be significantly impacted by emissions from road vehicles on the surrounding roads. Based on data collected from an air quality monitoring station at Christle Downs, 3.4km north-west of the project site," https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fplan.sa.gov.au%2F__data%2Fassets%2Fpdf_file%2F0006%2F876219%2FHackham_Code_Amendment_-_Proposal_to_Initiate.pdf&data=05%7C01%7Cplansasubmissions%40sa.gov.au%7C6f90de190be74ed3bf8608da5fbc3e28%7Cbda528f7fca9432fbc98bd7e90d40906%7C1%7C0%7C637927560394320171%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=NOFgM1yuhMv96frNFF15I6aKYFudEEyR9OpvtAoZCII%3D&reserved=0 https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fair-quality.com%2F&data=05%7C01%7Cplansasubmissions%40sa.gov.au%7C6f90de190be74ed3bf8608da5fbc3e28%7Cbda528f7fca9432fbc98bd7e90d40906%7C1%7C0%7C637927560394320171%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=4PObfGHj4HWpEugI9k%2FEXh8hJk%2BGe3OwJNfdzxPEPtc%3D&reserved=0 has Noarlunga centre collection point – use this one. This one has on several occasions already this year been 60 and above (not a 'good' reading)

- Proposal:
- Local traffic, noise and air investigations where the proposed site actually is - next to main south road and the express way.
- Measures taken in design to reduce traffic noise from main south road area.
- High percentage of public open spaces within the new zoned area
- Trees planted alongside each residential road will help with noise and the shade will ofset temperature increase known to be created by buildings and traffic.

3) Environment

I am an adjacent landowner. Building at the top of my street for the last 4 years ongoing developments already at top of hill between Brodie rd and Brentwood drive. Lots of new areas being built in this area rapidly (Commercial road, Hepenstal park, even Adele circuit is a new part of my own estate)

Need and affordability – the Hackham Code Amendment FAQ states that reasons for 'needing the Code Amendment' include recent stimulus packages such as the Homebuilder Grant Scheme. The new homeowner grant mentioned in the documentation has expired! Interest rates and cost of living has just increased. Density of 2000 new houses is very significant to an area which has recently already been developed in the surrounds. A community garden is proposed, which will protect local wildlife such as birds and insects, important pollinators in the area and count towards public open space for our local community as well as environment.

4) Activity centre:

Local shops supported, not sure there is a need for a community centre as we already have existing local ones which should be renovated instead (Hackham). A community garden is proposed instead, which will protect local wildlife such as birds and insects, important pollinators in the area.

I spoke with Craig Campbell who could not yet answer my question about the traffic intervention point as it was too early in the process - keep me updated on this via this email address.

Regards,

Laura Connett.

Alec Smeets

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Alec
Family name:	Smeets
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	
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sent to proponent email:	plansasubmissions@sa.gov.au

Donna Glasscock

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	donna
Family name:	glasscock
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I would like to extremely oppose to this Amendment. Main reason is traffic. Our main roads are already packed to the brim and adding more to it would just create even more congestion. Our schools and medical places are at capacity, and its already hard enough to get medical appointments.
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sent to proponent email:	plansasubmissions@sa.gov.au

Sally Glasscock

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sally
Family name:	Glasscock
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I would like to STRONGLY SUGGEST THAT THE AMENDNENT TO THE HACKHAM CODE IS A BAD IDEA. As a resident of Old Noarlunga, the traffic congestion we already experience, would only become worse with the huge amount of extra cars etc. The southern expressway is (by my experience) at capacity most times now and the added traffic would create havoc. If there is an accident on the expressway..South Road is incapable of handling any more traffic. The possible run off of contaminated water into our amazing river would be devastating. How sure are we that this won't happen? The proposed green areas are simply inadequate..and therefore, more people would file into old Noarlunga township to search for more. Market Square is already bursting sometimes. The yearly fire threat would now include the huge amount of extra people who would need a safe and fast way out to safety-again causing traffic congestion. The health system is failing us now. How can we add more? The schools and public transport are another issue. Please don't allow this beautiful area to be damaged by this idea.
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sent to proponent email:	plansasubmissions@sa.gov.au

Jody Day

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jody
Family name:	Day
Organisation:	
Email address:	[redacted]
Phone number	[redacted]
Comments:	Concerned on what this will look like. Are suburb boarders changing? Also we do not need a retail centre in this space. Look at the retail space (drake's at hackham) where shops are empty and windows smashed. If there this does go ahead I highly suggest this area for residential does not include housing trust and the likes as there is plenty in the area we already have issues with.
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sent to proponent email:	plansasubmissions@sa.gov.au

Sam Johnson

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sam
Family name:	Johnson
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This rezoning and development should not go ahead until Noarlunga Hospital has had a major upgrade. Case closed! The amount of housing that has already been developed in the hills of Hackham, Aldinga, Aldinga Beach, Noarlunga, Seaford Meadows and Seaford Rise with no thought or consideration of how our health system will deal with and accommodate all that new housing is a disgrace. Now a plan to add 2000 more houses with families that will require health care in this dire time of COVID with not one plan to update and increase the Noarlunga hospital is outrageous. Planning and consideration is put into traffic, public transport and infrastructure however when it comes down to it, more and more pressure is being put on the health system every time more housing is developed. This industry and its workers are currently working to their full stretch and stress, please do not add to this without guaranteeing that while housing and infrastructure is improved so is our already struggling health system. Remember that while all this housing has gone up in the south of Adelaide over the past 10 years, the facilities and services at Noarlunga hospital have been decimated, causing long waits and danger to patients. Please put the money into improving the hospital and health care system.
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Donna Muter

To the committee for consideration in the proposed subdivision at Hackham.

I would like to propose that a Tier 1 Park be built into the new Hackham housing estate as part of the original construction.

T1 park that consists of:

. Toilets
. Barbecues
. Picnic grounds
. Playground
. Skate park
. Nature focused location/National Park gateway
. Visitor parking

I believe the community would greatly benefit from having these facilities and make the new estate a wonderful place to live and visit.

Some of the benefits that I see:
Family gatherings
Meeting place for young mothers and fathers
Activities for children and teens out of school hours within the neighbourhood
Adequate exercise areas for pet owners
Sense of community

I am very excited that this could be a wonderful new addition to the ever-growing community of the South and I feel certain that it would be well used and enjoyed by the community.

Kind regards Donna Muter

Mobile [redacted]

Sent from Yahoo Mail for iPad

Nova Smith

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	nova
Family name:	Smith
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The old cottage and almond orchard on south road at the end of the southern expressway should be kept and improved as a 'gateway to mclaren vale' green space. This connection to local history and green space is important to the spirit of the local community and also important for visitors to feel they have reached an historic and beautiful area.
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Maree Fowke

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Maree
Family name:	FOWKE
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I believe that Kingscoin Real Estate, YAS Property & Dev and Felmeri Homes are not good organisations as they are only interested in reeling your constituents in then leaves them hanging in limbo. In the interest of the Onkaparinga Council's constituents they need to be supported by their Council. People have been left with no home after 2 plus years and all of these organisations, especially Felmeri Homes come up with ridiculous reasons why they haven't built homes, though they drop everything to build an OTR petrol station in the Onkaparinga Council district. The Council needs to stand up for the "little person" and not big business.
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Shaun Bishop

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Shaun
Family name:	Bishop
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Errrr no the area is already overcrowded, unless they're planning on also upgrading utilities,hospitals and various other community services then I would suggest to implement this somewhere else…. Maybe west of Ceduna, plenty of land to build on out there, Maralinga's nice this time of year if you don't mind a bit of radiation burn
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Pamela French

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Pamela
Family name:	French
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The infrastructure we have won't cope with another 2000 houses!! Plus that is how many extra will be in Seaford Meadows in the next year or two. Let alone next years land release in Aldinga of the same amount. How on earth are the roads going to cope? There is an accident weekly on Main South Rd as it is! So that is at least another 5000 cars coming this way! Seaford Height's isn't finished yet either!! Commercial Rd will be at a stand still! Getting through Port Noarlunga now about 5-6 o clock is bumper to bumper!! How about using the money and funds for more ambulances, police, social housing. This is what is needed. We are growing too big without the infrastructure to back it up. Remember several years ago, there was an major accident at the cnr of South Rd & Seaford Rd, & the Expressway entrance heading north was unable to be accessed until late in the day!! The whole section of South Rd heading north, from Griffiths Drive to the Expressway was blocked & everyone was channelled down to Commercial Rd. It took me over 2 hrs to go the normally 10min trip to Noarlunga!!! Couldn't believe it!! I complained to the then Govt. about it, but got some gobbledygook reply, not even relating to this particular problem!!! Just crazy! Common sense dictates that our roads and other infrastructure should be upgraded before any of this potential and current development takes place. When I moved to Seaford Rise 30 yrs ago, Commercial Road was 2 lanes each way, but some years later someone in their wisdom decided to add a bike lane & wide parking lane, & it was changed to 1 lane each way with a huge pretend median strip down the middle!! There is plenty of room to make it 2 lanes, as the kerb & footpath area is as wide as a car lane, or wider! The bridge at Pt Noarlunga also needs to be widened & upgraded.
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sent to proponent email:	plansasubmissions@sa.gov.au

Brian and Gloria Ransley

Please refer to: 2.2 Adjacent Road Network paragraph 6 on page 4.

I refer to the Piggott Range Road Traffic Impact Assessment by the City of Onkaparinga July 2010 Executive Summary which says "Development in the Hackham area, should it occur in the future, and other development in the area west and south of where Penneys Hill Road meets Main South Road, will increase potential for extra through traffic on the Piggott Range Road – Upper Penneys Hill Road route." See Image 12.

Development has already commenced in this section and the negative impacts due to increased traffic volumes have occurred.

The further proposed development will increase extra through traffic on the Piggott Range Road and Upper Penneys Hill Road route which are classified as local roads. Consideration will also need to be given to negative impacts due to increased traffic volumes along the boundary of Onkaparinga River National Park (Piggott Range Road route). The local road section of Piggott Range Road bordering the National Park has a speed limit of 100kph. We are presently concerned about the road with the ever-increasing traffic volumes.

A section of Piggott Range Road between the Coxs Hill Road intersection and Upper Penneys Hill Road has been widened and sealed with recycled bitumen in recent years. Since improving this section of road traffic volumes are ever increasing. The traffic which would travel through Bains Road or Coxs Hill Road are now diverting and taking a short-cut route through Piggott Range Road onto Upper Pennys Hill Road to States/South Road and return direction. The main entrance to the National Park, the four hiking trails starting and finishing in this section and the Tom Roberts Horse Trail, which in part is adjacent, will be impacted further by the increased traffic. See Image 13.

A possible solution would be to close Piggott Range Road near the Echidna Hike Trail (Gate 12) which would protect and preserve the National Park environment, increase safety for visitors and stop the increased through traffic.

Also please consider the extension of Panalatinga Road (development of Margaret Street) ie, joining States Road/Doctors Road intersection to Coxs Hill Road which could be deemed beneficial to the wider proposed development area with the increased traffic volumes.

Dianne Ransley and Steven Follows, Property Owners, [redacted]

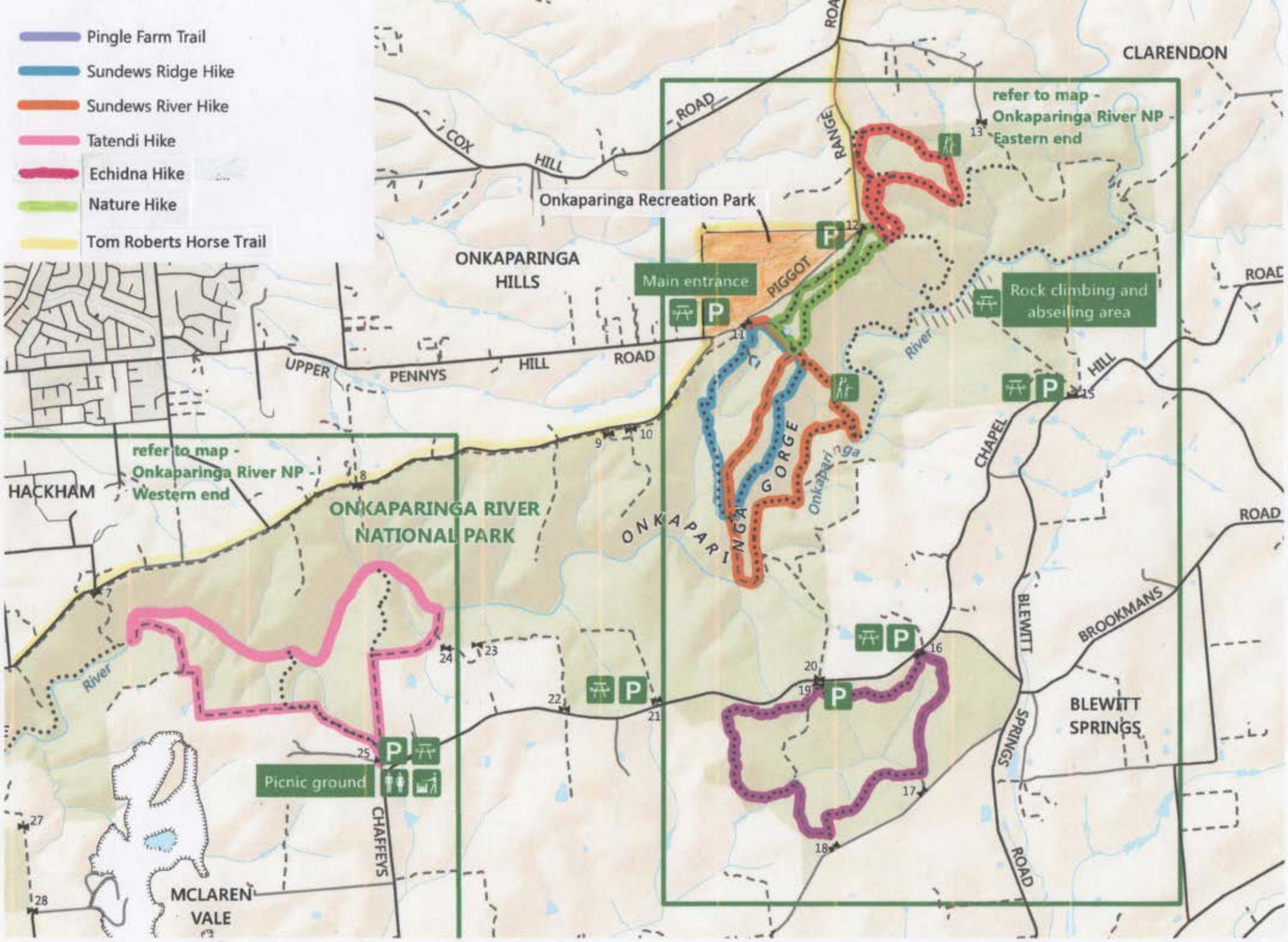
1 Executive Summary

This traffic impact statement report assesses the options and impacts of managing the unsealed 1.8km section of Piggott Range Road, and provides recommendations on treatment options. There are several options for treatment of the road (and managing the wider network) that have distinct benefits and disadvantages that have been explored in this report.

These options have been made within the context of other study findings, in particular:

- There is potential for traffic to be attracted to Piggott Range Road – Penneys Hill Road based on time comparisons with other routes, ie Bains Road and Coxs Hill Road, and estimates of divertible traffic from these routes.
- The analysis indicates potential increases in traffic from this diversion of between 80 and 240 vehicles per day. This is not significant.
- Development in the Hackham area, should it occur in the future, and other development in the area west and south of where Penneys Hill Road meets Main South Road, will increase potential for extra through traffic on the Piggott Range Road- Penneys Hill Road route.
- Existing intersections of Piggott Range Road/Coxs Hill Road and Piggott Range Road/Penney Hills Road are considered to be appropriate in terms of geometric standard, however improvements to signage and line marking (delineation) should be considered.
- The significance of native vegetation (Grey Box Gums) within the Piggott Range Road road reserve limits the potential for significant widening (i.e. to the required 8.2 metres for local sealed roads)

Option Number	Treatment Options	Comment
1	Remain Unsealed	No change to current situation.
2	Remain Unsealed and Monitor	Monitor the road and network: Annual reporting on AADTs, accident history, road user behaviour and road condition to inform possible future sealing options.
3	Seal Piggott Range Road (formal sealing) to existing pavement width ie approx 7m.	Seal would be to a standard consistent with the role and function of the road.
4	Sealing to a higher standard to match the requirements of the City of Onkaparinga Road Network Plan, for 8.2m pavement width.	Would require road widening and removing vegetation along Piggott Range Road Costs not estimated, but would be considerably more than for Option 3
5	Seal Piggott Range Road (as per option 3) with LATM devices along Upper Penneys Hill Road. (speed controls and appropriate speed limits/geometric changes).	LATM devices along Penneys Hill Road to calm and slow the traffic to match the current geometry **AND/OR** other measures such as lowering of the speed limit/geometric changes/removal of safety hazards such as trees to improve the safety of the road (this differs from Option 4 as it assumes a narrower road width whilst at the same time improving road safety). Expected increase in traffic results from the sealing of Piggott Range Road, leading to the need to



ATTACHMENT 5 PAGE 1

Darren Smith

Hello I am writing to point out some issues with rezoning the section of land east of south rd between hackham and old noarlunga.

1st there is currently a corridor for wildlife to go from Perry's bend to the onkaparinga gorge. If the building goes ahead they will be trapped in the Perry's bend area only. They have already been restricted with hickinbothems development on commercial road

2nd it doesn't seem overly "green" to develop on an area without the rail corridor accessing it. Wouldn't it be smarter to build further south and extend the rail line with more trains.

3rd the current level of traffic on south road is high during peak times an extra 2500 homes will push it to a dangerous level. It's surface is not good now extra use will just deteriorate it even more.

I live near this proposed development on south rd and more people has already increased the litter and traffic both of which the council are not concerned about (illegal dumping is rife south of the Aussie inn and police and council don't care)
I've brought up my family here have my garden and shed house pizza oven etc just as I want them if this goes ahead I'll be pushed out of the area in a couple years time which I'm not happy about.

Darren Smith

Josh Edmiston

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Josh
Family name:	Edmiston
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	As a small business owner I struggle to fit all my tools and equipment at my home. I would love to see this area split into 1/2 acre to 4 acre lots. I think this would be a great benefit to many small business owners in the area who are in similar situations as myself.
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sent to proponent email:	plansasubmissions@sa.gov.au

Vicki Freer

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Vicki
Family name:	Freer
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This is a terrible idea. South road and the expressway are already difficult to navigate with the current amount of traffic, the area and roads are not capable of handling this many houses. We want to keep old Noarlunga the way it is. It will lose the country town feel if this goes all the way to the township. There are daily accidents on south road as it is. We cannot handle such a high number of houses being built in that area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Chris Perrin

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Chris
Family name:	Perrin
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I have lived in this area for 48 years and love the green open area at Hackham. I would hate for this area and hill face to be covered in housing. Further more I don't think our community can sustain another 2000 homes with the resources we have, not to mention the extra cars on our already congested roads. I am strongly opposed to the rezoning of this area to allow this housing development go ahead.
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sent to proponent email:	plansasubmissions@sa.gov.au

Jo Davidson

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Jo
Family name:	Davidson
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	As a resident in Willunga, I am just so dismayed at the rapid development taking place everywhere in the southern regions. We are constantly witnessing large amounts of mature trees being removed for housing and road development. This region was semi rural and a place where people from our city can visit to enjoy nature - walk, cycle or enjoy wineries in a relaxed place with great views. Suddenly we are now part of the mass movement of people from the city and there will be nowhere for future generations to enjoy our environment. We do not have supporting infrastructure to handle the extra traffic and people that 2000 houses will bring. New developments everywhere are grey and black roofs, touching, with no green space. Please, please we do not need more of these terrible black suburbs in this region. I say NO to the rezoning. Better, more selective planning needs to take place here, allowing for our precious natural environment and the huge benefits it brings to people and wildlife.
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sent to proponent email:	plansasubmissions@sa.gov.au

Camilla Eyles

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Camilla
Family name:	Eyles
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
Comments:	Addressing "Chief Executive, Attorney-General's Department" regarding the Hackham Code Amendment. As a resident in the City of Onkaparinga, the Veterinary Director of Southern Koala and Echidna Rescue (operating within the City of Onkaparinga), and someone who donates a lot of time to wildlife research and local revegetation projects, it is very disheartening to hear of this potential development in Hackham/Old Noarlunga. In light of the recently released 'State of the Environment Report' it is impossible to deny that the environment needs a lot more assistance to reduce the alarming rate of decline in biodiversity Australia is experiencing. It is a matter of time until South Australia's koala population also joins the endangered species list. The local koala population is fraught with disease, many of which are transmissable and therefore increased in prevalence by the concentration of populations due to expansion of infrastructure reducing their habitat and range. The 235ha of land in question borders an existing National Park. In addition to the aforementioned, how else will the Onkaparinga National Park be affected by this re-zoning? Certainly a contribution to negative wildlife/human interactions and increases in pollution are obvious. On a personal note and as an advocate for the environment, I would be horrendously disappointed to see this development proceed. There are many new housing developments in the area already, and I am still yet to see any of my millenial friends actually be able to afford a home. I do not believe for a second that this will contribute significantly to housing affordability in any way, and why not reserve the development of housing projects to areas of land that are not adjacent to national parks? Or land that is not suitable for revegetation? This 235ha of land seems in the perfect location to expand the local bushland, and/or support projects that would result in positive environmental outcomes. Dr Camilla Eyles
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sent to proponent email:	plansasubmissions@sa.gov.au

Nathan Murton

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Nathan
Family name:	Murton
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	There should not be any more development in the river/national park corridor. The current model of suburban development is incompatible up against a spectacular national park. The corridor should be restored from the river mouth up to the hills. Any proposed development should be ecologically integrated with the amazing landscape that exists in that area.
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sent to proponent email:	plansasubmissions@sa.gov.au

Mark Fisher

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Mark
Family name:	Fisher
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Leave it as it is. We need more wildlife corridors and better cat control laws.
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sent to proponent email:	plansasubmissions@sa.gov.au

Zahid Babakarkhil

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Zahid
Family name:	Babakarkhil
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This will increase the limited land supply, and provide the community with affordable housing. It is really difficult to get a rental and having an affordable piece of land will really help a lot of people out.
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sent to proponent email:	plansasubmissions@sa.gov.au

Laraine Donaghay

Submission one:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Laraine
Family name:	Donaghay
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am concerned that this development will go ahead without any thought about health services in the south. Noarlunga hospital is already too small to service the Fleurieu. An upgrade of the hospital must be a priority to take pressure off Flinders Hospital before more houses full of families, are built. The South has already expanded at Aldinga, Hackham, Seaford, Victor Harbour, yet we are yet to see anything being done to our tiny hospital. Not a small upgrade but a very significant one.
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Submission two:

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Laraine
Family name:	Donaghay
Comments:	I am concerned that an extra 2000 houses with families, will add to the already extra population already with expansions in Hackham, Aldinga, Seaford, Moana plus regional Fleurieu as there is not enough being done to expand and upgrade Noarlunga Hospital to take the pressure off Flinders Medical Centre. The Plan talks about infrastructure and walking paths but not health. It is a priority to get a decent large upgrade at Noarlunga Hospital before more housing as it is already struggling and under pressure.
sent to proponent email:	plansasubmissions@sa.gov.au

Young Kwong C/- MasterPlan

Dear Code Amendment Team,

Please find attached a submission on behalf of our client Young Kwong (Aust) Enterprises Pty Ltd owners of [redacted]. This allotment forms a northern portion of land within the Hackham Code Amendment.

Further discussion is detailed within the attached submission.

Please confirm this submission has been received.

Thankyou Kindly,

Daniel Pluck
[redacted]

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

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33 Carrington Street
Adelaide SA 5000

P: **08 8193 5600**
Website | Facebook | LinkedIn



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MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

18 July 2022

Code Amendment Team
Planning and Land Use Services Division
Attorney-General's Department
GPO Box 1815
ADELAIDE SA 5000

Via email: plansasubmissions@sa.gov.au

Dear Sir/Madam

Re: Hackham Code Amendment Submission

MasterPlan provides this submission on behalf of our client Young Kwong (Aust) Enterprises Pty Ltd ('our client') who are land owners within the proposed Hackham Code Amendment boundary, specifically [redacted]. In making this submission in relation to the Hackham Code Amendment, specific analysis has been undertaken on the following documentation:

- Hackham Code Amendment Landowner Information Session – 24 February 2022.
- Hackham Code Amendment – for Consultation – 20 May 2022.
- Hackham Code Amendment – Community Information Brochure – May 2022.

The Site

Our client's land is located at [redacted] commonly known as [redacted] This allotment is located on the northern portion of the proposed code amendment extent and is an irregular shaped allotment of approximately 8.7 hectares.

Analysis of the progression of the Code Amendment

It is understood that the Hackham Code Amendment has been updated and changed as it has progressed. In relation to our client's land, in the landowner information session held on 24 February 2022, the Concept Plan for this amendment designated my clients land as a Master Planned Neighbourhood Zone and Hills Subzone. A large swathe of open space and associated stormwater retention was evident running east to west across the site. It is noted that an emerging activity centre subzone was located centrally within the site of the code amendment extent.



Figure 1: Our Client's land - 24 February 2022 Concept Plan

In the most recent public consultation release of 22 May 2022, alterations have been made to the proposed amendment that impact upon our client's land. Whilst the open space and stormwater infrastructure remain, the inclusion of the emerging activity subzone is a notable amendment.

The balance of the allotment would be a Master Planned Neighbourhood Zone to facilitate a diverse range and choice of low-to-medium density housing.

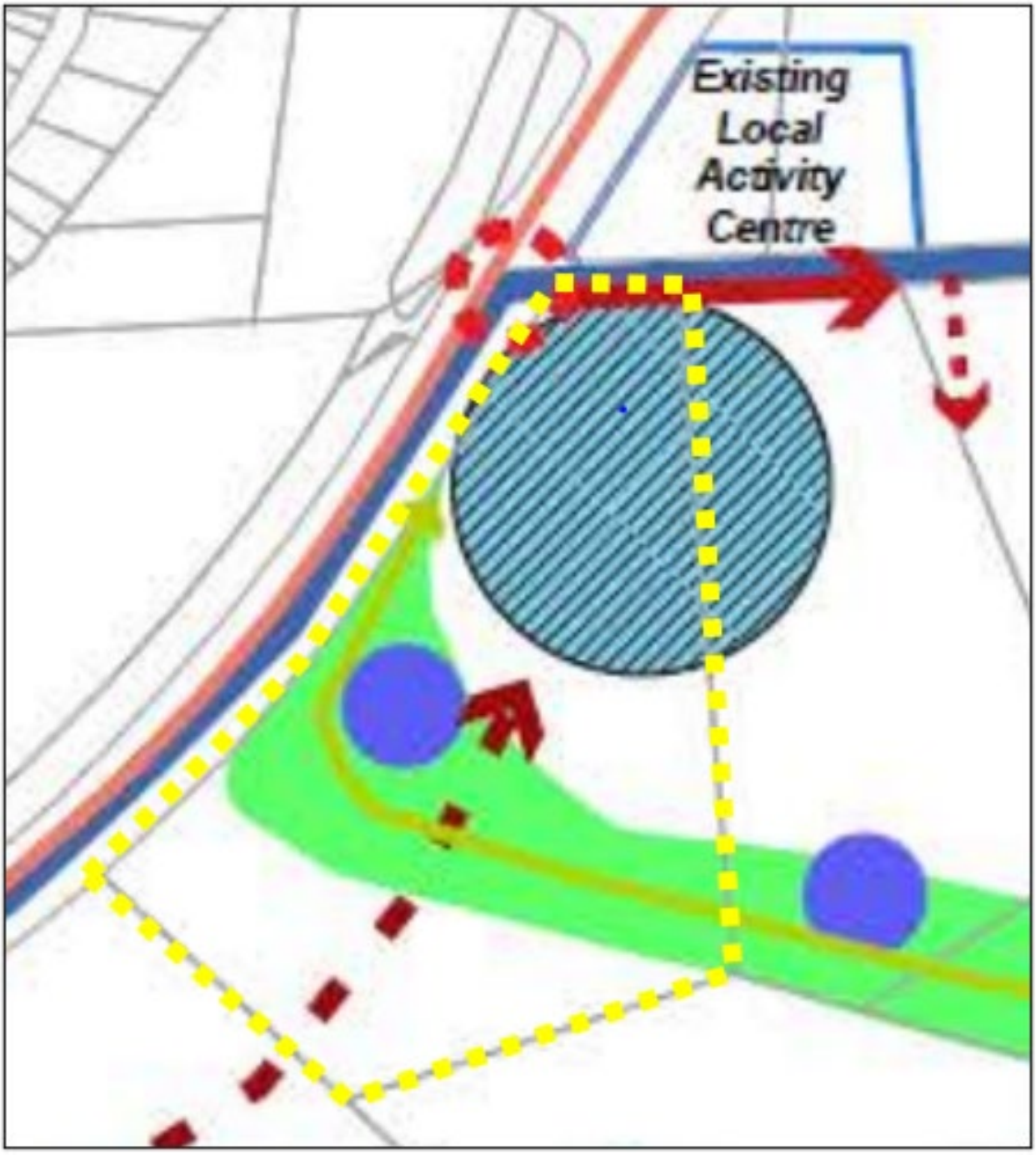


Figure 2: My Clients land – Public consultation 22 May 2022

Code Amendment Commentary

Our client supports the latest amendment to the code amendment and believes the inclusion of the Activity Centre is advantageous in this location. From a planning perspective, the inclusion of this activity centre to the northern extent of the code amendment is considered appropriate.

As shown on the concept plan, to the north of the site an existing local activity centre is evident. This is currently a hotel and function centre on large grounds. To provide a new activity centre along the northern extent of the code amendment allows a natural extension to an existing activity centre. From an economic perspective, this provides a much more attractive opportunity for centre expansion. This also provides an activity centre that is already partially established making with suitable access arrangements from Main South Road, with a dedicated access off Hepenstal Road. The alternate Activity Centre of 24 February 2022 would result in two (2) activity centres well within a kilometre of each other. The preference for one (1) activity centre should be adopted.

Our client also supports the inclusion of the open space as outlined in the concept plan. With the activity centre expansion, the inclusion of open space in this locality provides both retail and community opportunities, and also provides active recreation areas in the same locality. This would be considered an attractive proposition for residents throughout the new community. It should however be noted that open space should also be considered in the southern portion of the code amendment area to provide walkable and accessible open space areas for all.

The balance of the allotment would be a Master Planned Neighbourhood Zone to facilitate a diverse range and choice of low-to-medium density housing is also supported.

Further Consultation

Our client is satisfied with the outcome presented in the 22 May 2022 code amendment package. However, as the land owner, it would appreciated that our client be engaged further should the code amendment be progressed and actioned, in particular in relation to infrastructure agreement process. It is understood a process of negotiation is undertaken to progress these agreements. Early engagement would be appreciated to ensure there is a full understanding of this process.

Conclusion

Our client fully supports the Hackham Code Amendment package of 22 May 2022. It provides a superior outcome from a planning perspective as it links an existing activity centre to a newly zoned activity centre. Our client would appreciate inclusion in any further consultation, including any public hearings in particular the progress and outcomes from infrastructure agreements.

Yours sincerely



Daniel Pluck
MasterPlan SA Pty Ltd

Linda Sperring

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Linda
Family name:	Sperring
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Once again it appears that the wildlife in the area is going to be wiped out. Move the houses to the southern end and leave that north eastern tip for the wildlife
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sent to proponent email:	plansasubmissions@sa.gov.au

David Glasscock

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	david
Family name:	glasscock
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I believe the rezoning of hackham so new houses can be built between hackham and old noarlunga is a major mistake by state government and local council,not only because of the impact to the onkaparinga river system, but also to the traffic management of an extra 4000 cars a day trying to get out in the morning and afternoon's. The only way out would have to be round to quarry road and then victor harbour rd,or direct onto south rd,both will cause massive traffic build up and add to the already clogged roads, please go further south where there is more room. David.
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sent to proponent email:	plansasubmissions@sa.gov.au

Misha M

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Misha
Family name:	M
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Without a doubt more housing is needed to provide shelter to our booming population. However, if you release the land in the same way as all previous land has been released - at or above market value, seeking to make a profit then you'll be failing the people that need housing most (and I am not even talking about homeless or those whose sole income is via Centrelink payments). You MUST release the land on a equity-sharing basis (partially funded and owned by govt and partially funded and owned privately). AND NONE of the land should be allowed to be sold for investment purposes. First home buyers should be given priority to buy. Long term renters with excellent history of paying high and who are working should be granted first options.
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Phil Rollas

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Phil
Family name:	Rollas
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I have immense difficulty supporting this proposal. This is pure urban sprawl, none of which is ever healthy. Virtually the whole area proposed for rezoning is not serviced by public transit, is a greenfields site, and sits close to some ecologically sensitive areas. Development of this area will see it become a car-dependent suburb, placing extra strain on surrounding roads, and forcing unhealthy travel habits and inactive lifestyles. This is the antithesis of some recent positive progress in local planning, such as protections to other land further south. In addition, given its situation close to major roads and not close to existing services, education and employment, quality of life will be average at best. The proposal would also limit or eliminate any possibility of a potential southward extension of the Southern Expressway (i.e. a connection to Victor Harbor Road).
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Theo Ellenbroek

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Theo
Family name:	Ellenbroek
Organisation:	[redacted]
Email address:	[redacted]
Phone number:	
Comments:	The 30 year plan for SA says that suburban sprawl should be limited - why are you opening up further land when population growth is slow? Same with Buckland Park??
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Greg Walls

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Greg
Family name:	Walls
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	The SA Housing Trust is going to own all this land and build all the houses for all SA residents included in the SA lower social economic underpriviledged community. Can I assume that will be the best outcome for the SA government. I also believe in a pot of GOLD at the end of a Rainbow.
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Martin Burns

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Martin
Family name:	Burns
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	This appears to have been a messy attempt by Renewal SA and the Shahins for a southern land grab. There appears to be no tender by Renewal SA for a development partner for this land, so wonder how the Shahins got involved. The re-zoning is obviously going ahead, a windfall for those who already own land their (Shahins of course)
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Jack Snel

Dear sir /madam
I jack snel owner of [redacted] I am not in favour of having my land included in rezoning pls feel free to ring me any time regarding this matter
Yours sincerely
Jack snel

Anna Smith

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	anna
Family name:	smith
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am against the rezoning of land in hackham old noarlunga area. It will ruin the area eradicate wildlife and create more traffic on an already congested part of south road. Why???
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sent to proponent email:	plansasubmissions@sa.gov.au

Sarah Kingdon

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sarah
Family name:	Kingdon
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	I am not against the re-zoning in total - the idea that it has affordable housing overlay is great. However, I don't think enough assessment has been made of impact on local retail, schools or transport. I used to live in Hackham and am now at McLaren Vale, so am familiar with the site and the area in general. In my experience many of the shopping centres in the vicinity appear to already be near capacity in terms of parking and the Southern expressway is near capacity at peak hour (and unless access at the Old Noarlunga end is modified there would be a significant increase in traffic accessing the expressway at Noarlunga). Parking and access at nearby train stations (Seaford, Seaford Meadows and Noarlunga) is certainly at capacity now, as are the existing trains in peak hours. How does the zoning ensure that those issues are properly addressed. I am particularly concerned that there isn't an overlay for open space. It would be good to see some innovative green and public space built into the zoning for this (eg overlay) to ensure that the area doesn't become another overdeveloped, 'crowded' development of grey roofed houses with no feeling of space or amenity.
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Emma Hatchard

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Emma
Family name:	Hatchard
Organisation:	N/A
Email address:	[redacted]
Phone number:	
Comments:	I do not agree with the proposed plan as it would destroy the beautiful natural landscapes that our community takes pride in. It's one of the few landscapes that we have left from other sites being ruined by waves of new houses - built by greedy rich folk looking for profit. It would be heartbreaking to lose another landscape like this, it's one of the only areas left that feel nice to drive though on the way to and from work. Please do not proceed with the plan. :(
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Dianne Ransley and Steven Follows

Please refer to: 2.2 Adjacent Road Network paragraph 6 on page 4.

I refer to the Piggott Range Road Traffic Impact Assessment by the City of Onkaparinga July 2010 Executive Summary which says "Development in the Hackham area, should it occur in the future, and other development in the area west and south of where Penneys Hill Road meets Main South Road, will increase potential for extra through traffic on the Piggott Range Road – Upper Penneys Hill Road route."

Development has already commenced in this section and the negative impacts due to increased traffic volumes have occurred.

The further proposed development will increase extra through traffic on the Piggott Range Road and Upper Penneys Hill Road route which are classified as local roads. Consideration will also need to be given to negative impacts due to increased traffic volumes along the boundary of Onkaparinga River National Park (Piggott Range Road route). The local road section of Piggott Range Road bordering the National Park has a speed limit of 100kph. We are presently concerned about the road with the ever-increasing traffic volumes.

A section of Piggott Range Road between the Coxs Hill Road intersection and Upper Penneys Hill Road has been widened and sealed with recycled bitumen in recent years. Since improving this section of road traffic volumes are ever increasing. The traffic which would travel through Bains Road or Coxs Hill Road are now diverting and taking a short-cut route through Piggott Range Road onto Upper Pennys Hill Road to States/South Road and return direction. The main entrance to the National Park, the four hiking trails starting and finishing in this section and the Tom Roberts Horse Trail, which in part is adjacent, will be impacted further by the increased traffic.

A possible solution would be to close Piggott Range Road near the Echidna Hike Trail (Gate 12) which would protect and preserve the National Park environment, increase safety for visitors and stop the increased through traffic.

Also please consider the extension of Panalatinga Road (development of Margaret Street) ie, joining States Road/Doctors Road intersection to Coxs Hill Road which could be deemed beneficial to the wider proposed development area with the increased traffic volumes.

Dianne Ransley and Steven Follows, Property Owners, [redacted]

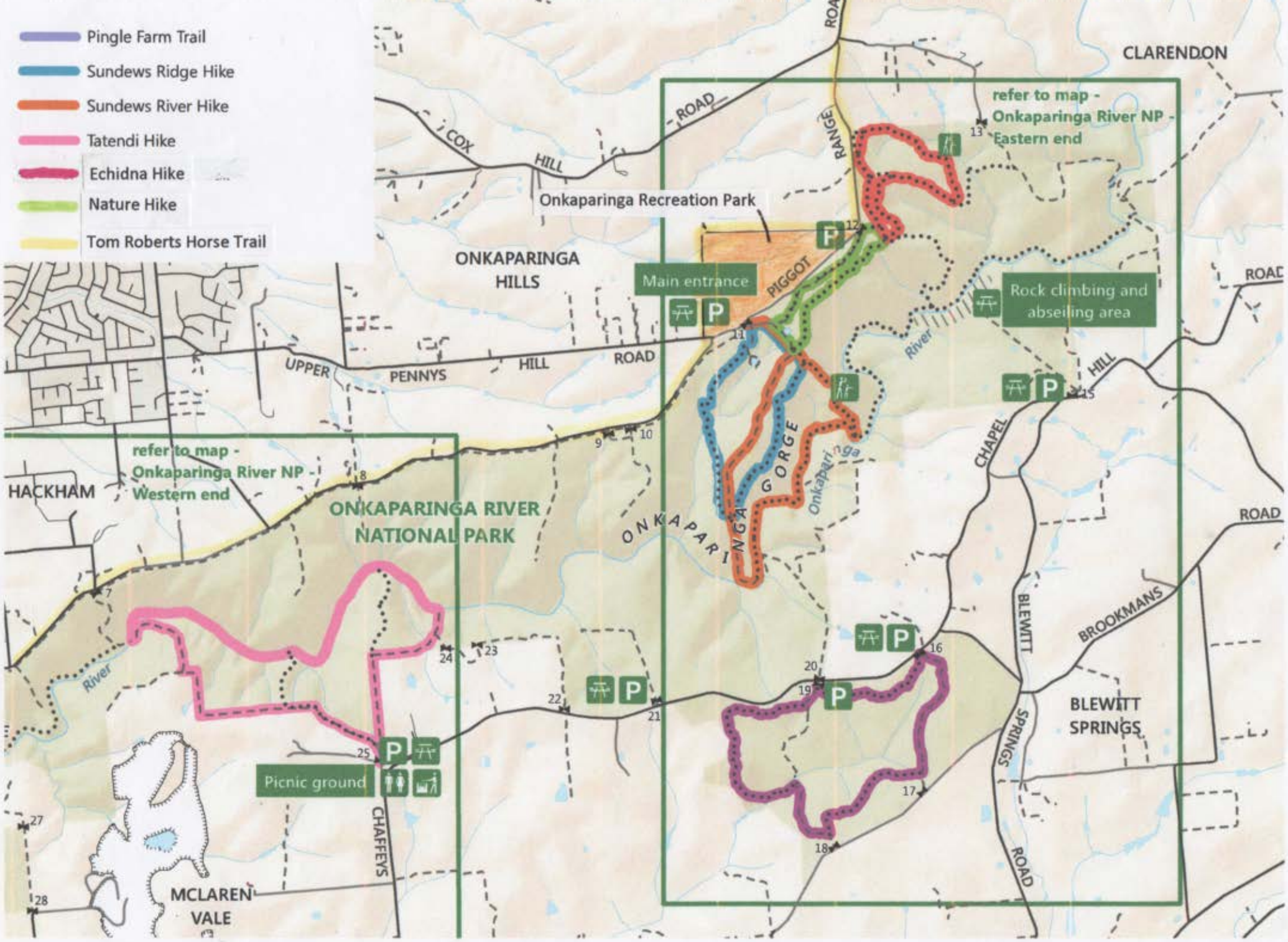
1 Executive Summary

This traffic impact statement report assesses the options and impacts of managing the unsealed 1.8km section of Piggott Range Road, and provides recommendations on treatment options. There are several options for treatment of the road (and managing the wider network) that have distinct benefits and disadvantages that have been explored in this report.

These options have been made within the context of other study findings, in particular:

- There is potential for traffic to be attracted to Piggott Range Road – Penneys Hill Road based on time comparisons with other routes, ie Bains Road and Coxs Hill Road, and estimates of divertible traffic from these routes.
- The analysis indicates potential increases in traffic from this diversion of between 80 and 240 vehicles per day. This is not significant.
- Development in the Hackham area, should it occur in the future, and other development in the area west and south of where Penneys Hill Road meets Main South Road, will increase potential for extra through traffic on the Piggott Range Road- Penneys Hill Road route.
- Existing intersections of Piggott Range Road/Coxs Hill Road and Piggott Range Road/Penney Hills Road are considered to be appropriate in terms of geometric standard, however improvements to signage and line marking (delineation) should be considered.
- The significance of native vegetation (Grey Box Gums) within the Piggott Range Road road reserve limits the potential for significant widening (i.e. to the required 8.2 metres for local sealed roads)

Option Number	Treatment Options	Comment
1	Remain Unsealed	No change to current situation.
2	Remain Unsealed and Monitor	Monitor the road and network: Annual reporting on AADTs, accident history, road user behaviour and road condition to inform possible future sealing options.
3	Seal Piggott Range Road (formal sealing) to existing pavement width ie approx 7m.	Seal would be to a standard consistent with the role and function of the road.
4	Sealing to a higher standard to match the requirements of the City of Onkaparinga Road Network Plan, for 8.2m pavement width.	Would require road widening and removing vegetation along Piggott Range Road Costs not estimated, but would be considerably more than for Option 3
5	Seal Piggott Range Road (as per option 3) with LATM devices along Upper Penneys Hill Road. (speed controls and appropriate speed limits/geometric changes).	LATM devices along Penneys Hill Road to calm and slow the traffic to match the current geometry **AND/OR** other measures such as lowering of the speed limit/geometric changes/removal of safety hazards such as trees to improve the safety of the road (this differs from Option 4 as it assumes a narrower road width whilst at the same time improving road safety). Expected increase in traffic results from the sealing of Piggott Range Road, leading to the need to



ATTACHMENT 5 PAGE 1

Karen Mullarkey

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Karen
Family name:	Mullarkey
Organisation:	
Email address:	[redacted]
Phone number:	
Comments:	Please stop giving people the faintest hope that what we say will have any impact. I have also heard that 2000 homes will be a great underestimate and the number will be far higher, possibly up to double this amount. The vast majority of locals do not want this or the many other developments being thrust upon us, but that won't and hasn't stopped them from going ahead. We moved here for the open spaces, unfortunately you seem keen to ensure that soon we won't have any. I despair at the greed of developers and councils out only to feather their own nests.
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sent to proponent email:	plansasubmissions@sa.gov.au

Pamela Scanlon

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Pamela
Family name:	Scanlon
Organisation:	ONCRA - resident
Email address:	[redacted]
Phone number:	
Comments:	Despite research, Old Noarlunga still has problems with grid-locked traffic diverted through town especially at peak times - school pick-up, weekends, school holidays, sporting carnivals, family gatherings and functions. One road in/road out layout means it maybe quite dangerous in an emergency. Neighbours complain about difficulty accessing their driveways, especially on Patapinda Road. This will be compounded if extra traffic is diverted onto Sth Road and the Expressway via River Rd (recent development has increased traffic along River Rd and Seaford Rd (Aldinga, Seaford, Pt Noarlunga). None of these roads should be used by commuters - that isn't sustainable. This already becoming urgent. Lack of facilities in the neighbourhood (plan cites plenty of facilities in neighbouring developments) places a high reliance on motor vehicle access (2/house?), increasing traffic even more and ignoring the needs of children and teenagers without drivers . If schools and other facilities are across South Rd, that severely diminishes their accessibility. We rely on services outside ON too, and many, are at capacity already. Need separate areas to exercise pets and walking - these aren't compatible with more active bike/scooter/jogging paths. Areas to encourage people to mix with their neighbours and build a community. Old Noarlunga needs no extra stormwater run-off entering the river before or after our township. Local flooding and king tides may still create a problem (albeit less so). The Onkaparinga Gorge National Park is for Conservation, not Recreation. With such a large interface (especially if low to zero recreational alternatives exist) the potential for misuse must be high. Need good observation points and on site firefighting capacity: a fire becomes a huge threat to ON as well. Need education and supervision. Green areas for mental health, relaxation, carbon capture, shade and reducing heat islands. Any businesses should suit residents/visitors, not commuters.
Attachment:	No file uploaded
sent to proponent email:	plansasubmissions@sa.gov.au

Sally Murray

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Sally
Family name:	Murray
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	This development has the potential to destoy existing habitat for native flora and fauna, The green zone protecting the Onkaparinga Gorge and the Willunga basin will be too small. Urban sprawl is not the answer to increasing demand. Consolidation of existing urban areas is preferable.
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Sent to proponent email:	plansasubmissions@sa.gov.au

Kim Saunders

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Kim
Family name:	Saunders
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	I do not support the Code Amendment. Infrastructure in the southern suburbs is already inadequate to support the current residents. Noarlunga Hospital needs to be expanded to support those in the outer south and take pressure off of FMC. Many roads in the south are also congested and cannot deal with extra vehicles. Wildlife is already being disturbed and many have lost their homes in the area, particularly kangaroos which have been regularly spotted throughout the suburban streets of Seaford Meadows due to developments around the Onkaparinga River National Park. Many schools in the area are already at capacity too. Current infrastructure needs major improvement before more houses and residents can be added to the area.
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Sent to proponent email:	plansasubmissions@sa.gov.au

Matt Livsey

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Matt
Family name:	Livsey
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	
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Sent to proponent email:	plansasubmissions@sa.gov.au

Andrew Huxtable

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Andrew
Family name:	Huxtable
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	Hi, As a resident of the Morphett Vale and Woodcroft area for the last 40 years I am opposed to this development. The infrastructure of the area simply does not support the current volume of traffic or residents of the area, let alone adding the proposed housing. The proposed upgrades do not take into account the frequent turmoil that is at the end of the expressway which would be the gateway to this development. Additionally, this land has formed a beautiful gateway to the southern wine region and it would be a shame to see it be converted into 'gutter to gutter' housing, removing habitat for many native animals. Thirdly - Part of the land proposed to be rezoned was also subject to a private application for rezoning back in 2021 of the old Abattoir at 1559 Piggott Range Road for the purpose of converting it into a rifle/shooting range by a *local* business. This application was illegally leaked to the public by the Onkaparinga Council to quash it before it could get off the ground, creating a conflict of interest with the current proposed developer and the previous applicant for repurposing this land. A small business has no hope of winning a legal battle with the current applicant. I don't think rezoning and subdivision/development of this land is in the best interest of the general public and only serves to line the pockets of an already extremely wealthy developer.
Attachment 1:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

Terrance Jones

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Terrance
Family name:	Jones
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	too much green land is being consumed with no regard to environment, or the existing people living in the area. Better consumption of existing housed land should be considered first and foremost before destroying green land: Green land helps consume heat (in summer) concrete jungles do not. The point of many of us living in this area is to get away from the city, and you are bringing it here.
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Sent to proponent email:	plansasubmissions@sa.gov.au

Kate Jones

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Other
Given name:	Kate
Family name:	Jones
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	
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Sent to proponent email:	plansasubmissions@sa.gov.au

William Hackett

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	William
Family name:	HACKETT
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I am impartial about the Code Amendment
Comments:	No mention of roads in the srrounding suburbs have been noted for upgrading (States Rd, Doctors to Panatalinga). Not every one will us the Southern Express Way, they will use minor roads in the area to get to shops and services that are close to the proposal. Will this be a high density housing area, most blocks 300 m2. Why is this proposal noting a new building code design for housing on greater slopes. Leave the slopes as natural park lands. Another 2000 blocks = 3000 vechicles to the area. Extend the Seaford Rail and keep housing west of South road.
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Sent to proponent email:	plansasubmissions@sa.gov.au

Carla Begg

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	carla
Family name:	begg
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	Too many houses loads ol land not completed with still empty blocks..not enough amenities. Stop trying to implement changes before election please
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Sent to proponent email:	plansasubmissions@sa.gov.au

Matthew Paine

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Matthew
Family name:	Paine
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	Has the report taken into account all the new housing that is getting or about to get built in the area from Seaford to Moana? The report stated that the new site will provide enough work for 5 full time doctors but the work will be covered by current surgeries. With all local doctors at capacity already what surgeries will be picking up the slack?
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Sent to proponent email:	plansasubmissions@sa.gov.au

Leigh Kennedy

As part of the consultation process,I attach my comments regarding the Hackham Amendment Code. I hope you find the comments useful.

Leigh Kennedy

I understand that this proposal will eventually go ahead but I believe that some issues need to be addressed prior to development commencing. These relate to traffic, infrastructure, heritage and the environment. I am a resident of Old Noarlunga and my concerns lie at the Old Noarlunga end of the proposed redevelopment and are submitted for consideration.

I strongly disagree with the planned southern boundary of the proposed development and suggest that the development should end at the River Road/ Patapinda Road intersection. This would enable a much better separation between the suburbs of Hackham and Old Noarlunga and yet still retain a rural approach to the historic and unique Old Noarlunga township and the Onkaparinga River. I would also suggest that the Church Hill Road northern entrance be made '**local traffic only'** into Old Noarlunga. My reasons are as follows:

Traffic issues

Before another 2,000+ homes are added to the land between Hackham and Old Noarlunga I would prefer that the current traffic flow be vastly improved prior to the development commencing and not subsequently. The document states, under traffic volumes and access, that 'The Main South Road/Southern Expressway intersection accommodates significant traffic flows between the Expressway and southern leg of Main South Road'. Another 2,000 residential homes (and possible 4,000-5,000 people) will magnify this problem.

Traffic congestion currently exists from the Southern Expressway through to the southern leg of South Road where 3 lanes of traffic merge into two to meet the Seaford Road traffic lights. Also, congestion occurs at the South Road/Seaford Road intersection where barely 3 cars are able to move across South Road from Patapinda Road to Seaford Road with the traffic signals. I believe improvements need to be made to the current traffic flows before any more traffic has to use these roads.

Also, when an accident or road works causing traffic restrictions occurs on South Road in the vicinity of the Southern Expressway/South Road junction, vehicles travelling south divert through Old Noarlunga to avoid the congestion, only to find that traffic can be banked up from the Seaford Road/South Road traffic signals right back through Old Noarlunga to the intersection of Church Hill Road/Patapinda Road waiting to get back on South Road. This is extremely inconvenient for residents of Old Noarlunga and is also detrimental to the peaceful and safe nature of the historic township.

Although slightly south of the proposed development zone, (but would have an impact as a result of the proposed development) there is considerable traffic build up between Seaford Road and Victor Harbor Road between two sets of traffic signals, especially during peak times. Thus the increase in traffic volume also increases noise and air pollution for existing residences in the southern part of Old Noarlunga i.e. existing homes built along South Road and Victor Harbor Road, some of which do not have a 150m buffer zone. These emissions from cars, trucks, buses and motor bikes, can have an impact on air quality, although it appears from the reports that air quality standards are most being met. - [Extract from consultant's report - 'Based on the daily vehicle movements on Main South Road (to the south west of the Southern Expressway interchange), it is likely that air quality in the land located within the 150 m of the carriageway would be impacted by traffic-related pollution.']

Rather than possible upgrades to Patapinda Road and Church Hill Road etc. (which will certainly **not** enhance the social connection and wellbeing of Old Noarlunga residents with more traffic and noise coming through the area) (ref. City of Onkaparinga Strategic Plan 2021-2024), perhaps **consideration could be given to extending the Southern Expressway by way of a bridge or overpass to meet the Victor Harbor Road at South Road, thus eliminating most of the traffic congestion which is currently evident.**

There appears to be no mention in the reports of access points to South Road from the proposed development site for pedestrians or cyclists who may need to cross South Road.

Infrastructure & Services

The documents purport that '*development within the area is well serviced by existing transport and existing social infrastructure and employment'* and that **'***proposed rezoning of additional land in the affected area for residential development will not trigger requirements for higher order health and medical services, community centres, libraries or a new primary or secondary government school in the area*'. I am of the opinion that the current infrastructure is barely adequate for the existing population and facilities are only just coping with heavy use. More services will definitely be required to cope with additional population growth and should be planned in tandem with the proposed residential development.

Heritage

The Old Noarlunga area has 22 local heritage sites and 1 State heritage site (SA Heritage Places Database) and is a unique area of southern Adelaide in the top end of the Fleurieu Peninsula. It is an area of cultural and historical significance for the people of South Australia and would be damaged by a development which includes low-medium level/ affordable housing nearby. This reinforces my objection to the proposed southern boundary reaching to the Onkaparinga River, despite the proposal indicating that these closer allotments will be larger.

The State Heritage listed St Philip & St James Anglican Church and Graveyard, which is an area of significance, should remain away from a low-medium density/affordable housing development. I understand that development submissions around State Heritage sites should be referred to the Minister if such development 'affects the context of the place or area, including adjacent and nearby sites'. This State Heritage listed site, which overlooks the serene village of Old Noarlunga, would definitely be affected by affordable housing opposite and a major road upgrade (Church Hill Road), and spoilt by the proposals in the Amendment document. **Therefore I do not support the rezoning of this land to Rural Neighbourhood Zone.**

Natural Environment

The number of residential dwellings proposed will definitely impact on the environment. I am of the opinion that the proposed development would benefit by lessening the number of dwellings by half and providing wider buffers between the high vegetation area e.g. the Onkaparinga River National Park, and residential homes. I believe that this proposed residential development so close the Hills Face Zone will impact wildlife and flora and could increase bushfire risk.

Clearance of threatened ecosystems should be avoided if possible and I would welcome further assessment prior to this development being approved. Although the initial reports indicate that the removal of trees for the proposed residential development will have a low impact on native fauna and flora (even though some areas are regarded as high value habitat areas), I believe that even low habitat areas will mean '**no habitat**' areas and biodiversity will be diminished if the development proceeds as per the current proposals. Consultants' report extracts - 'Vegetation with high habitat value - should be preserved as once the vegetation is destroyed/removed, the species will more likely be lost forever….requires further assessment (both EBS report and air pollution report)'. 'Removal of planted native flora may impact on food resources for locally common fauna species, and potentially fauna species of conservation significance. However, impact is expected to be localised and have negligible impact on overall populations.'

I would welcome further studies to identify more specifically which existing vegetation could be preserved and included in the planned development. Consultants' report extract - 'Future development is therefore considered to have a negligible impact on native flora species and generally a low impact on fauna species, although more detailed assessment of localised areas of native vegetation will need to occur prior to development.'

Maybe consideration could be given to including more open green patches within the proposed development, in addition to planting street trees, to ensure it will be environmentally sustainable in the long term.

I hope these comments are useful in this consultation process.

Leigh Kennedy
[redacted]

Leann Craill

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Leann
Family name:	Craill
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I support the Code Amendment
Comments:	Increased traffic will require upgrades to the intersection on Patapinda Rd & Church Hill Rd. This is already dangerous with speeding traffic and only giveway signs. Perhaps a round-a-bout. Access to the expressway is challenging now - entering an 80km zone from the north side, for a very short time, before entering the expressway. Add a slip lane to enter the expressway only - this would reduce the risk and improve the experience. The Bridge over South rd is inadequate for pedestrian/vehicle traffic and is needed to gain access on foot from Old Noarlunga to the bike path & walk ways throughout the conservation path & train station. Please change the name - Hackham has such poor social standing and add a new postcode - this is used for insurance price coding, sales history and will diminish local house prices. I live at [redacted] - leave this out of the proposal altogether- there is no reason to include us at all. These houses are unique, they form a part of the Old Noarlunga Township and are already subject to potential impacts from future south road expansions. Adjust the bus route from Patapinda Rd, down Church Hill rd - moving the corresponding bus stops to this location also. It is scary when you meet the bus either coming up or down the hill on this road as you barely both fit. I think that the use for housing could add to the area - I think it will add value - but lets upgrade first.
Attachment 1:	No file uploade
Sent to proponent email:	plansasubmissions@sa.gov.au

Judith Booth

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Judith
Family name:	Booth
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	We need to have a green belt and a lot of open land included with this development. Not maximum housing for maximum profit. Too many shoulder to shoulder thrown up houses now exist in this area. All heading for future slum areas. They need to be colour coded so as a whole the development has a good feel and is in tune with the surrounding country. But we know this won't happen.
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Sent to proponent email:	plansasubmissions@sa.gov.au

Steve Coulls

Good evening,

Please find attached a letter regarding my concerns for the Hackham Code Amendment

Any questions, please don't hesitate to contact me

(Mr. Pictonn for your information regarding local concerns)

kind regards

Steve Coulls
[redacted]

Chief Executive

Attorney-General's Department

Re: Hackham Code Amendment

Please let me start by saying I have no major objections to most of what appears to be proposed.

However, I must raise two specific points.

1. The proposal, as provided, lacks clarity and simplicity and is not a standalone, detailed proposal in that there is a need to refer to other areas, web sites, documents, locations and people to allow the reader to be able to objectively analyse and understand what is being proposed.
2. I live on [redacted] in the beautiful township of Old Noarlunga. My family and I have trebled our mortgage debt and invested a great deal of ourselves and our finances into moving from Morphett Vale to the historic township of Old Noarlunga as a significant improvement in our living conditions. We did not buy or move our home to Hackham, a suburb with significantly less appeal and value. I do not wish to live in Hackham.

I have tried to remain objective in analysing, as best I can, the proposal dated 25 May 2022, but the document has my brain bouncing between the letter and plans provided and various sections of various Acts and Regulations.

If my understanding is correct, I believe my home at [redacted] will remain untouched by any proposed planning or development activities but will be rezoned and be included as a part of Hackham and no longer Old Noarlunga.

If that is the impact on my property, I must object as strenuously as I can. It seems to me, if I understand the plans/maps properly, the small stretch of Patapinda Road east of Main South Road and South of the bridge over Main South Road, some 10 houses on the western side of Patapinda Road, from number 73 to 95 are the only residential properties affected by the change of suburbs from Old Noarlunga to Hackham. The other affected areas are currently undeveloped and would fit neatly into the existing Hackham area. I see no reason to change the name and therefore value of the area in question, namely Patapinda Road, Old Noarlunga.

I have discussed this matter with my neighbours along Patapinda Road and have support for remaining in Old Noarlunga. They do not want to live in Hackham either.

What is the exact reason for needing to re-zone our homes from Old Noarlunga to Hackham?

It seems it would make more sense to leave the boundaries where they are and have a line extended from the River Road Bridge and leave everything south of the bridge as Old Noarlunga. Everything north of Piggott Range Road (north of the 'old meat works') can remain as Hackham. This way no existing residents will be affected by the change and it will only affect the new development.

If it is your intent to rezone the affected length of Patapinda Road, Old Noarlunga into Hackham, could you please advise me of the way in which we can appeal that decision.

Thank you for taking the time to consider my objection. I look forward to your reply.

Kind regards



Steven Coulls

[redacted]

[redacted]

[redacted]

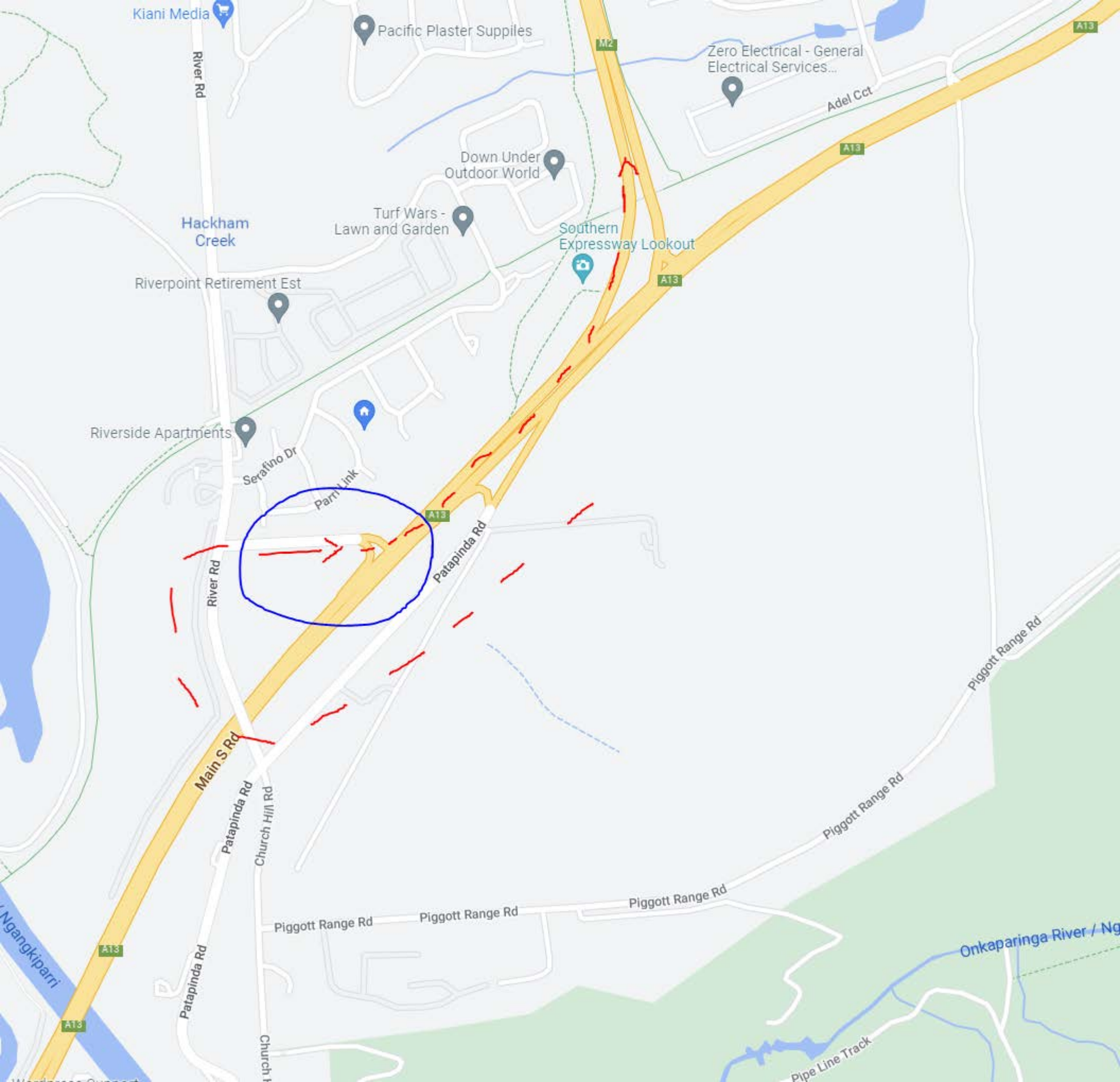
Matt Burgress

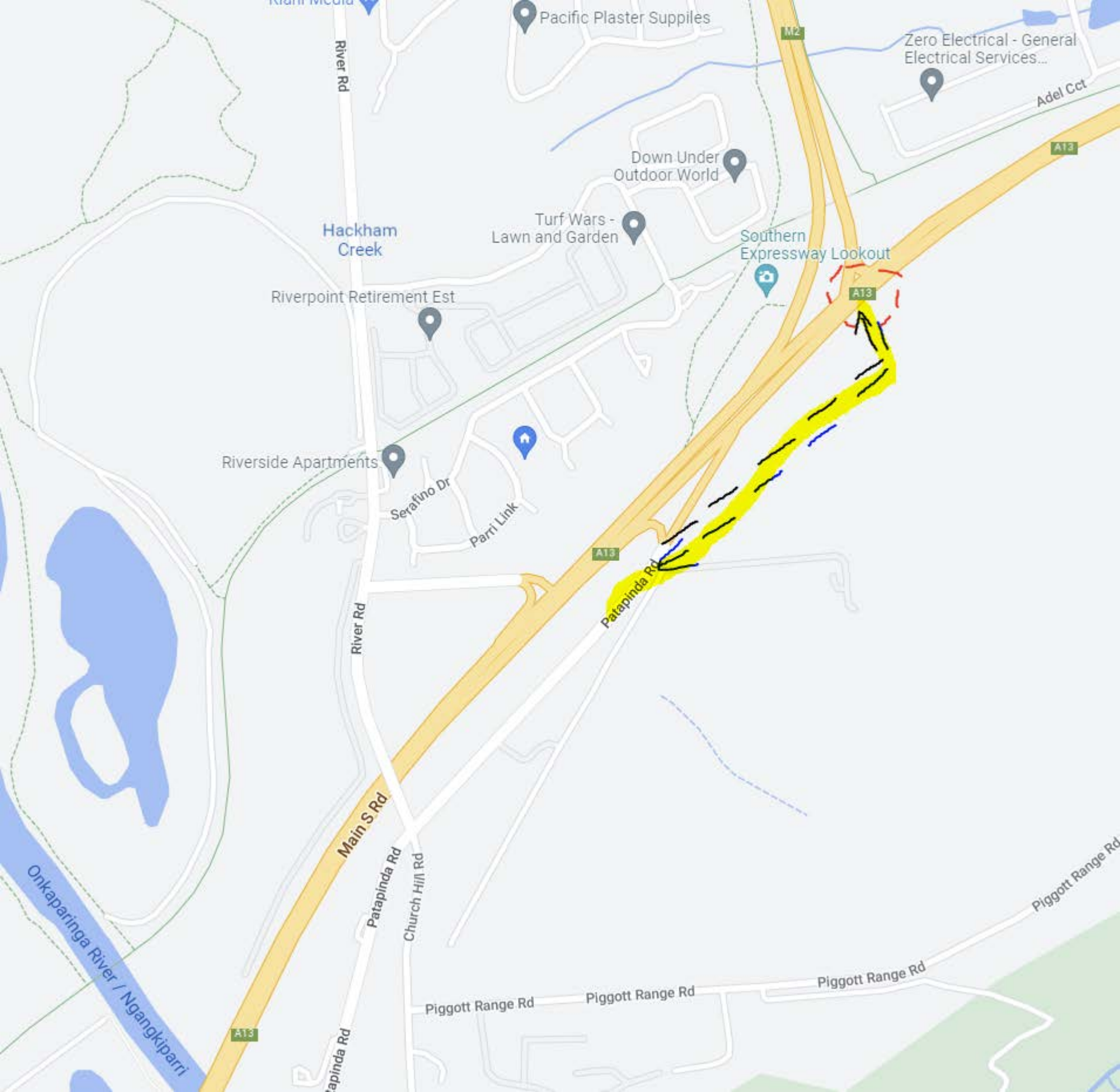
PlanSA,

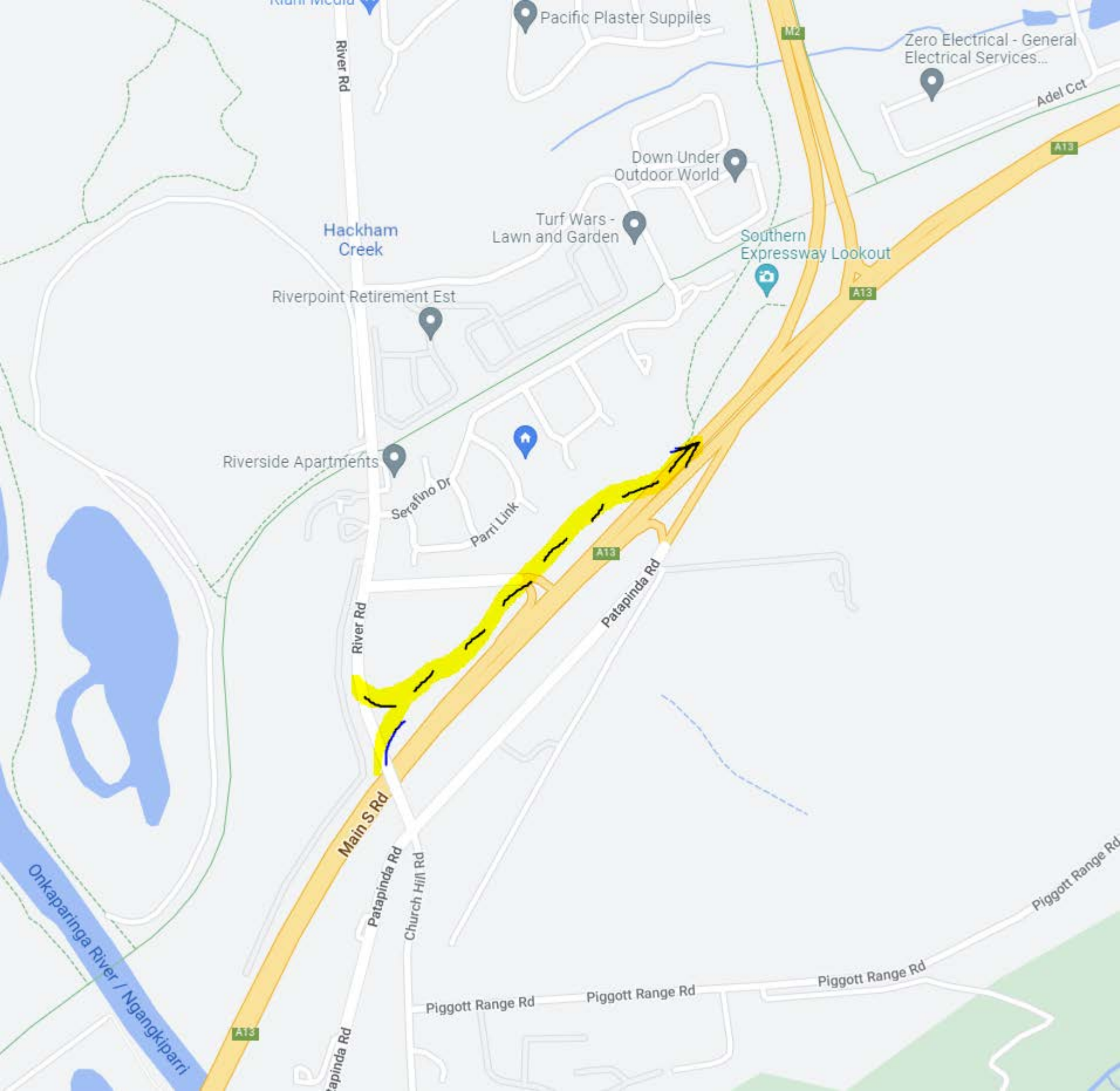
Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Matt
Family name:	Burgess
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
My overall view is:	I do not support the Code Amendment
Comments:	I reside adjacent to the southern expressway and commute daily. I support the development opportunity however I see an issue re: the TRANSPORT INVESTIGATIONS REPORT. The proposal will see significant traffic attempting to travel north on the expressway, joining via the River Road Access Noarlunga. I believe this to be the referenced entry point in the Transport report, section 2.2. paragraph 2. It appears that this intersection falls outside of the planned area however is being ear-marked to take the brunt of expressway traffic. This intersection is already very dangerous and not fit for purpose. Traffic currently needs to make a 90 degree turn from a standing start in to 80km/h traffic. Due to the traffic volume, it is not uncommon to wait 5-8 minutes for a favourable traffic light sequence in Old Noarlunga to produce a break in the traffic, with cars banked 10-deep waiting. Typically high entry speeds on to the expressway along South Road and driver impatience make for a dangerous turn. Many people fore go this route and drive an additional 3 minutes through Old Noarlunga to make use of the traffic lights. This in itself is an issue during the morning rush hour due to Old Noarlunga Primary School sitting along the route. River Road Access Noarlunga is already unfit for purpose with the existing traffic load and needs to be rectified. This would benefit not just the new Hackam development but the existing Noarlunga Downs community. I have added three attachments, one to try and highlight the issue and to illustrate two potential solutions making use of existing unused land (1 of which sits within the planned development's map area). Option 1 extends Patapinda Road to the expressway enterance to allow for a traffic light intersection to control the traffic flow. Option 2 would replace River Road Access Noarlunga by moving it closer to Patapinda Road and creating a very long merging lane in to South Road. Thank you for the opportunity to comment.

Attachment 1:	southern-expressway-entry-issue.PNG, type image/png, 263.4 KB
Attachment 2:	southern-expressway-entry-option-1.PNG, type image/png, 227.9 KB
Attachment 3:	southern-expressway-entry-option-2.PNG, type image/png, 227.2 KB
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Sent to proponent email:	plansasubmissions@sa.gov.au


Kiani Media
Pacific Plaster Suppiles
River Rd
M2
Zero Electrical - General Electrical Services...
Adel Cct
A13
Down Under Outdoor World
Hackham Creek
Turf Wars - Lawn and Garden
Southern Expressway Lookout
Riverpoint Retirement Est
Riverside Apartments
Serafino Dr
Parri Link
River Rd
Patapinda Rd
Main S Rd
Church Hill Rd
Piggott Range Rd
Onkaparinga River / Ngangkiparri
Pipe Line Track


Pacific Plaster Suppiles
River Rd
M2
Zero Electrical - General Electrical Services...
Adel Cct
A13
Down Under Outdoor World
Turf Wars - Lawn and Garden
Hackham Creek
Southern Expressway Lookout
A13
Riverpoint Retirement Est
Riverside Apartments
Serafino Dr
Parri Link
A13
Patapinda Rd
River Rd
Main S Rd
Patapinda Rd
Church Hill Rd
Piggott Range Rd
Piggott Range Rd
Piggott Range Rd
Piggott Range Rd
Onkaparinga River / Ngangkiparri
A13


Pacific Plaster Suppiles
River Rd
M2
Zero Electrical - General Electrical Services...
Adel Cct
A13
Down Under Outdoor World
Turf Wars - Lawn and Garden
Hackham Creek
Southern Expressway Lookout
A13
Riverpoint Retirement Est
Riverside Apartments
Serafino Dr
Parri Link
A13
River Rd
Patapinda Rd
Main S Rd
Patapinda Rd
Church Hill Rd
Onkaparinga River / Ngangkiparri
A13
Piggott Range Rd
Piggott Range Rd
Piggott Range Rd
Piggott Range Rd

Aidan Stranger

I am concerned about the failure of the planned Hackham code amendments to make provision for extending the Southern Expressway.
Currently the road between the Southern Expressway and the McLaren Vale junction is not only a bottleneck, but also quite indirect. Although it is adequate for current traffic volumes, it will be insufficient to accommodate future development.
Extending the Southern Expressway southwards (bridging the Onkaparinga Gorge) would be a good long term solution to that problem. Although it won't be needed any time soon, provision for it should be made ASAP to avoid the problem of residential areas being blighted by traffic noise.
A route for extending the Southern Expressway should be developed in consultation with SA National Parks And Wildlife Service and other stakeholders to minimise its environmental impact, and PlanSA should rework the plan for the southwestern part of Hackham to ensure it is compatible and to minimise future effects of tragic noise.

--
Aidan Stanger
[redacted]

David Chizmesya

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	David
Family name:	Chizmesya
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	I am against the rezoning of 253 ha land in Hackham & Old Noarlunga. Make no mistake that this rezoning is about destroying a beautiful hillside which we won't get back. It also seems to work against the ideal of a "quality of life for South Australians". It may work for very few South Australians. In the document "Hackham Code Amendment", the assertion that this rezoning will be a "contribution to housing affordability" was stated but it was not clarified how this will be possible (more affordable than the eastern suburbs?). Just after Table 2, page 29, the phrase "all the scenarios anticipated" was mentioned however the "Predicted Dwelling Yield" (Table 3, page 30) gave a single scenario (which was more of an estimate than a prediction) which (no surprise) was favorable to the rezoning. I hope the document "Hackham Code Amendment" and the somewhat easy going estimates therein are not given too much weight in the decision making. In the long run, this rezoning represents a lot of money which was not mentioned in the document. Let's get serious about the environment. Thank you.
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Attachment 5:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

Adam Mrotek

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Adam
Family name:	Mrotek
Organisation:	Mrotek Town Planning
Email address:	[redacted]
Phone number:	[redacted]
My overall view is:	I do not support the Code Amendment
Comments:	Refer attachment
Attachment 1:	Hackham_Code_Amendment_submission.docx, type application/vnd.openxmlformats-officedocument.wordprocessingml.document, 13.6 KB
Attachment 2:	No file uploaded
Attachment 3:	No file uploaded
Attachment 4:	No file uploaded
Attachment 5:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

Hackham Code Amendment

In summary it is requested that proper and meaningful consultation be undertaken with a subsequent round of consultation on the draft Infrastructure Deed.

I reside at [redacted], [redacted] adjacent to the area of Hackham currently the subject of a Code Amendment (rezoning), being led by the State Government. The Code Amendment is currently undergoing community consultation. I have participated in an online webinar to inform myself of the proposal and I intend to make a formal submission.

The purpose of writing to you is the current consultation process is of concern to me due to a lack of information and clarity about the proposed infrastructure deed. I understand the details of the deed are still being investigated and negotiated.

My objection to the rezoning would be overcome if further future consultation on the development deed was undertaken. We have seen the negative impact of a lack of infrastructure planning and provision in Mount Barker and transparency at the time of zoning.

It appears the mooted infrastructure deed may only address matters within the defined 'affected area', which only covers the area to be rezoned. We know however that the needs, demands and impacts of a future large community of some 2,000 new residents will not stop at zone boundaries and will spill out into neighbouring communities and road networks.

By way of example, the CIRQA transport investigation report identifies the current River Road Access Road connecting to the South Expressway as having major capacity issues. However there does not appear to be any policy direction contained in the Code Amendment, identifying the issue or potential solutions, or whether it will form part of the infrastructure deed. It was suggested to me that this is a matter for the Department of Infrastructure and Transport to consider as part of its future planning. This however sounds like a lack of a whole of government approach to the future planning of Hackham.

By way of another example, Church Hill Road is a key connection point between Hackham and Old Noarlunga. This road currently has no kerb, lighting, or pedestrian foot and the 'fork' like junction with Patapinda Road creates a dangerous left turn.

What is of concern is the southern end of Church Hill Road is outside of the Code Amendment 'affected area' and therefore may be excluded from the infrastructure deed.

It requested that staff at the department recommend to Minister Champion to undertake a subsequent round of consultation on the future draft infrastructure deed. This consultation does not need to include commercial in confidence information, but should at least list the priority projects, their sequencing and anticipated timing.

In conclusion it is a reasonable expectation the community be given the opportunity to comment on the future infrastructure deed. This is also an opportunity to show the government's new Community Engagement Charter is delivering on its intent to support genuine and meaningful engagement.

Daryl van den Brink

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Daryl
Family name:	van den Brink
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
My overall view is:	I support the Code Amendment
Comments:	I support the rezoning in principle, but wish to suggest some additional inclusions with respect to transport corridors. See the attached document.
Attachment 1:	Hackham_rezoning_submission.pdf, type application/pdf, 47.8 KB
Attachment 2:	No file uploaded
Attachment 3:	No file uploaded
Attachment 4:	No file uploaded
Attachment 5:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

Submission – Proposed Hackham Rezoning

By Daryl van den Brink

This submission focuses on two important considerations with respect to transport infrastructure planning, and how they relate to the proposed Hackham rezoning. It is very important that any rezoning of this land makes provision for these transport corridors.

Corridor Reservation for Southern Expressway Extension

The first and most important item I wish to draw your attention to is the need to reserve a corridor for the future extension of the Southern Expressway. Extending the expressway along the South Road alignment would involve significant disruption and property demolition in a built-up area. This disruption can be avoided by selecting a route that bypasses Old Noarlunga on the eastern side.

This route would cut through the Hackham Rezoning area, bridge the Onkaparinga Gorge, and meet with Victor Harbor Road and/or South Road on the other end (with several possible options for the southern portion of this route, including a more direct freeway-grade connection to Victor Harbor Road). For the purpose of this rezoning, it's important to consider the northernmost portion of this route, including the location at which it would bridge the gorge, in order to reserve the appropriate corridor for the future extension. One possible route is shown on this map. Please ensure that the code amendment includes such a corridor reservation.

Piggott Range Road connection to South Road

The second item I wish to draw your attention to is the need for a better connection between Piggott Range Road and South Road. Something like what is shown in this map (which seems to best fit the shape of the land) would connect Piggott Range Road to South Road, creating a much better access route into that part of the hills (specifically, the eastern parts of Hackham and Onkaparinga Hills, and all the way to Clarendon and Chandlers Hill), which currently lacks a good access route from the southwest. This road could also function as an access road into the residential area.

Note that Piggott Range Road is currently an unsealed road, but that could change. The route along which it runs is ideal for a main road into the hills, and would be an essential road to have if development were to proceed further to the east in the future. North of the intersection with Coxs Hill Road, Piggott Range Road already functions as a main road, and this connection would greatly improve access to that section of the road from the southwest.

Vivan Bishop

I wish to lodge a strong objection to the rezoning of land in Hackham and Old Noarlunga, based on the following reasons:

TRAFFIC MANAGEMENT

Accordingly, there are no clear plans on how traffic will enter or exit the proposed new development.

This is a critical issue and must be given consideration prior to any development taking place. As it stands, options are limited and present serious risk of congestion and disruption. Vehicles exiting the development would need to access Patapinda Road, turn right onto River Road and right again onto River Road Access to turn left onto South Road and enter the Expressway. Alternatively, they could use Church Hill Road or Patapinda Road and travel through Old Noarlunga to the lights on South Road to turn north to the Expressway.

Neither of these options are satisfactory and will only result in delays and unnecessary disruption to traffic, particularly at peak times.

Any access points north of the Expressway entrance will need to use Patapinda Road and either of the two exits mentioned [if using the Expressway].

Serious consideration needs to be given to how vehicles can travel relatively uninterrupted in accessing and exiting this new development without creating further issues to the increasing volume of traffic using South Road and the Expressway.

IMPACT ON THE ENVIRONMENT

CONSERVATION OF GREEN SPACES

There are benefits to conserving green spaces in urban developments.

Green spaces are more effective at cooling an area than roof tops and roads.

Green spaces are beneficial to naturally managing water flow and runoff.

Green spaces are more aesthetically pleasing than high density housing developments.

Piggot Range Road currently provides a lovely tranquil tree lined walk where different bird species and native animals can be appreciated. A housing development would negatively impact on the opportunity to appreciate such a natural resource.

Research indicates green spaces and nature have a positive impact on people's physical and mental well-being along with environmental benefits.

IMPACT ON ONKAPARINGA NATIONAL PARK

A high density housing development located adjacent to Onkaparinga National Park is likely to impact on the native species and their habitats. Research indicates that increased traffic via vehicles and humans, noise, and cats and dogs negatively impact native species forcing some to abandon their natural habitat. There is also a risk of introducing non-native plant species to the National Park.

Australia already has a poor record in responsibly managing the environment.

AFFORDABLE HOUSING

The justification for rezoning the land to build high density affordable housing is to 'address an immediate need for further land supply and population growth in the south of Adelaide', aimed at owner occupiers and renters.

Given home loan interest rates are rising, building materials are more expensive and difficult to source as are trades people, these houses are unlikely to provide an affordable alternative to those seeking to get into the home ownership market. Further, those most in need of rental accommodation are unlikely to be able to afford the rent landlords will be seeking in this current climate.

According to ABS building approvals data in February 2021, the average cost of building smaller, cheaper homes was $320k. This would have risen significantly in the current climate. Add to this the cost of a small block of land, a development with views potentially commanding a premium and houses in this new development may not be that affordable.

IMPACT ON EXISTING INFRASTRUCTURE

PUBLIC TRANSPORT

Will the existing public transport system and parking facilities, particularly the Seaford Rail line, cope with a potential increase in commuters?

HEALTH SERVICES

All facets of the SA health sector are struggling to meet the demands of an ever increasing population in the south. This new development along with others will simply add

POLICE

Currently there are only two police stations to service the southern region, Christies Beach which offers a 24/7 service and Aldinga which is a 6 day 9 – 5 service. Is this sufficient to meet the needs of an ever increasing population in the south?

ROADS

During peak hour traffic times South Road and the Expressway are just coping with traffic flow as the south continues to develop. They virtually come to a standstill if there is an accident or road works.

The impact on existing infrastructure is significant and a more proactive rather than reactive response by government and council in determining the future needs of an increasing population would be welcomed. In view of ongoing development in the south, it is imperative consideration be given to the future demand on resources and implementation occur before rather than after when it becomes an issue.

If this rezoning is approved and development proceeds, I strongly recommend the following:

1] A buffer zone of trees/large shrubs follow the whole perimeter of the development excluding access points. This will provide some noise buffer from road traffic noise which is significant, and go some way to assisting with air purification.

2] Trees be planted on sidewalks to assist with cooling, given courtyard blocks do not allow much room for planting trees or shrubs

3] To further assist with a cooler environment, all roofs be preferably white or of a light colour. This is beneficial to the home owner.

Barrie Fuss

On 15th of June I attended an information session at Old Noarlunga.

The session was well presented and all of my questions were answered.

While I can understand why there is a proposal to rezone this land, I am very concerned about the proposal to put approximately 2000 dwelling on this area given the hilliness of the site.

I am concerned that we will have a repeat of what is happening in the current development behind the Hackham industrial site between States Road in the East and Hepenstal Rd / Gates Rd in the south. There was no consultation with the public about rezoning of the area and the implications for the infrastructure just a group of landowners who lobbied the govt of the day to rezone. I have witnessed the subdivision of land where small blocks (some as small as 250 Sq Metres) are being created by cutting into the land, there isa proliferation of large / tall retaining walls and the building of houses that cover a large part of the block with no open space and no green space. The developers are removing every tree and now that there are houses being built I have noticed that the creek near our house is flowing at a much increased rate and any water from this proposed rezoning will run into the same creek. I have spoken to the council about the removal of trees in this area and was informed that they had no control over what happened, will it be the same if the proposed area is rezoned. I know a person who sold their land on Hepenstal road to a developer who sent an arborist into assess the trees, he was told that certain trees would remain but after he sold the whole area was cleared including the trees. Also what is the status of the land that fronts South Road between the Aussie Inn Hotel & the Mick O'Shea hotel is that land already zoned residential and if it is have traffic management plans for that area been included in the assessment of the land that in being proposed to be rezoned.

With regard to the proposed area to be rezoned when I asked about the sloping land and gully issues on this land I was told that there would only be

larger blocks on the upper levels to minimize the need to cut and build retaining walls, I asked about the size and a figure of 600 Sq Metres was mentioned that size would not reduce the need for retaining walls by very much. The block we live on in Huntfield Heights is 760 Sq Metres (19m w x 40m d) so these blocks would have a smaller frontage or depth than our block.

With the development of the Hackham area I have already mentioned I have noticed a large increase in the traffic entering or leaving South Road at the Gates road intersection, the majority of that traffic travels nth, in your Q & A the Southern Expressway is mentioned but no decision has been made, if this development goes ahead it is essential that the Southern Expressway be altered BEFORE any development occurs not after as normally occurs just look at the road to Aldinga /Sellicks Beach and the over-development of Mt Barker which has occurred with minimal infrastructure and no decent public transport (train). If a development like this occurs there will be eventually be between 3,000 & 4,000 cars most of which will be used every day many will be parked on the street as the garages will be used as storage areas which is seen in most new developments.

On the drawings / plans I have downloaded there appears to be very little open space, (Q & A mentions 4 open spaces MAY be required) with our current climate change issues it is completely unacceptable to be building houses on top of each other you just have to look at the heat load maps of new subdivisions compared to older subdivisions. I believe there is a 'Greening Adelaide Project' how can that effectively occur when we have developers cutting down every tree and putting as many houses as possible on the land with no regard for the environment and the future costs of the people who buy supposedly energy efficient houses that cost a fortune to heat or cool. I believe these people are being misled with regard to energy efficiency of the dwelling they are purchasing.

With regard to healthcare the Q &A mentions that the increased load on the local hospital will only be 13 -18 beds what about the other developments i.e. Hackham /Seaford/ Aldinga & Sellicks Beach to name a few what about the increased load from those areas on Noarlunga & Flinders Hospital. The figures when you take into account other areas just

don’t add up, the Noarlunga Hospital was downgraded by the previous Labor Govt under Transforming Health (an absolute disaster) and has never been restored to it previous level. It completely unreasonable to expect the Flinders Medical Centre to provide adequate services to the south and the southern metropolitan area especially give the govt policy of infill in established metropolitan areas, just look at what is happening in the Marion Council area, we need money to be urgently spent on the Noarlunga Hospital to expand its operations The approximate distance from Flinders Medical Centre and Noarlunga Hospital is 20km and the approximate distance from Adelaide to the Lyell McEwin Hospital is 25km and that hospital has had millions of dollars spent on it and Noarlunga has just enough spent on it to keep it going. Upgrades to Noarlunga need to occur before rezoning of areas. It seems that successive Governments forget about funding anything south of the Darlington with regard to Health, Education (TAFESA) & Transport the exception being the electrification of the Seaford railway line but even that stopped at that point instead of continuing to Aldinga where development id still occurring.

I believe that Renewal SA (State Govt) owns a portion of this land and will sell to a developer if the land is rezoned, this land should NOT be sold to a developer who will just do what they do maximized their profits. It should be reserved for public housing we have an acute shortage of public housing and a large waiting list it is not sufficient to get developers to put some low cost housing in these development that does not help the many thousands of people who need a roof over their heads at a reasonable cost.

The plan talks about ensuring that there is not wall to wall housing but given the information about max block size there will be nothing but wall to wall housing with retaining walls everywhere, while I can understand building on the lower levels and the gentle sloping land at the southern end near Old Noarlunga the upper heavily sloping areas should not be rezoned they should be left as they are. Information in the Q & A talks about building to boundary which is completely unsatisfactory.. There is also the issue of building houses right up to the National Park, I have witnessed fires in that park and if one occurred near this area and jumped the road it would destroy the buildings with the possible loss of life.

If this land is rezoned (I am in no doubt that it will be) and given our climate challenges there needs to be appropriate houses with eaves built on reasonable sized blocks to enable some trees to be planted and with adequate off street parking, orientated to provide maximum efficiency. Given the Federal Government's move away from Coal & Gas this development should be all electric (No Gas and Wood Fires should be banned) with solar panels on ALL buildings.

As a general comment no one is talking about the real issue here and that is population growth, there appears to be a belief that growth is good and to a degree that is correct but there seems to be a push to build housing as quick as possible and we are seeing houses being built in inappropriate areas just look at the east coast of Aust and closer to home where we see houses current being built on flood plains north of Adelaide (i.e. Buckland Park). There need to be a rethink about the way we are planning our future we have limited open space and water but these issues don't appear to be taken into account when planning. There has been too much agricultural land put under housing and it continues today just look along the Pt Wakefield Road.

I would like a question answered about the energy efficiency of the houses being built in many areas and whether there is going to be review of these efficiency standards as I was told by an insulation salesperson approx. 15years ago that the formulas used to energy rate buildings were inaccurate.

I see many houses being built with dark tile or tin roofs with the tin roofs having NO insulation installed on the roof trusses before the tin is installed and no air vents. The building is then wrapped around the wooden frame with a plastic that has a reflective foil on it. I am told that this is the building insulation to me it is just ridiculous that this could insulate a house from our harsh weather. I also see houses built from what appears to be just board much like blue board again how can this provide the energy efficiency that is needed.

Your feedback on my comments would be appreciated, As I noted at the beginning email the information session was well presented and the staff

were very professional in the way they answered my questions.

Regards Barrie Fuss

[redacted]

[redacted]

Ph. [redacted]

Mble [redacted]

Terra Ranson

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Terra
Family name:	Ranson
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I support the Code Amendment
Comments:	I support the amendment if consideration is given to the provision of good quality open space, community services, community gardens and sporting grounds.
Attachment 1:	No file uploaded
Attachment 2:	No file uploaded
Attachment 3:	No file uploaded
Attachment 4:	No file uploaded
Attachment 5:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

Carol Bailey

Dear Sir,
I wish to make this submission with regard to the proposed rezoning of 235ha of rural land (for residential housing) between Hackham and Old Noarlunga.

RATIONALE FOR REZONING
It is stated that "only 1800 development-ready alotments were available as of June, 2020" yet again the government is choosing to support developers and the construction industry rather than encourage people to take up existing housing stock, much of which is markedly more sustainable and lower energy (to run) long term than the 'built to a price' "off the plan" dwellings going up at Warp speed around Gawler, Concordia, Mount Barker and indeed in the south. Stimulus packages, like the Homebuilder Grant Scheme, encourage young couples to buy "off the plan", ignoring the increasing number of older existing homes available within commute of Adelaide. This then eventually and inevitably results in excellent and more sustainable homes (e.g. bluestone and solid brick homes in Unley, Unley Park, Kensington Park and Burnside) being demolished to make way for 'off the plan' poorly designed, orientated and constructed dwellings, especially of the high rise 'town house' variety. It is very clear that the new stock of dwellings being delivered under the new Planning & Design Code are less sustainable, higher energy use and constructed to the lowest building standard to meet the 'price point' desired to attract 'buy off the plan' customers. This is not delivering the best outcomes long term for either new ratepayers or their communities. One has only to look at the houses which have been constructed in the last 20 years and compare them with those built in the 1960s and 1970s to see that we are not producing sustainable or affordable (long term) housing stock. The rationale of 'lack of shovel ready alotments' is a Furphy - both Labor and Liberal Governments agreed a decade ago (when the 30 Year Plan for Greater Adelaide was released) that the way forward was to STOP destruction of food production lands, retain open areas for conservation and biodiversity enhancement and BUILD UP not out
(greenfields) by increasing the population of Adelaide and major regional towns and creating local employment where any population growth was to be encouraged. This has NOT been done! No new employment/industry to replace that lost in agriculture at Mount Barker or around Gawler, Concordia and Roseworthy. Now is appears the Fleurieu is in PlanningSA's sights.

On Page 2 (of 16) Fig. 2 Future Urban Growth Area Alotment Potential By Region does not seem to consider at all what has and is continuing to happen around Gawler and Mount Barker. Growth in those areas is OUT OF CONTROL and eclipsing the ability of the local council to provide essential infrastructure, such as local roads, sewer and a new waste water treatment plant – since the existing one is unable to cope with demands of unplanned, accelerating population growth – now without regard for the council's own Development Plan (consigned to the bin since the release of the mandatory Government Planning & Design Code). The population of Mount Barker has trebled from 12,000 to 40,000 over the past 20 years and is forecast to double again by 2040. This is not sustainable and certainly not in the best interests of the existing hard working communities whose rates rise every year to help fund basic infrastructure for the unwanted growth. The housing developments are not of high quality and unlike anything ever envisaged by the Council's own Development Plan (now scrapped due to the mandatory over-riding Planning & Design Code). Our Council's former Development Plan certainly didn't envisage rows of 50 'town houses' or future ghettos of 100msq alotments! It's about time the government realised that population growth is the problem, not the solution. It only increases the wealth of one sector of the community - and reduces the well being and health of all.

THE 30 YEAR PLAN FOR GREATER ADELAIDE

Recognised that too much food production land and wildlife habitat had been lost to urban sprawl and in future the way forward would be urban infill, higher population within cities and large towns and protection of our food production lands, also in the interests of water security and to avert further bushfire risk and disasters. Note that where housing development is now far beyond former town limits (and any fire fighting water resources) at Gawler and Mount Barker there are no rainwater tanks, fire-fighting water resources close to the housing developments or even close to the main towns. Planes employed to fight bushfires have to fly well beyond those areas for any water and no provision has been made for fire fighting water. The belief that fires occur less in 'urban areas' only holds true when the 'urban area' is not in a high fire risk zone. Government is now supporting medium to high density housing development in high bushfire risk zones, e.g. Mount Barker, Gawler and the southern Fleurieu. The 30 Year Plan also declared that no population growth would be encouraged where no local employment existed and where more motor vehicle use would be created due to commuters travelling outside the area to work. Where is this in evidence?

It was an excellent plan – but certainly not being adhered to by the Government itself which is still pandering to the developers demands for yet more 'greenfields' low hanging fruit, easier of access development.

WHY MAKE RULES ONLY TO BREAK THEM?

John Rau, former Planning Minister and Attorney General declared under the previous Labor Government that we must preserve and protect our food production lands and pastoral areas, especially where of high scenic/tourism value (recalling the bid for a World

Heritage listed Agrarian Landscape) and with regard to bushfire risk. It had become very clear, Minister Rau said that food and water security, accelerating climate change and with it increased risk of bushfire and storm events meant it was essential to prioritise food and water security, well being and halt biodiversity loss (this is highlighted by the latest State of Environment Report). This was to be done, the Government declared by more urban infill in major towns, higher population within Adelaide city and other cities and no further greenfields development. Most ratepayers have wondered for some time whether ANY Government means what it says! It is little wonder that the public in general are hostile and at odds with a government which continues to support only one sector, the housing construction industry – in evidence anywhere one cares to look.

CONSERVATION, BIODIVERSITY LOSS AND GOVERNMENT'S OWN SOE CONCLUSIONS
The Government itself (both Labor and Liberal) has testified that biodiversity loss continues unabated, species extinction continues with yet more species added to the 'endangered' 'critically endangered' and 'locally extinct' lists of State flora and fauna. The latest State of Environment (SOE) Report is an indictment of Government's lack of action so far. Yet Government now sees fit to rezone 235ha of rural land which exists between two Conservation areas, designated so for the very excellent reasons that they are really unsuitable for other purposes. First this was done to the First Nations People (given lands considered worthless) and now these are the lands designated for "conservation". Housing development between two remaining conservation areas will negatively impact these areas and accelerate biodiversity loss and extinction of local flora and fauna. It will clearly inhibit and severely impact movement of wildlife between the two conservation areas and increase losses due to road kill by motor vehicles.

It is beyond amusing that headlines declare South Australia's low birth rate while housing is increasing at unprecedented rates in several areas of the State and without adequate supporting basic infrastructure and without regard for the destruction of thousands of mature native trees which have provided habitat for a myriad of native animals and cannot be placed within another century – no matter how many seedling trees are planted to "replace" them. If the population is in decline, why are houses being constructed at such a rate (more than 700 new dwellings approved just at the last Mount Barker Council Assessment Panel meeting) – and this Is not exceptional, but the 'new norm'. All this growth has not enriched our area, on the contrary it has impoverished many people and is now impacting on our communities Council wide. Roads are clogged, it is difficult to access, park or even get around in the new developments and services near non-existent. One wonders if I cannot get around these developments, how will any Rubbish truck or SES vehicle - and fire escape routes have been simply cut off as former roads are subsumed into the developments by developers against the wishes of elected members (by adhering to the new "Design Code").
After 12 years of serving on Council I am disgusted with the type of development which has been delivered since 2010 due to forced adherence to the new Planning & Design Code, a "one size fits all" Code which is destroying the character and heritage of our once unique towns and only serving to make one sector wealthy – and they do not live here in

the ‘future slum’ they have created.

I believe no housing development should occur between two Conservation areas and if any development at all must occur due to the supposed ‘lack of available housing’ (which appears to be something of a myth) it needs to be limited to least impact on the conservation areas and remaining flora and fauna. Seems a poor choice at best.

Government needs to question why it is encouraging the demolition of perfectly good, sustainable, low energy housing to pave the way for developers to construct poorly orientated, badly designed and poorly insulated high energy dwellings to ‘meet a purchase price’ while failing to consider the long term impacts on residents and the communities. After all, the Government is supposed to be acting ‘for the common good’.

Thank you for the opportunity to comment on the Hackham rezoning proposal – I can only hope you read and understand my frustration at what I have been witnessing at the hands of the new Planning & Design Code in my own and other areas – and that this is NOT good planning and not delivering good outcomes for our communities. Please stop creating incentives to simply ‘buy off the plan” what is often inferior, poorly designed housing and look to the renovation and use of existing housing stock rather than demolishing the good to deliver poorer quality stock.

Cr. Carol Bailey BEM

[redacted]

Darren Brooks

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	darren
Family name:	brooks
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
My overall view is:	I am impartial about the Code Amendment
Comments:	My concerns r regarding the affect & close proximity to the Onkaparinga National Park
Attachment 1:	No file uploaded
Attachment 2:	No file uploaded
Attachment 3:	No file uploaded
Attachment 4:	No file uploaded
Attachment 5:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

Matthew Farrell

Submission one:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Matthew
Family name:	Farrell
Organisation:	
Email address:	[redacted]
Phone number:	[redacted]
My overall view is:	I do not support the Code Amendment
Comments:	I am strongly opposed to the rezoning of this area to residential and instead propose that it be rezoned conservation in recognition of the findings of the State of the Environment Report around biodiversity loss and the need for restoration to 30% vegetation coverage for functioning ecosystems. There is also the declaration of a Climate Emergency by the State Government and what that means for greenfield development. At the very least I ask that the development approval process is paused until the Greater Adelaide Regional plan is updated to reflect our these new understandings. I note the Sellicks Woodlands and Wetlands Action Network's (SWWAN) submission and previous communications with the Planning Commissioner and submissions to recent Planning SA consultations. I support their call for a pause on all major housing developments in Greater Adelaide until our State's plans reflect the environmental and social needs of the future.
Attachment	No file uploaded

Matt Farrell

Submission two:

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Community Group
Given name:	Matt
Family name:	Farrell
Organisation:	Sellicks Woodlands and Wetlands Action Network (SWWAN)
Email address:	[redacted]
Phone number:	[redacted]
My overall view is:	I do not support the Code Amendment
Comments:	The Sellicks Woodlands and Wetlands Action Network oppose the Code Amendment for Hackham and the ongoing spread of urban Adelaide because of the greater need to restore our environment for future generations and the need to protect future communities from the effects of climate change. The arguments for housing on the urban fringe are overstated and the real need is for social housing in the inner metro area close to already established infrastructure. We are opposed to development but also to a fair planning process. SWWAN therefore propose that a pause be placed on development approvals until the review of the Greater Adelaide plan is updated. This will allow for the findings of the State of Environment Report to be included as well as the declaration of the Climate Emergency. It will also allow developers to make their case. The current criteria and plans for housing described in the Greater Adelaide Plan 2017 are out of date and not fit for purpose. We cannot in good conscience continue to apply them. We have attached a more detailed outline of our arguments. Thank you for your time and consideration of our submission. SWWAN Committee.
Attachment	SWWAN_Hackham_Submission.pdf, type application/pdf, 217.1 KB

SWWAN

Opposition to Hackham Code Amendment

Who are SWWAN?

The Sellicks Woodlands and Wetlands Action Network (SWWAN) formed to register strong opposition to the City of Onkaparinga's (CoO) Draft Sellicks Beach Structure Plan (Structure Plan) released for consultation in November 2020. We also oppose similar proposed urban development plans for the wider area. We instead propose that an alternate plan for the wider region of the Willunga Basin be developed to put the environment and the future needs of the community first by addressing the existential threats of biodiversity loss and climate change, that respects the cultural significance of the land and protects the character of the area.

Opposition to Hackham Code Amendment and a pause on major planning approvals

We are concerned that the Greater Adelaide 30-Year plan, that is the foundation of planning for the metropolitan area, is outdated and no longer fit for purpose. We are concerned that the proposed urban development of Hackham and other areas puts future generations at risk because the outdated 30-Year plan fails to adequately address the existential threats of the climate crisis and biodiversity loss. To ensure irreversible mistakes aren't made, we are asking that a pause be placed on all major development (either approved or under consideration or assessment) until the review of the Greater Adelaide 30-Year Plan, due this year, is completed. This will allow for a fair consideration of the environmental needs as they are now understood and a reassessment of the housing need.

Since the last update of the Greater Adelaide 30-Year Plan in 2017, our world has changed significantly. The knowledge of the threats posed to future generations by environmental collapse and climate change has expanded exponentially. In June this year the State Government of South Australia declared a Climate Emergency and last week the findings of the State of the Environment Report shocked everyone. Our population projections and housing needs have been radically altered by responses to the Covid-19 pandemic and the housing crisis respectively. As a consequence of all these issues, the modelling and assumptions underpinning the Greater Adelaide 30-Year Plan(2017) are out of date and not fit for the purpose of adequately protecting and preparing our community for the

future. We cannot in good conscience ignore these problems and continue to use the old plan.

SWWAN ask that the State Government pause the approval of not just the Code Amendment for Hackham but all major* housing development and land use change in our region until the review of the Greater Adelaide 30-Year Plan is completed and endorsed. We ask for this to stop the risk of exposing our community and future generations to harm from imposing an inadequate, outdated plan. We ask the government to ensure that the needs of the future are adequately recognised and planned for in a revised Greater Adelaide 30-Year plan that takes biodiversity loss and climate change into greater account.

*SWWAN defines major as 3 or more houses or a land use change such as the establishment of new viticulture.

The Issues

BIODIVERSITY LOSS

The State of the Environment Report 2021 showed that our environment is in poor condition and in a state of ongoing decline. The loss of biodiversity is an existential threat as dangerous as climate change and is an unacceptable risk to human and ecosystem health. The major drivers for biodiversity loss currently are past habitat loss, exploitation and environmental degradation. Climate change will make it worse in the future.

The Executive Summary of the 2021 State of the Environment highlights these points.

- *"Overall, the state and trend of the environment of Australia are poor and deteriorating as a result of increasing pressures from climate change, habitat loss, invasive species, pollution and resource extraction. Changing environmental conditions mean that many species and ecosystems are increasingly threatened. …*
- *Our inability to adequately manage pressures will continue to result in species extinctions and deteriorating ecosystem condition, which are reducing the environmental capital on which current and future economies depend. Social, environmental and economic impacts are already apparent.*

Over the last two centuries we have cleared approximately 90% of Australia's terrestrial ecosystems, leading to Australia being a world leader in animal extinctions. Without action there will be many more extinctions, with researchers forecasting a loss of half of the bird species of the Mt Lofty Ranges over the coming decades. Just protecting what remains is not enough, and it is estimated that to ensure functioning ecosystems into the future and secure existing fauna and flora

populations, restoration of habitats to a coverage of around 30%, or three times the current amount of native vegetation, is required.

Biodiversity is essential to us as the ecosystem services provided ensure our food supply as well as many other essential items. Thirty percent of the world's food supply is pollinated exclusively by insects, and of the remainder, nearly three quarters will be adversely affected in quality and quantity. If we lose our pollinators, we lose our food. To ensure the resilience of our food supply, our agricultural economy and the jobs that go with it, we must treat the environment as the essential infrastructure it is and act now to repair it before it's too late.

By restoring native vegetation and the ecosystems we rely on, we will not only save species from extinction but also make our community and economy more resilient, increase food security, and be more prepared for the problems associated with climate change.

CLIMATE CHANGE

The Bureau of Meteorology (BOM) recorded 2019 as the hottest year on record, and 2010-2019 the hottest decade ever for Australia. Yet, in the same report, 'State of the Climate 2020', the BOM warns that this decade will also be the coolest for the rest of the century. The International Panel on Climate Change has warned that even if all countries adopt zero emissions targets, the world will likely exceed the 2℃ target to minimise the effects of global warming. In June this year the South Australian Government declared a Climate Emergency.

While much of the discussion on how to deal with the climate crisis centres on the environment and economics, the biggest threat to communities are the health risks associated with a warming planet. Climate change poses risks to health through increased risk of heat related health issues, increased pollution-related illnesses and mental health issues. There is the risk to the lives of people through extreme weather events such as the Black Summer bushfires, the Millennium Drought and the recent Sydney floods, as well as through the risk to our food and water security.

Restoring the natural environment is one of the best ways to act on climate change. Plants draw down carbon from the atmosphere and the restoration of natural environments will keep our communities cooler and reduce the health problems associated with climate change. In recognition of this, all levels of government have acknowledged the need to plan for a changing climate and have policies and initiatives in place to help prepare our communities. We have a responsibility to prioritise these initiatives in an update to the *30-Year Greater Adelaide Plan*.

POPULATION AND URBAN PLANNING

We contend that the 30-Year plan for Greater Adelaide relies on outdated population projections and urban expansion plans originally made in the 1960s. Thus, they do not reflect the rapidly changing needs of our modern world.South Australia's low population growth does not justify more housing developments in locations on the urban fringe, such as Sellicks Beach. This is because:

- South Australia's natural population increase is low and trending toward zero (current 5000 p.a)
- SA Net Interstate migration is negative losing 2000-7000 annually
- SA Net overseas migration is between 10,000 and 15,000 annually and accounts for the majority of growth
- Covid-19 reduced this growth to zero for the last two years and will have a significant effect for years to come because of ongoing limits on travel and international migration.
- There are 80,000 empty houses in Adelaide

At the same time around the city, new brownfield sites for medium to high density housing have become available since the 30-year Plan's last update. Repurposed industrial sites such the proposed housing at the West End Brewery are providing an increase in the overall supply of future housing, and significantly reducing the need for urban sprawl into greenfield sites. These inner city sites are also better suited to reducing the housing crisis and the locating of social housing and impose a significantly smaller cost to society over time than greenfield housing on the peri-urban fringe.

CONCLUSION

The plans for the continuing expansion of urban development as described in the 2017 update of the *30-Year Greater Adelaide Plan,* are outdated because they do not account for new understandings of the existential threats posed by biodiversity and loss climate change. The old modelling does not account for the significant effect that Covid-19 has had on migration, the social housing crisis, and the rapidly changing housing need.

The greatest need on the urban fringe is for environmental restoration to protect our community's health and economy, preserve biodiversity and act on climate change. With housing from Port Adelaide to Maslin Beach, we ask the Government of South Australia to support SWWAN's proposal to pause development approvals and use of the Greater Adelaide 30-Year Plan as a matter of urgency, and in the upcoming review of the plan, give due consideration to the great need for environmental restoration.

Rosemary Baggoley

PlanSA,

Submission Details

Amendment:	Hackham Code Amendment
Customer type:	Member of the public
Given name:	Rosemary
Family name:	Baggoley
Organisation:	
Email address:	[redacted]
Phone number:	
My overall view is:	I do not support the Code Amendment
Comments:	My concerns relate to how the traffic associated with the new development is to gain access to the Southern Expressway. From the map provided, there is no clear plan for this and the surrounding side streets already experience congestion (not just during peak traffic times). More traffic lights, or slip lanes, are needed to help traffic from the surrounding streets/suburbs merge onto main south road and the expressway more safely and easily.
Attachment 1:	No file uploaded
Attachment 2:	No file uploaded
Attachment 3:	No file uploaded
Attachment 4:	No file uploaded
Attachment 5:	No file uploaded
Sent to proponent email:	plansasubmissions@sa.gov.au

ADRA Australia (Adventist Development & Relief Agency)

Dear Code Amendment Team,

Please see attached submission from ADRA Australia.

Kind regards,

[redacted]

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HACKHAM CODE AMENDMENT SUBMISSION

Organisation: ADRA AUSTRALIA
Authors: Henk La Dru and Benjamin Khoury

Proposal: Land set aside for community-based development programs, training, and employment purposes

Date: 9/7/22

ADRA

We acknowledge and respect Aboriginal peoples as the State's first peoples and nations, and recognise them as traditional owners and occupants of land and waters in South Australia

Kuarna Nation

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E. Appendix 10

Glossary of Terms

ADRA	Adventist Development Relief Agency (Australia)
LGA	Local Government Authority
CALM	Conservation and Land Management
RTO	Registered Training Organisation
SQW	Skilling Queenslanders for Work initiatives

Submission

A. Background

Organisation Details

ADRA AUSTRALIA ABN 85 109 435618

Address: State Office: 31 Prospect Rd Prospect SA 5082
National Office: 146 Fox Valley Rd Wahroonga NSW2076
Details: www.adra.org.au
Registered Entity: ADRA Australia (Adventist Development & Relief Agency)

Authors

SA Director/Sponsor
Name: Henk La Dru & Fleurieu Team
Title: ADRA Director
Phone:
Email address:
Postal address:

Co author
Name: Benjamin Khoury
Phone:
Mobile:
Email address:
Office address:

Background

Our City of Onkaparinga community has faced many challenges including the closure of the Port Stanvac Refinery and the Mitsubishi engine plant, which have seen the slow and steady drawdown in manufacturing careers and movement to service related industries. For many years these industries provided skilled training opportunities within the southern suburbs of Adelaide. The drawdown of these industries and manufacturing has lead to unprecedented challenges and the pressing need for disadvantaged and marginalised groups trying to transition into alternative, service-related jobs. It has been found that unemployment in Christie Downs, Hackham West and Huntfield Heights (12.2%)[1] is more than three times the level in Metropolitan Adelaide and the service positions available often come with reduced salary which is reflected in the 6% lower incomes in the Onkaparinga LGA compared with greater Adelaide areas[2]. Interestingly, within these same communities, those who are 16 years old are not participating in full-time secondary education at markedly higher rates (21.5%) compared to Metropolitan Adelaide (12.5%).Further to this, the City of Onkaparinga community has an ageing population particularly in those 50 and older.

The loss of industrial jobs through mechanisation and autonomous agriculture technologies without a transition plan for these workers has produced an unprecedented need for education and re-skilling opportunities. Those fifty and over who lose jobs are much less likely to ever be employed again and find it much harder to find work in service-based industries where their

[1]Torrens University Australia, City of Onkaparinga Macro Plan reports produced for Local Government Authority (2019)
[2]Stapledon, Haratsis and Brenda, City of Onkaparinga Population and Employment Trends Analysis (2020)

skills are not directly transferable (Grattan Institute).[3] The City of Onkaparinga Macro report says:

> 'In 2006, 1065 people worked in wine and associated industries, by 2016 this dropped 693 in Onkaparinga LGA. However, unlike the 'automotive industry ... the biggest threat to the wine industry is not jobs moving offshore but automation and technology'[4]

Onkaparinga LGA is uniquely situated being wedged between coast, rural vineyards (McLaren Vale wine region) and residential housing. We must assist those with industrial skills transition into new and emerging industries (high technology) without falling behind and navigate these difficult periods and the social harms that come with them, including substance abuse and depression.

In 2018, the State Planning Minister converted Industry Zones to Urban Employment Zones 'allowing more flexible use of land to support existing and emergence of new industries' through a mixture of housing and industrial uses. The vision was to release underutilised industrial land for development and social good.[5] We see the Hackham Code Amendment as an opportunity for land to be made available for community development.

A1 Community Skills Hub

The Hackham Code Amendment should consider making land available for community purposes including retooling and reskilling the workforce for the benefit of the southern region and Fleurieu Peninsula. This submission proposes to repurpose existing land adjacent to and possibly including the former Meatworks (slaughter house) for the establishment of a skills and traineeship hub for disadvantaged and marginalised groups within our community.

A2 Project Scope

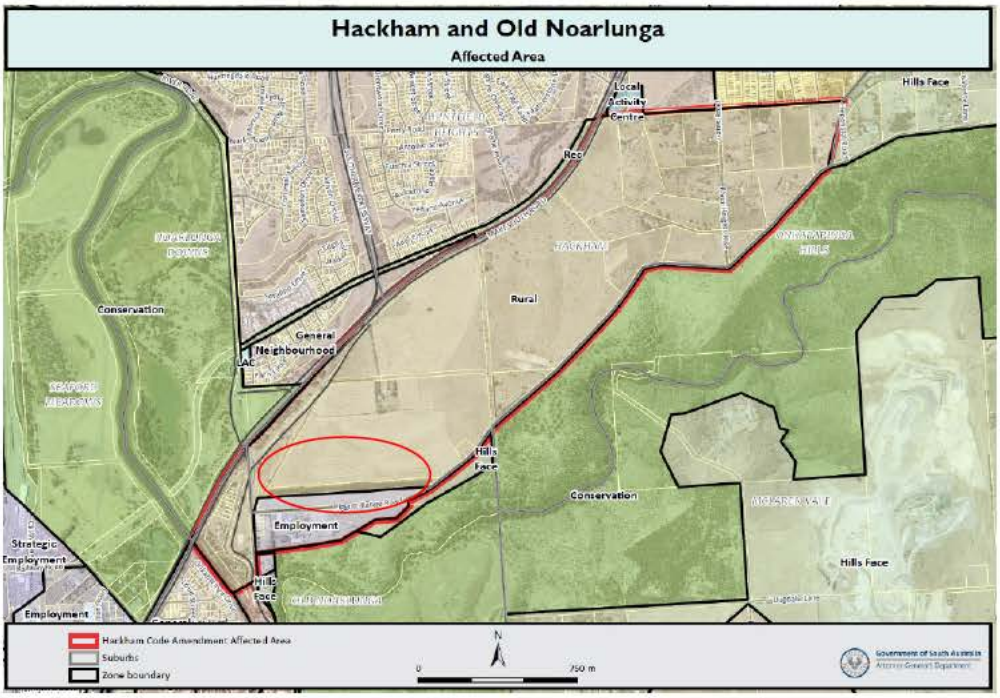
As part of the Onkaparinga Councils 2030 Vision outline, ADRA SA wishes to share your vision as an organisation whose remit sits across the core objectives in the four vision themes stated: People, Place, Prosperity, Performance.

ADRA is an internationally recognised non-for-profit humanitarian organisation, working for over 60 years, and part of the global ADRA network, which extends into more than 100 countries. ADRA Australia works with communities in the Pacific, Asia and Africa to bring transformative change. In 2021 alone, ADRA Australia was responsible for 111 projects across Australia with funding from community, state and federal grants impacting 445,080 people directly and their families. It is run by a combination of paid and volunteer staff. Its vision is closely aligned with that of the City of Onkaparinga:

> "We support our communities' strengths, advancing equity and inclusion for all."
> "We encourage sustainable residential development that improves our city's liveability, values our natural areas."
> "We champion our environment, reinforcing its strengths, regenerating its losses and protecting its vulnerabilities."
> "We are transparent and accountable, sharing information in clear, accessible and timely ways."[4]
>
> City of Onkaparinga Macro Plans 2019

[3] University of South Australia's Centre for Workplace Excellence
[4] Torrens University Australia, City of Onkaparinga Macro Plan reports produced for Local Government Authority (2019)
[5] Haratsis and Brenda, City of Onkaparinga Population and Employment Trends Analysis (2020)

This submission proposes a parcel of land of sufficient size for the establishment of a community development, training and employment centre, managed by ADRA. Our vision is for this facility to be established in conjunction with a distribution centre to expand existing programs run by ADRA funded in South Australia. We propose that 1-2 hectares, or four acres, would be ideal to permit the building of a training centre, including hospitality kitchens, horticultural zone, workshops and logistics movement area for enterprise training, as well as adequate parking facilities. We are open to any sites within the LGA you may deem more suitable to our situation, however, we have included a map below of one possible option (area indicated with red circle).



B. Summary

ADRA in South Australia realises a pressing need in the Onkaparinga LGA for a Skills Hub, assisting all ages to thrive in the transition from school to work, the changes in manufacturing and the wine industry through automation, and develop new skills for the emerging high-tech future, environmental and service-based industries. It would offer traineeships and short courses in environmental, health, hospitality and, even, education and training streams like high tech recycling like those in an existing ADRA Centre in Logan, Qld.

ADRA proposes earmarking land for mixed community, industrial and education use within the Hackham Code Amendment. Further to this, ADRA vision is for the repurposing of land adjacent and potentially including the former Meatworks site, or alternatively land deemed appropriate within Seaford region, be made available for a transformation hub. For some time, ADRA has been looking for suitable land in the competitive marketplace and found it almost impossible to successfully compete with large commercial players for suitably zoned land. ADRA submit the urgent need for community land for non-for-profit organisations be made available in Seaford area.

As stated in the Population Health Profile for the City of Onkaparinga Council:

> 'the key to achieving positive change, especially at the local level, is the way in which sectors, institutions, organisations and agencies work together to assist young people to prepare for and make their transition to the world of work and adulthood. Local communities rely on a well-trained, local labour force, and Local Government may be able to assist young people who live in their region by also supporting vocational training and apprenticeship opportunities'.

B. Project Objectives and Outcomes

B1 Objectives and intended outcomes for this project.

- Address the need for additional infrastructure in the proposed parcel of land being released to support population growth in the Hackham area
- Create a Skills and Vocational Training Hub to provide reskilling of a population in an area affected by a changing labour market and decrease in traditional manufacturing employment
- Prioritise the training of our local population in future emerging industries
- Promoting the development of these industries within our LGA, including high-tech recycling, 3D design and rendering with additional and subtraction technologies
- Support existing ADRA programs operating in the Fleurieu Peninsula such as school programs and responding to natural disasters and providing not-for-profit aid(eg bushfires)
- Reducing local unemployment rates, improving local socioeconomic status and, hopefully, a reduction in delinquency and criminal activity
- Reduce reliance on government assistance programs within the LGA, less utilisation of mental health services as well as reduced risk of substance abuse
- Through the Skills Hub, we can focus on Onkaparinga National Park and programs promoting beatification of the park, conservation, and environmental care. The nature of these works will range from weed control, rehabilitation planting, propagation and planting of food source through the Seed to Feed programs
- All proceeds and income raised within the ADRA programs remain in the local community, focussing on sustainability and local social enterprise.

B2 Logan, Qld and outcomes it has generated.

ADRA's Mission is 'to work with people in poverty and distress to create just and positive change through empowering partnerships and responsible action.' This vision underpins our goal for thriving communities and our desire to assist disfranchised members of our community to make the sometimes difficult transition from long term unemployment or school into work through provision of individualised, wrap-around support programs. ADRA engages through:

1. Recruiting eligible participants from target groups to enrol and complete the courses and training,
2. Identifying and providing individualised wrap-around support activities and services for participants that help them to completion and progress to employment, or further training.

3. Partnering and brokering opportunities with industry for participants to gain employment.

In 2001, ADRA recognised a pressing need in Logan, Qld, for a transformation hub to build and support the local communities. This was built and skill enhancement programs have been delivered with educational partners, industry partners, government grants and traineeships.

ADRA has been able to share and develop sustainable social enterprise involving teaching community principals of business, learning, resilience, environmental sustainability for better community longevity. With these activities ADRA has created working relationships and to provide practical ongoing collaboration to the business and local community (Appendix 1).

Many of our program participants continue on to work in projects provided by the LGA, including CALM (Conservation and Land Management) programs.

Outcome of the Logan project.

ADRA has been able to scale meaningful and successful retraining and reskilling programs and facilitate traineeships which employ hundreds of participants from all backgrounds no matter their gender, sexual preference, race or religious affiliation. These exciting and transforming programs have helped first nation's peoples, migrants with limited English or those with learning difficulties or have cultural, physical and mental health challenges into employment. See Appendix 1

This has shown a reduction in talent lost to neighbouring LGAs and less utilisation of stretched substance abuse and mental health services within the Logan LGA. The community benefits from work placements and educational qualifications making them job ready whether it is technology preparedness, forklift slip, working horticulture machinery, truck and transport licensing through to land rehabilitation, management and plant propagation.

C. Conclusion

The Hackham Code Amendment presents a huge opportunity to support, develop and transform existing skills and talent for the emerging high technology industries of today. It is our submission and proposal that the Attorney-General's Department consider within the proposed Code Amendment to provide land for non-for-profit community purposes. We propose the provision of such land would benefit our future community and is backed by one of Australia most trusted and highest rated global humanitarian organisations, ADRA, which has shown to produce outstanding results for the communities around Australia including Logan, Qld.

ADRA has a proven track record with LGA's, State, and Federal levels of government and continues to look for opportunities to build bridges into gaps within our communities. ADRA has identified and been encouraged by industry and community where traditional institutions struggle to capture and engage, to be able to assist in achieving the best outcomes for disadvantaged and marginalised groups.

D. Approval

I acknowledge the information set out in this proposal is from the best available information we have at this time.

Henk La Dru, Director for ADRA in SA
.....
[Name, position, and organisation]

Date: …22 / 07 / 2022……

E. Appendix 1

Pouran's Story

Pouran is from Iran and migrated to Australia with her family in 2012. Together with her husband Abbas and children they settled in the Slacks Creek suburb of Logan. Pouran and her sister Shala both enrolled in the March 2018 intake of SQW training offered by ADRA for training in the CHC33015 Certificate III in Individual Support course. Pouran's goal was to eventually become a Registered Nurse. Even though English was her second language Pouran pushed herself to learn and understand her course material and get through her course units successfully. Pouran engaged in class discussions and took advantage of additional assistance provided through the RTO's Learning Support Teacher with her English and studies. In addition, the Student Support Sessions delivered by the ADRA Training Coordinator added Life Skills in Goal setting, communications, interpersonal skills, creating an Elevator Pitch, financial education (Money Minded program) and other valuable skills.

Pouran, and her sister Shala both successfully completed their course and graduated with the Certificate III in Individual Support. Pouran then enrolled in the Diploma in Nursing, keeping her goal alive to eventually become a Registered Nurse. In the interim Pouran encouraged her husband Abbas to enrol in ADRA's latest Individual Support course knowing how it had helped her progress into work and the demand for staff in Aged Care and disability care. Abbas has a degree in Economics from his home country of Iran and worked as a Manager in an Insurance company overseeing many staff and operations. Abbas was working as an Uber driver but was spending long hours driving and working. In March 2021 Abbas successfully completed his training course and is currently working in Disability care for and NDIS provider and is exploring the option to start his own NDIS provider service as well, while still doing a bit of Uber driving on the side.

Pouran successfully completed her Diploma of Nursing and started work as an Enrolled Nurse at Logan Hospital in January 2021. She subsequently has received a scholarship to study towards her degree in Nursing and is working and studying now in the hope of finally achieving her goal to be a Registered Nurse.

It is a wonderful experience to be able to assist new migrant families like Pouran, Abbas and her sister Shala plus their family's to achieve their personal goals and more than that allow them to assimilate into Australian culture smoothly through work and study. This is one of the differences that the SQW initiative makes especially with the wrap-around support that ADRA implement as it builds authentic relationships with people.

Annette's Story

I enrolled in Certificate III in Individual Support in 2016 with the Adventist Development and Relief Agency (ADRA) Logan. As it had been quite a long while that I had completed any study I was a little apprehensive at first. When I arrived I was warmly welcomed and felt at ease immediately.

As the course progressed, I found it was such an inclusive environment and students felt entirely supported by the ADRA staff, volunteers and trainer. The facilities catered for all of the students needs whether it was the use of computers, extra one on one support or just a friendly chat.

I was very fortunate to have completed my studies with ADRA and I have gone ahead with more study and now I myself now work in the of role of trainer assessor, delivering the course to international and domestic students around Queensland.

As I now liaise with other not for profit organisations and deliver similar material, none have come close to supporting students like the ADRA Organisation, it's staff and volunteers.

I am especially grateful for the support from Sam Luteru his experience and knowledge gave the group more insight to assist in our future work and life challenges.

It is so very important these courses are still being offered at ADRA Logan as there is a vast demand for staff in the Community Services Industry. ADRA gives the support and a real world learning environment which provides future students the opportunity to gain knowledge and insight into the Community Services Industry which is an advantage that not all students have access to.

These courses support local people to gain long term employment and I have seen the gratitude from past students as they give back to ADRA by themselves becoming volunteers for the organisation.

Kind regards,

Annette Moroney
Trainer Assessor

Hallet Group

Louis Mourtzios **Development Manager**

M [redacted] E [redacted]

126 Churchill Road North, Dry Creek SA 5094

hallett.com.au

We acknowledge traditional custodians of all lands and pay our respects to their Elders. Our environment is important and we strive to protect it. We respect privacy, confidentiality and proprietary rights of others, as we expect theirs to respect ours. Communication and information from our business is private, confidential, proprietary and solely for our intended recipient and purpose. Any reference to legal advice is not intended or to be taken as a waiver of privilege. Copyright is reserved in all of our materials. Our electronic communications are unable to be assured to be free of virus or other adverse content so recipients must take care and maintain effective protection. We value strong business relationships and encourage constructive feedback.

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Planning and Land Use Services
Attorney-General's Department
GPO Box 1815
Adelaide SA 5001

Dear Code Amendment Team

Submission – Hackham Code Amendment

We write to present our submission to the proposed Hackham Code Amendment.

Hallett Group does not object to the overall intent of the Hackham Code Amendment.

Our submission presents measures to be included in the Code Amendment that have their context in the operation of the McLaren Vale Quarry that is designated as a Strategic Resource Area and Existing Key Industry Area by the State Government.

1. It is acknowledged that preparation of the Code Amendment has included environmental noise assessment by Sonus and air quality investigations by Arup Australia, both of which included assessment of potential impacts from the McLaren Vale Quarry.

   Both investigations recommended that the Noise and Air Emissions Overlay is applied to selected portions of the Affected Area.

   We support the Code Amendment proposal to apply Noise and Air Emissions Overlay to the entire Affected Area.

2. While acknowledging that the Affected Area is beyond the sensitive receptor distance from the McLaren Vale Quarry operations, we would support the setting aside of land along the south-eastern boundary of the Affected Area along Piggott Range Road for the purpose of providing additional buffering from low probability fugitive noise and dust impacts (particularly on high wind days).

   We would support the establishment of significant mounding and substantial planting in this area to mitigate low probability fugitive noise and dust impacts from the quarry operations.

   This land use should be included in Concept Plan 124 Hackham.

Context to the submission

Hallett Group is the largest integrated building supplies and construction material enterprise in South Australia with an annual turnover of over $250 million derived from servicing mining, infrastructure, domestic and commercial construction sectors.

A key element of our business is the operation of hard rock quarries at McLaren Vale, Kulpara and Truro and a natural sand resource at Clinton.

McLaren Vale operations has an almost sixty year history of quarrying activity, firstly under the Readymix banner and in the past 28 years under management by Hallett.

In recent years, Hallett has been achieved State Government consent to upgrade the established operating pit and to expand the area of operations to access identified stone reserves that exceed 30 million tonnes.

Concept plans have been formulated with the long-term quarry design anticipating an operational expectancy of between 30 - 40 years into the future.

Operations are conducted Monday to Saturday under the approved Mine Operation Plan (MOP) / Program for Environmental Protection and Rehabilitation (PEPR). Approved operating hours are 6:00am to 12:00am Monday to Friday and 6:00am to 4:00pm on Saturday – and importantly these can be adjusted to reflect market needs.

Dolomite and limestone are extracted from the open cut quarry through blasting, conducted typically three to five times per month and processed through an onsite crushing plant for on-site storage and distribution.

A concrete batching plant also operates from the site along with fuel storage and workshop facilities and operating mobile plant and equipment.

The site and the operations are regulated by the Department for Energy and Mining (DEM) and Environmental Protection Agency (EPA).

McLaren Vale has been identified by DEM as a strategic extractive quarry for South Australia within a Strategic Resource Area (SRA) in the Greater Adelaide region. The site is identified for its State-level economic value due to the quantity and quality of construction materials and resources that are present within the operations.

With McLaren Vale operations experiencing urban encroachment, interface issues are likely to escalate into the future. The aim of the SRA is to ensure the long-term future of the activity is protected and able to be fully realised.

This designation will provide security for the extractive operation while supporting building cost affordability for urban development.

In addition the site is identified as an ‘Existing Key Industry Area’ in the 30-Year Plan for Greater Adelaide, on the Southern Adelaide Directions Map shown in the Barossa and McLaren Vale Character Preservation Addendum.

The 30-Year Plan sets a clear policy direction for the protection of existing mineral resource operations by preserving adequate separation distances between mining activities, housing and other incompatible development (Policy P64, page 77).

Hallett's Environmental Policy outlines our commitment and strategy to conduct our operations with the minimum harm to our staff, the environment and community. We understand the need to review and improve work practices and processes, to be innovative and to re-invest in assets and technology.

In recent years, McLaren Vale Quarry has invested heavily in sustainability measures including reduced water use, reducing the carbon footprints embedded in processes, operations and facilities and actions to reduce the likelihood of fugitive dust.

We have excellent relationships with regulatory authorities and liaise regularly to verify our compliance and facilitate systems and performance improvement.

Ancillary actions

Future development of sensitive receptors

The recommended evaluation distance for assessing air and noise impacts from sites where crushing rock, ore or minerals is undertaken is 500 metres (*Evaluation Distances for Effective Air Quality and Noise Management*, Environment Protection Authority SA, 2019). The Area Affected by the Code Amendment is approximately 675 metres from the nearest cadastral boundary of the quarry operations.

While being outside the ambit of the Affected Area, Hallett seeks support within the Planning Code for no additional sensitive receptors to be permitted to be developed between the Area Affected and the McLaren Vale Quarry operations, and that the current evaluation distances for air and noise impacts are not subsequently amended to create overlap with the sensitive receptors in the Area Affected.

Policy review

The ongoing operation of the McLaren Vale Quarry is of State-level significance in line the operation's status as a Strategic Resource Area and its recognition in the 30-Year Plan for Greater Adelaide.

In support of this, we would support a review of the policy environment that applies to the McLaren Vale Quarry and its surrounds under the Planning and Design Code noting the Code includes a Resource Extraction Zone and a Resource Extraction Protection Area Overlay which have been applied to state significant resource extraction activities elsewhere in the State.

Hallett Group appreciates the opportunity to comment on the Hackham Code Amendment and concept plan. We support the proposal within the context of State level support for the continued operation and expansion of McLaren Vale Quarry. We would seek the opportunity to be part of the ongoing community consultation process.

Yours sincerely

Michael Close
General Manager, Hallett Resources
[redacted]
/ 7/ 22

Urban Development Institute of Australia (UDIA)

Dear Mr Reynolds,

Please find attached UDIA's submission on the Hackham Code Amendment.

Kind Regards,

Eloise Hodby
Events and Committee Coordinator
Urban Development Institute of Australia (SA)
Level 1, 26 Flinders Street Adelaide SA 5000
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e [redacted]
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Developing land | Building communities

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t 08 8359 3000
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Urban Development Institute of Australia
(South Australia) Inc.
Level 1, 26 Flinders Street
Adelaide SA 5000

26 July 2022

Code Amendment Team
Planning and Land Use Services Division
Attorney-General's Department
GPO Box 1815
Adelaide SA 5001

RE: Hackham Code Amendment

The Urban Development Institute of Australia (UDIA) is the leading representative body for the urban development industry. Our members span top tier global enterprises and consultants to local and state government and agencies and small-scale developers, and includes all organisations and people involved in the development of homes, infrastructure and suburbs, the foundation of our present and future communities.

We exist to support the urban development industry and our purpose is to represent the views and needs of those within our sector, and equally those of their customers. Everyday South Australian homeowners, aspiring home buyers, renters and our most vulnerable residents, including those eligible for social and affordable housing.

The UDIA is a strong advocate for good planning and development outcomes that are in the interests of South Australia. We support and promote excellence and innovation in the creation of sustainable and thriving communities. The UDIA also strongly supports government policies that promote more pathways into home ownership for South Australians.

Home ownership provides greater security of tenure, reinforcing incentives for community participation. It also results in less frequent relocation which minimises disruption to established social networks and children's education. By giving occupiers more control over their living space, home ownership can also enhance self-esteem, in turn reducing the incidence of socially disruptive behaviour and promoting physical and emotional wellbeing.

We understand that the experienced design team responsible for the Hackham Code Amendment has focused the proposal around the 20-minute Neighbourhood concept in such a way as to allow residents to meet most of their daily needs within a 20-minute walk or cycle, of their home. We believe this reflects the view that the most liveable and sustainable communities allow residents to live, learn, socialise, and recreate in their immediate neighbourhood, avoiding the need to rely heavily on a car, or even two, as is the case with many South Australian families.

The current lack of housing supply in the south of Adelaide is reaching crisis point and there is an urgent need to release more land to keep up with demand and to prevent housing prices becoming out of reach for many.

The Government's Growth Management Program Greenfield Land Supply Report dated June 2021, identifies the Outer South region as having the lowest estimated greenfield allotment supply of all regions in Greater Adelaide. This is not sustainable and requires urgent action.

It is critical that opportunities are provided for southern suburbs communities to grow, including the opportunity for inter-generational growth so that young couples and families can live in close proximity to where they grew up.

The UDIA SA supports the rezoning proposal for Hackham, which provides the opportunity to unlock land suitable for around 2,000 new homes. Importantly, we also understand that the landowner is development ready and can quickly release land to the residential market.

Given the importance of increased land supply in the south of Adelaide, the UDIA SA supports this rezoning and urges the Government to approve it as a priority.

Yours sincerely,



Pat Gerace

Chief Executive

Southern Koala and Echidna Rescue Ltd (SKER)

To whom it may concern,

Please see attached submission regarding the Hackham Code Amendment.

Kind Regards,
Mish Simpson

Director - Southern Koala and Echidna Rescue Ltd.

Onkaparinga Hills, South Australia 5163

ABN: 76 639 222 585

Mobile: [redacted]

[redacted]

[redacted]

I acknowledge the Kaurna people as traditional custodians of the lands where I live & work, and pay respect to Elders past, present and emerging.



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Hackham Code Amendment

24 July 2022

To the Code Amendment Team,

Thank you for the opportunity to provide feedback on the Hackham Code Amendment.

Southern Koala and Echidna Rescue (SKER) Ltd is a registered charity run by fully trained, professional carers and a team of passionate volunteers based in the Onkaparinga Hills. Our mission is to ensure that South Australia's native wildlife continue to enjoy a quality life in the wild by providing advice, advocacy, relocation and rehabilitation services for a broad variety of species specialising in the rehabilitation of koalas and echidnas.

SKER's remit focuses on rescue, rehabilitation, research and revegetation and with our headquarters situated very close to the land in question we have a vested interest in how the land is used.

The release of the Commonwealth Government's *State of the Environment report 2021* has made providing a submission more important than ever. The report highlighted that:

- Australia's environment is in a poor state and it is deteriorating in the face of amplifying threats;
- Our flora and fauna are in decline, with more threatened with extinction than ever;
- Australia now has more foreign plant species than native ones;
- Koalas are already declared as endangered in Qld, NSW and ACT and our aim is to stop the South Australian koala population reaching such a dire state.

Our understanding of land in question is:

- It is currently overrun with invasive olive trees with only a very small number of native plants;
- It backs on to the Onkaparinga National Park which has also been overrun with olive trees, probably due to this land being left unmanaged for so long;
- The large eucalypt trees are home to breeding Black Shouldered Kites who have already lost a significant part of their habitat due to the works currently being carried out to duplicate Main South and Victor Harbor roads.

- Adjoining Main South road is a known vehicle strike hotspot for koalas, echidnas, kangaroos and other wildlife supported by our rescue data;
- Houses built in this area will result in increased traffic and increased risk to wildlife.

We would like to propose the following to mitigate the above identified risks:

- Better barriers on both sides of the road will make South road safer for wildlife and humans alike;
- Better lighting and lower speed limits at the South road intersection to compensate for increased traffic;
- Protect all native trees that already exist on this parcel of land and ensure all invasive species are removed;
- There should be more green space than the current plans allow including revegetation of the back area closest to the Onkaparinga National Park;
- Green space in the development should be planted as far away from South road as possible;
- Developers are required to pay an environment levy to support local environmental grants offered by State and Local governments.

Most importantly, in light of the State of the Environment Report, we believe that the amount of proposed houses in this space should be reduced to allow for more native vegetation spaces at the back of the development (away from the road). The current plans only include a very small space for vegetation. The Federal Government set a target of protecting 30% of land across Australia, in line with this we would like to see 30% of this land retained and revegated. This would still allow for some additional houses to assist with the current housing crisis whilst ensuring enhancement of the environment.

Yours Sincerely,



Mish Simpson
Director - Southern Koala and Echidna Rescue Ltd.
Onkaparinga Hills, South Australia 5163
ABN: 76 639 222 585
Mobile: [redacted]

URPS on behalf of YAS Property & Development

Thank you for the opportunity to provide feedback on the Hackham Code Amendment.

Please see formal submission attached.

Ref: 22ADL-0066

26 July 2022

URPS

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12/154 Fullarton Rd
Rose Park, SA 5067

08 8333 7999

urps.com.au

Code Amendment Team
Planning and Land Use Services
Department of Industry and Trade
50 Flinders Street
Adelaide SA 5000

plansasubmissions@sa.gov.au

Dear Code Amendment Team,

Hackham Code Amendment Submission

Thank you for the opportunity to provide a submission on the Hackham Code Amendment on behalf of YAS Property & Development.

There is substantial evidence now available that there is a lack of land supply in the south of Adelaide which is placing upward pressure on housing prices and excluding first home-buyers from the housing market. This rezoning proposal supports The 30-Year Plan for Greater Adelaide (2017 Update) and the Onkaparinga Local Area Plan, which have identified this land for residential development.

The proponent has a strong vision for Hackham, which can accommodate approximately 2,000 homes (including land owned by Renewal SA). The proponent is seeking to apply the very latest in urban development design thinking to the development, which centres around the 20-minute neighbourhood concept.

It is intended that the development will be designed to allow residents to meet most of their daily needs within a 20-minute walk, or cycle, from their home i.e. a 20 minute return walk or cycle to a neighbourhood service or hub. It will reflect the view that the most liveable and sustainable communities allow residents to live, learn, socialise and recreate in their immediate neighbourhood, avoiding the need to rely heavily on a car, or even two, as is the case with many South Australian families.

To this end, this new community will have easy access to a myriad of evenly spread open spaces and parks, eateries, shops and recreational facilities.

Overall, we are supportive of the Code Amendment and appreciate the commitment to resolve infrastructure through appropriate infrastructure agreements and ongoing dialogue with the State Government and the City of Onkaparinga. We offer the following comments/suggestions on the Code Amendment.

Master Planned Neighbourhood Zone

The Master Planned Neighbourhood Zone includes policies to support a master planned development that evolves over time to deliver housing that responds to changing housing preferences and lifestyle choices.

The Zone specifically supports low-to-medium density development on a range of allotment sizes. Higher density development is supported where close to activity centres, high frequency public transport or adjoining large areas of public open space (over 2000m^2).

We note that the Zone supports residential and community facilities, as well as shops, offices, and consulting rooms in limited circumstances. Where outside of activity centres (i.e. for all areas where outside of the Emerging Activity Centre Subzone or where not delineated on the relevant Concept Plan); shops, consulting rooms or offices will need to be located on the same allotment as a dwelling and less than 50 square metres, or are on their own allotment and less than 150 square metres.

Recommendation:
The selection of this zone is supported and no changes are recommended, other than in relation to the Concept Plan (see below).

Emerging Activity Centre Subzone

As stated in the Code Amendment, the locality is well serviced with designated employment precincts and activity centres which have the potential to be expanded to accommodate additional floorspace. However, it is reasonable to support some level of retail within the locality to encourage walking and cycling and to provide local conveniences (eg coffee shops, local grocery store etc). The original concept design for the site has recommended one mixed use centre (as identified in the Code Amendment) and two smaller scale local centres/community hubs.

In summary, the proposed Activity Centre location on the Concept Plan and within the Subzone is supported, however we would like to see additional capacity for a local centre/community hub within the development area which will support around 2,000 new dwellings. These community hubs could provide a range of services to the local community including child care, local café or shop, small business hub etc.

The rationale for limiting this opportunity is unclear, given the proposal will support an emerging community and local facilities can reasonably be developed without impacting on residential amenity, or compromising the wider retail offering.

Recommendation:
The Concept Plan is updated to identify further local activity centre opportunities and/ or the subzone is expanded over the whole of the Zone.

Hills Subzone

The Hills Subzone has been included to assist in ensuring the master planned development responds appropriately to the slope of the land. The Subzone generally

provides for this. It is our observation however that the policy could be strengthened to ensure slope is considered from the initial concept design for the development, the land division layout, site layout and dwelling design.

We wish to also reinforce that in a performance-based planning system, prescriptive measures do not always result in the best design outcomes for a site, and that a merit-based assessment is important to support more creative design solution to complex sites.

Having read the draft Council submission on the Code Amendment, we note that they may be seeking the following:

- Minimum allotment sizes of 550 square metres
- Frontage widths of 15 metres
- Provisions that require retaining walls less than 1.5 metres, or where more than 1.5m to be retained in total, a stepped series of low walls not exceeding 1 metre in height and separated by at least 700mm
- Building setbacks of 5 metres
- A maximum building height of two storeys.

These suggestions are based on the general philosophy that larger sites deal with slope more effectively than smaller sites. However, there are opportunities for smaller terraced sites to be designed to step down with the slope. Larger sites, can have the opposite effect and create greater site level differences, particularly if cut and fill is undertaken on a site by site basis.

Council's proposals are also inconsistent with the overarching intent of the Master Plan Neighbourhood Zone which provides for a range of housing typologies that meet changing market preferences. The introduction of such prescriptive measures will reduce the flexibility to develop innovative housing designs that provide affordable housing product (reducing pressure on infill development). It is envisaged that the average allotment size for the project will be around 750 square metres, however there is a need to provide 15% affordable housing that may be provided through some appropriately sited smaller dwellings.

In summary, the prescriptive requirements such as site coverage (40%) combined with side boundary setbacks, retaining wall policies and the language around low and very low-density housing support a uniform housing product that is unlikely to provide the varied price points and housing typologies required to support a diverse community.

However, the amendments recommended in Attachment 1, combined with the Master Planned Neighbourhood Zone, will ensure that there is sufficient policy for a planning authority to work with a proponent to deliver a high-quality urban design outcome for this development area.

Recommendation:
The Hills Subzone is amended as set out in Attachment 1.

Stormwater Management Agreement

The WGA Stormwater Strategy provides a reasonable basis for the purposes of the Code Amendment. However, it is likely that as the development progresses there will be alternative solutions to address stormwater which evolve through design development. As stated in the report on page 13, further calculations and detailed design will be necessary to confirm sizing and spatial requirements of the stormwater management basins and Water Sensitive Urban Design (WSUD) elements recommended.

A Deed based on the following principles is recommended:

A. Details of the pre-development flows (including flow rates/ volumes and frequencies) in respect of the Site will be agreed between the Council and the Landowner as part of the development assessment process for development of the Site.

B. The Landowner must, at its cost, provide for detention and/or retention (as applicable) of stormwater generated from the Site and must manage that stormwater to the extent required to ensure discharge flow rates, frequencies, volumes and water quality for the site remain at or below Pre-Development Flows and there is no detrimental impact to downstream properties resulting from increased stormwater runoff generated from within the Site.

C. Subject to clause D, the Landowner must accommodate upstream flows that are conveyed via existing (or modified, as approved) flow paths across the Site (for example creek lines and similar) by ensuring the existing flow paths are not restricted, but is not required to otherwise detain, retain or manage these flows.

D. The landowner may channel, detain and/or retain (or make use of off-Site, for example by irrigation) stormwater, as agreed with Council on a site-by-site basis during the development assessment process for development of the Site.

E. The Landowner must have regard to and apply water sensitive urban design (WSUD) principles to capture, treat and re-use stormwater generated within the Site and to control stormwater runoff from the Site, in accordance with the Planning and Design Code requirements.

Transport Infrastructure

We understand that work is currently being progressed by the Department of Transport and Infrastructure regarding South Road and that this work has not yet been finalised. As articulated throughout the rezoning process, our preference is for the signalised central site access to be located further north (i.e. north of Brodie Road), with a collector road connecting to the south.

This would not preclude a left in and left out access in-line with Broadie Road if it was considered necessary. This seeks to address constraints such as the location of existing services, the slope of the land, and potential impacts on adjacent residents. In addition, it provides improved opportunities to undertake improvements to the Southern Expressway as may be required over time.

There is always the potential for changes in infrastructure to arise due to unforeseen circumstances which is why Infrastructure Agreements that are inflexible have been proven to be challenging for projects of this scale. As an observation, it is noted that DIT have power of direction over any land division proposal in this location, and has the power to require deeds to be prepared at any stage of the development.

The negotiation of a deed should therefore not compromise the timing to resolve the Code Amendment as the site can be suitably serviced by transport infrastructure.

However, we would be pleased to continue working with Renewal SA and PLUS to ensure suitable access to the site can be established and to finalise any infrastructure agreements that may be necessary.

Concept Plan

Concept Plans can be valuable in providing a visual picture to the community about what is envisaged for significant development projects, particularly through the community engagement process. However, this needs to be balanced against its statutory role in guiding development assessment when included within the Planning and Design Code.

For a project of the scale of Hackham, a flexible approach is important to allow the project to evolve over a 10-15 year period, noting that more detailed information will become available as the land division design is developed and as key infrastructure requirements are secured through appropriate Infrastructure Agreements.

Within this context, we support the location of stormwater and transport infrastructure where necessary to support infrastructure agreements. However, it is important to recognise that there is more than one solution to ensure land controlled by Renewal SA and YAS Property & Development have appropriate access that can be provided independently while ensuring a coordinated development outcome.

Yours sincerely



Anita Allen
Associate Director

Attachment 1 – Policy Recommendations

Hills Subzone – Recommended Amendments

The following table sets out opportunities to enhance the draft Hills Subzone. The recommended changes seek to provide greater confidence around the public realm outcomes for the Affected Ara.

Desired Outcome for the Subzone		
DO1	Current Policy	Proposed Amendments
	Coordinated development pattern that limits disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining walls.	*Comment: The focus of this subzone should be about creating a development where the slope is integrated into the overall design. The 'coordinated development pattern' is addressed through the desired outcomes of the Zone.* "**DO1** A high-quality public realm and living environment that responds to the site's natural features and slope of the land" *Comment: An addition DO is recommended that is drawn from PO 3.1, which is proposed to be deleted as it is now addressed through other provisions relating to public realm and landscaping.* **"DO2** Development that is visually prominent complements the topography of the land when viewed outside of the development area."

Performance Outcomes (PO) and Deemed-to-satisfy Criteria (DTS) *Comment: in terms of these provisions, we recommend that land division be considered at the macro level in terms of the overall design approach (including road layout) and then we move to site layout and building designs.*		
	Land Division	
PO 1.1	A land division pattern designed to sensitively integrate existing site features including undulating topography, watercourses, vegetation and attractive vistas	*Comment: Recommend the language be simplified here:* "A land division pattern that sensitively integrates existing site features including undulating topography, watercourses, vegetation and attractive vistas"
NEW		*Comment: Recommend an additional policy to address street layouts and road design.* **"PO 1.2** Street layouts to complement natural features such as ridgelines, hilltops, waterways and valleys through design responses such as: (a) street layouts that run parallel or perpendicular to the contours of the land (b) split-level carriageways to reduce slope within individual allotments where the cross-fall is significant.
PO 1.2	Allotments/sites created for residential purposes are of suitable size and dimension to accommodate residential development that is sensitive to the natural topography, with low or very low density development on sloping land.	*Comment: Replace PO 1.2 to provide clarity around what is 'sloping land'. As drafted almost the whole site could be considered 'sloping' unless defined in the Code.* **POX.X** An allotment pattern that responds to the slope of the land and: (a) supports high level amenity outcomes for dwellings

SHAPING GREAT COMMUNITIES

		including sunlight access, landscaping and useable private open space (b) minimises the need for earthworks and substantial retaining walls at the individual site level.
NEW		*Comment: suggest that rather than push for low and very low density through the whole of the site, it may be preferable to identify where medium density should go.* **PO X.X** Medium density allotments primarily located on land of low slope (less than 8 percent grade) unless it can be demonstrated that impacts on neighboring land can be effectively managed.
PO2.1 **(Site Coverage)**	On sloping land space is provided around buildings to accommodate site works and retaining walls in a manner that limits visual impact on adjoining properties, provides an attractive outlook and access to light and ventilation.	
	DTS/DPF 2.1 Site coverage consistent with a building envelope plan, or does not result in site coverage exceeding: a) on sites with a gradient more than 1-in- 8, 40% or b) on sites with a gradient of less than 1-in-8, DTS/DPF 3.1 is met.	*Comment: A site coverage of 40% is extremely low and reduces the density of development by around 25%. A large allotment that is benched across the site with low site coverage can have greater impacts than smaller allotments with a higher site coverage.* *Part (b) is cross-referencing the wrong part, as it is not reading correctly.*
PO 3.2	Development provides a complementary transition to	*Comment: It is likely that this will be considered at land division stage, as*

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	any adjacent natural and rural landscapes by providing low density housing incorporating existing vegetation wherever possible to mitigate the visible extent of buildings, earthworks and retaining walls.	*such we recommend this be part of the land division requirements as follows:* **PO X.X** Land division design that provides a complementary transition to adjacent natural and rural landscapes through design approaches that soften the urban edge (e.g. larger allotments and/ or landscaped setbacks to dwellings at the interface, retention of existing vegetation or other design approaches).
Built Form and Character		
PO 5.1	Buildings sited and designed to integrate with the natural topography of the land using measures such as split level building construction and other approaches that minimise the extent of cut and fill.	*Comment: Suggest minor rewording:* **PO XX** Buildings designed and sited to complement the slope of the land and minimise the need for cut and fill and substantial retaining walls through design measures such as building siting, split-level designs and other measures taking into account the desire for affordable housing product.
		PO X.X Driveways located on the low side of the lot and/ or in a location where it can be constructed with minimal grade/ impact to landform.
PO 3.1	Development that is prominently visible from the Adelaide plains or urban areas: a) achieves a profile that blends with the topography of the land b) incorporates existing vegetation wherever possible and additional landscaping to assist in screening retaining walls, excavated or filled	*Comment: We recommend that this be deleted as we propose it be addressed through a new Desired Outcome and through the landscaping and public realm provisions below. It is also locationally specific and may not apply to other geographic areas.*

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	batter slopes and the apparent bulk and scale of buildings.	
	Buildings are set back from side boundaries to: a) provide separation between dwellings in a way that complements the emerging character of the locality b) provide access to natural light and ventilation for neighbours c) minimise height and bulk relative to adjoining dwellings by setting back the upper level a greater distance from side boundaries than the lower level d) provide greater separation from side boundaries on steeper sites to reduce the extent of retaining and earthworks on boundaries.	*Comment: Many of these requirements are contained in the Zone and General Provisions. This provision could be simplified as set out below:* "Buildings set back from side boundaries to respond to site level differences and to address overshadowing, overlooking and bulk and scale relative to buildings on adjoining land."
	DTS/DPF 4.1 Building walls not sited on side boundaries set back from the side boundary consistent with a building envelope plan, or at least: a) on sites with a site gradient greater than 1-in-8:	*Comment: The purpose of this setback provision is unclear. If the purpose is to address overlooking and overshadowing, the general provisions already have requirements to address these issues that may not require such extensive setbacks to achieve. This provision takes a prescriptive approach that is unlikely to achieve the desired outcome in all circumstances. In some respects this provision is a general character issue that is most suitable for*

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	i. other than a wall facing a southern boundary, 1900mm ii. for walls facing a southern boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings b) on sites with a site gradient less than 1- in-8, and other than walls located on a side boundary: i. at least 900mm where the wall is up to 3m measured from the top of the footings ii. other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m measured from the top of the footings iii. for walls facing a southern side boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings.	*existing low-density suburbs and is less applicable here where a new character will be established for the neighbourhood. This is likely to be reinforce through standard encumbrances on the title.* *If the policy is seeking to address retaining walls, this can be addressed separately (see below).* ***PO X.X*** *Fencing designed to manage potential visual dominance and overshadowing.* ***DTS / DPF*** *Where boundary fencing (rear or side of lot) is provided directly above or within retaining walls, fence heights should be limited to 1.8 metres to reduce potential visual impact and/ or overshadowing.*
Landscaping and Earthworks		
	NEW	**PO X.X** Earthworks planned across the entire street block/ development stage to ensure a coordinated response, integrating public realm/ street design and interface as well as lot design.

SHAPING GREAT COMMUNITIES

	NEW	**PO X.X** Earthworks designed to ensure dwellings are not excessively sunken and/ or prominent above street level.
	NEW	**PO X.X** Retaining walls to the street or public open space that complement the streetscape through design approaches such as: (a) limiting retaining wall heights (b) including high quality materials, landscape screening (c) staggering retaining walls to reduce the height of individual walls and to allow for landscaping.
	PO5.2 Vegetation is used to screen buildings and excavation or filling from view.	**PO X.X** Where possible incorporate existing vegetation and additional landscaping to soften the appearance of retaining walls, excavated or filled batter slopes and the bulk and scale of buildings.

SHAPING GREAT COMMUNITIES

Planning Institute of Australia (PIA)

Dear Sir/Madam,

Please find attached the Planning Institute of Australia (SA Division)'s submission on the Hackham Code Amendment.

Yours faithfully,

Jane Strange RPIA
State Manager SA

Tel: [redacted] | **Email:** [redacted]

www.planning.org.au



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Planning Institute Australia

26 July 2022

Code Amendment Team
State Planning Commission
GPO Box 1815
ADELAIDE SA 5001

Via email: plansasubmissions@sa.gov.au

Dear Sir/Madam,

Submission - Hackham Code Amendment

Thank you for the opportunity to provide comment on the Hackham Code Amendment (CA), which proposes to rezone a significant portion of land for future residential and commercial development.

The Policy Sub-Committee of the SA PIA Division Committee has reviewed the CA and would like to provide the following comments.

- The proposed application of the Master Planned Neighbourhood Zone is supported as this provides for a diverse range of housing types that can accommodate both affordable housing and changing household types and demographics.

- PIA SA's Climate Change Asks (the Asks) is a recent piece of work that has been informally presented to the State Planning Commission for consideration in shaping the SA Planning System into the future. The Asks are attached for your information.

- It is with this focus that concern is raised with respect to how this significant rezoning will address the provision of energy efficient housing, good allotment orientation and sustainable infrastructure practices, as envisaged in the State Planning Policies.

- In the first instance, when addressing State Planning Policy 5: Climate Change, reference is made to addressing bushfires and flooding however, these are identified hazards that are covered by relevant overlays and, although climate related they do not prepare a community to manage other climate change matters such as extreme heat and cold events and progressively transitioning to low carbon communities.

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Phone: 08 8337 8816 | Email: sa@planning.org.au | @pia_planning Planning Institute of Australia planning.org.au/sa

- State Planning Policy 5 specifically says to: "**Provide for development that is climate ready so that our economy, communities and environment will be resilient to climate change impacts.**" The policy in this CA therefore needs to ensure that there are mechanisms to provide housing that is more energy efficient through allotment orientation and design, and that infrastructure provision is sustainable moving into the future. Infrastructure provision should in particular investigate:

    - the opportunity for local precinct scale renewable energy infrastructure schemes. If investigations are yet to engage with energy providers, that should be undertaken around this particular opportunity as part of progressing the CA and prior to formal approval; and

    - the opportunity for active travel within local neighbourhoods that are mixed use in nature. This entails intentionally planning for a mix of uses and local centres, supported by well designed, medium density housing, and a strategic approach to recreation and sport, where the opportunity to live locally is enabled by walking and cycling infrastructure, and integration with public transport networks. Detailed analysis on how the master planned community delivers the 30 Year Plan active travel targets – amongst all its targets – should be undertaken.

- Reviewing the policy within the Master Planned Neighbourhood Zone it is noted that there is no requirement to ensure that street patterns are aligned to maximise the number of allotments that provide appropriate dwelling orientation. PO 12.1 is the only policy relating to land division pattern, with the focus being on connectivity to reduce travel distances and create low speed environments.

- In PIA SA's opinion, it is essential that the Design in Urban Areas environmental performance Code provisions can and will be accessible through the assessment processes for the rezoned area. These provisions go a long way towards achieving energy efficient dwelling and building design and sustainable development.

- Code land division policies about greening of public roads and spaces apply, as will soft landscaping and urban tree canopy policy for development sites.

- With the development of this area having a State Government lead, there is a great opportunity to showcase this new growth area as an exemplar for delivering a climate ready community through good land division design, re-vegetation, energy efficient housing, walkability, transport connectivity and sustainable infrastructure provision.

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We would be happy to discuss this submission further if required.

Yours sincerely,





Jane Strange RPIA
State Manager PIA SA

Cate Hart RPIA (Fellow)
President PIA SA

Attachment A – PIA SA Climate Change Asks Summary

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Attachment A

PIA SA Climate Change Asks Summary Table		
Paper	**Asks**	**Rationale**
1 Multi-Disciplinary Forum	PIA work with State Planning Commission (SPC) & Premiers Climate Change Council on a forum with economic, social & environmental stakeholders **to understand what different sectors are doing, opportunities for collaboration, and what role they see the planning**	Collaboration at peak level
2 Audit Planning and Design Code	**Review Code policies and practice against the State Planning Policies (SPPs).** **Review SPP's regarding Climate Change Action Plan.** Establish climate change **reporting and targets.**	High level audit of SPP's against the Climate Change Action Plan and then the Code itself
3 Leading Edge Code Policies	**Prepare a Practice Guide about what the Planning and Design Code (Code) does for carbon mitigation and adaptation** and the benefits for proponents of development. Use the Practice Guide to **train planners**. Intent is a significant awareness raising about how the Code mitigates and adapts it. **Investigate targeted and leading-edge Code policies** to mitigate carbon and to adapt.	Sector change to operationalise intent of what is in the Code. Identify
3 Minimum Building Standards	Apply Code '**Environmental Performance' policies to ALL 'performance assessed'** development types. Greater **awareness be fostered** of the **Code's energy efficiency policies in land division and building environmental performance.** Prepare a Practice Guide about allotment layout and building siting and design best practice to foster energy efficiency.	Gaps in practice, including identified by Resilient East, and in observations at Holdfast CAP. More information and training about passive design for planners.
4 Contemporary Hazard Planning	Road test proposed flood & fire policy in current PLUS projects. **Identify needed State-wide contemporary Code policy on all hazards.** **Elevate awareness of hazard planning** for planners.	Workable flood and fire policy Work needed on other hazard policy identified
5 Resilience Strategies in Regional Plans	Update **country Regional Plans as the priority, with a minor 30 Year Plan refresh.** SPC **work collaboratively** with stakeholders on the update. The **URPS 2021 work (as yet unseen) 'should' be a valuable input**, to leveraging economic & social outcomes and for better hazard planning.	Focus on priorities and multiple benefits.

6	Carbon Mitigation & Adaptation Training	Create a Practice Guide and implement training courses for planners to understand how the Code facilitates carbon mitigation and adaptation through renewables.	Awareness raising on updated policies, and more effective practice
7	Precinct Carbon	**Prepare a whole of government approach – including the planning system - to carbon at the precinct level** recognizing the benefits of precinct energy & carbon planning. Undertake pilots. Undertake in partnership with development sector, infrastructure providers & councils.	Foster investment certainty Guide master planning informing Code Amendments Build sector competence and capacity in SA
8	Trees Native Veg	**Undertake comprehensive reviews involving data analysis and collaboration with stakeholders** regarding the: a. Tree Offset Scheme and onsite tree Code policies. b. Regulated and significant tree provisions in the PDI Act, Regulations and Planning and Design Code c. The Native Vegetation Act 1991 in order to ensure the intent of the statutory and policy arrangements are being achieved in practice. The review involve collaboration with stakeholders. The output is reports identifying recommended reforms, be they statutory, policy or operational.	A lot of work done and new Policy in place. Regulated/Native Veg legislation appears challenging and in need of a review.
9	Walking Strategy & Active Transport	**Ensure the State Planning Policies (SPPs), Regional Plans and Code policies prioritize active transport outcomes** rather than see them as 'part' of the transport mix. The output is amendments to these instruments. Implementation of the Walking Action Plan asks by AGD PLUS. The output is the asks delivered and reported on as part of Wellbeing SA reporting. To support the State Government and roll out Electric Vehicle charging stations, the SPP and Code should be amended to ensure currency.	Foster awareness in the planning profession and system about transport demand management and the role of planning in supporting this. The output is a Discussion Paper and training.

Copy of INFRASTRUCTURE PROVIDER Submissions Received

Our Ref: REB Hackham

26 July 2022

Submitted Online via Plan SA Website

Dear Sir/Madam

Hackham Code Amendment

Thank you for providing the opportunity to SA Power Networks to comment on the above Code Amendment.

SA Power Networks may be impacted by proposed zoning changes in its capacity of operator of the State's electricity distribution network or, alternatively, as a landowner/occupier. Irrespective of the tenure arrangement, all of SA Power Networks' land interests will be directly related to the operation of the electricity distribution network.

It is not practical for SA Power Networks to review every Code Amendment to the extent necessary to comment on its individual property ownerships/occupations or infrastructure impacts. Accordingly, this response has been prepared for the most part to draw attention in a general way to the matters which SA Power Networks believes should be taken into consideration in progressing the proposal.

SA Power Networks takes its obligations to meet future electricity demand very seriously. You will appreciate that *any* infill or green field development will necessarily require a corresponding upgrade of the electricity distribution network (which may involve the setting aside of land for a new substation).

Prospective developers and those approving any development should give consideration to the current network capacity - as noted in the subject Code Amendment document, there is minimal spare capacity to the rezoned area. An additional 2,000 houses in the area will require a major upgrade to the Hackham Substation, including at least two new 11kV feeders to the rezoned area. Consideration should also be given to 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. Developers should contact SA Power Networks' Builders and Contractors line directly in this regard on phone number: 1300 650 014.

It is preferred that developers refer to the SA Power Networks Distribution Annual Planning Report for up to date augmentation information. This is a public report available at the following link,
http://www.sapowernetworks.com.au/centric/industry/our_network/annual_network_plans/distribution_annual_planning_report.jsp

If requiring further clarification or information, please do not hesitate to contact me further.

Yours sincerely,

Mandie Busby
Real Estate Advisor

02 August 2022

Code Amendment Team
Planning and Land Use Services Division
Attorney-General Department
GPO Box 1815
ADELAIDE SA 5000

Dear Sir/Madam,

Re: Hackham Code Amendment

I refer to the letter dated 25 May 2022 seeking our comments on the above Code Amendment and wish to advise the following:

SA Water currently provides water and sewerage services to the area subject the above Code Amendment. We note the comments made under the Section 4.1 "Investigations Already Undertaken" in respect to the available water and sewer networks to service the site proposed for rezoning, however, please note that water and sewer networks augmentation will likely be required should the proposed rezoning generate an increase in existing demands. Future proposed works may differ from that already discussed.

The extent and nature of the augmentation works (if required) will be dependent on the final scope and layout of the future developments and will be required to comply with the SA Water Technical Standards including those for the minimum pipe sizing (refer to 2nd paragraph of the "Provision of Infrastructure" section on page 2). This advice should be provided to prospective developers.

Our general comments in respect to new developments or redevelopments are provided below.

SA Water Planning

- SA Water undertakes water security and infrastructure planning that considers the longer term strategic direction for a system. That planning seeks to develop a framework that ensures resources and infrastructure are managed efficiently and have the capacity to meet customer requirements into the future. The information contained in the Code Amendment document regarding future re-zoning and land development will be incorporated in SA Water's planning process.

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. In particular, the following conditions shall apply:
  - Landfill shall be outside of Water Protection Zones;
  - Landfill area to include leachate collection facilities;
  - Effluent disposal systems (including leach drains) to be designed and located to prevent contamination of groundwater; and
  - Industry must be located in appropriate areas, with safeguards to ensure wastewater can be satisfactorily treated or removed from the site
- Development shall avoid or minimise erosion.

- Development shall not dam, interfere, or obstruct a watercourse
- The Natural Resources Management Act 2004 includes wide ranging powers over source water quantity issues. The Department for Environment and Water should be consulted, if in doubt, over compliance with this Act. Source water quality issues are addressed by the Environment Protection Authority through the Environment Protection Act 1993.

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
- SA Water has requirements associated with commercial and multi-storey developments as outlined below:
  - Multi-storey developments: For buildings with 5 stories and above, a minimum of DN150 water main size is required. For buildings with 8 stories and above, a minimum of DN 200 water main size is required.
  - Commercial/Industrial developments: A minimum of DN 225 receiving main size is required for sewer and a minimum DN 150 main size for water.

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. Industrial and large dischargers may be liable for quality and quantity loading charges. The link to SA Water's Trade Waste website page is attached for your information: Trade Waste Guidelines and Fact Sheets

Thank you for the opportunity to comment on the Hackham Code Amendment. Please contact Peter Iliescu, Engineer, Systems Planning Wastewater on telephone [redacted] or email [redacted] in the first instance should you have further queries regarding the above matter.

Yours sincerely

per Matt Minagall
Senior Manager, Customer Growth

Phone: [redacted]
Email: [redacted]