DRAFT FOR CONSULTATION

Inner West Code Amendment

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



plan.sa.gov.au

Government of South Australia
Department for Housing and Urban Development

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Have Your Say

This Code Amendment is on consultation from **Sunday 1 November 2026 to Monday 1 February 2027**.

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

Submissions can be made:

- online at yoursay.sa.gov.au/inner-west
- by email to plansasubmissions@sa.gov.au
  with subject “Submission – Inner West Code Amendment”
- by post mailed to:
  Code Amendment Team
  Department for Housing and Urban Development
  GPO Box 1815
  Adelaide SA 5001

There are public information sessions planned during the consultation period. For further details about the sessions, visit the YourSAy website at: yoursay.sa.gov.au/inner-west.

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

1. Introduction

The Chief Executive of the Department for Housing and Urban Development (the Chief Executive) is proposing to undertake an amendment to the Planning and Design Code (the Code) under section 73 of the *Planning, Development and Infrastructure Act* (the Act).

The Inner West Code Amendment (the Code Amendment) was initiated by the Minister for Planning (the Minister) on 16 March 2025 under section 73(2)(b) of the Act.

The proposal relates to land located in Thebarton, Hindmarsh, Mile End and Southwark, as well as select land parcels in North Plympton, Marleston, Underdale and Richmond, all located on Kaurna Country (the Affected Area).

The Chief Executive is the 'designated entity' responsible for conducting this Code Amendment process and is required to undertake consultation in accordance with the Community Engagement Charter and make final recommendations to the Minister prior to consideration whether to adopt, alter or refuse the Code Amendment.

2. What is the Planning and Design Code?

The Code sets out the rules that determine what landowners can do on their land.

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

2.1 Planning and Design Code Framework

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

2.2 Overlays

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

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

2.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main spatial building blocks of the Code and apply to all areas of the state.

The same zone should apply to similar areas. For example, an Urban Activity Centre Zone applying to Marion Shopping Centre also applies to similar centres like Tea Tree Plaza Shopping Centre.

Each zone includes policies which describe the types of development that are envisaged in that zone. Classification tables within the zone assign how particular types of developments are assessed against policies in the Code (calling up policies from overlays, zones, subzones or general development policies) and which assessment pathway they will follow. Procedural matters tables also set out which types of developments need to be publicly notified.

2.4 Subzones

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

2.5 General Development Policies

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

Unlike overlays, zones and subzones, general development policies are not applied based on the location of a proposed development, but rather the type or class of development proposed.

2.6 Amending the Planning and Design Code

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

The Inner West Code Amendment was initiated by the Minister on 16 March 2025.

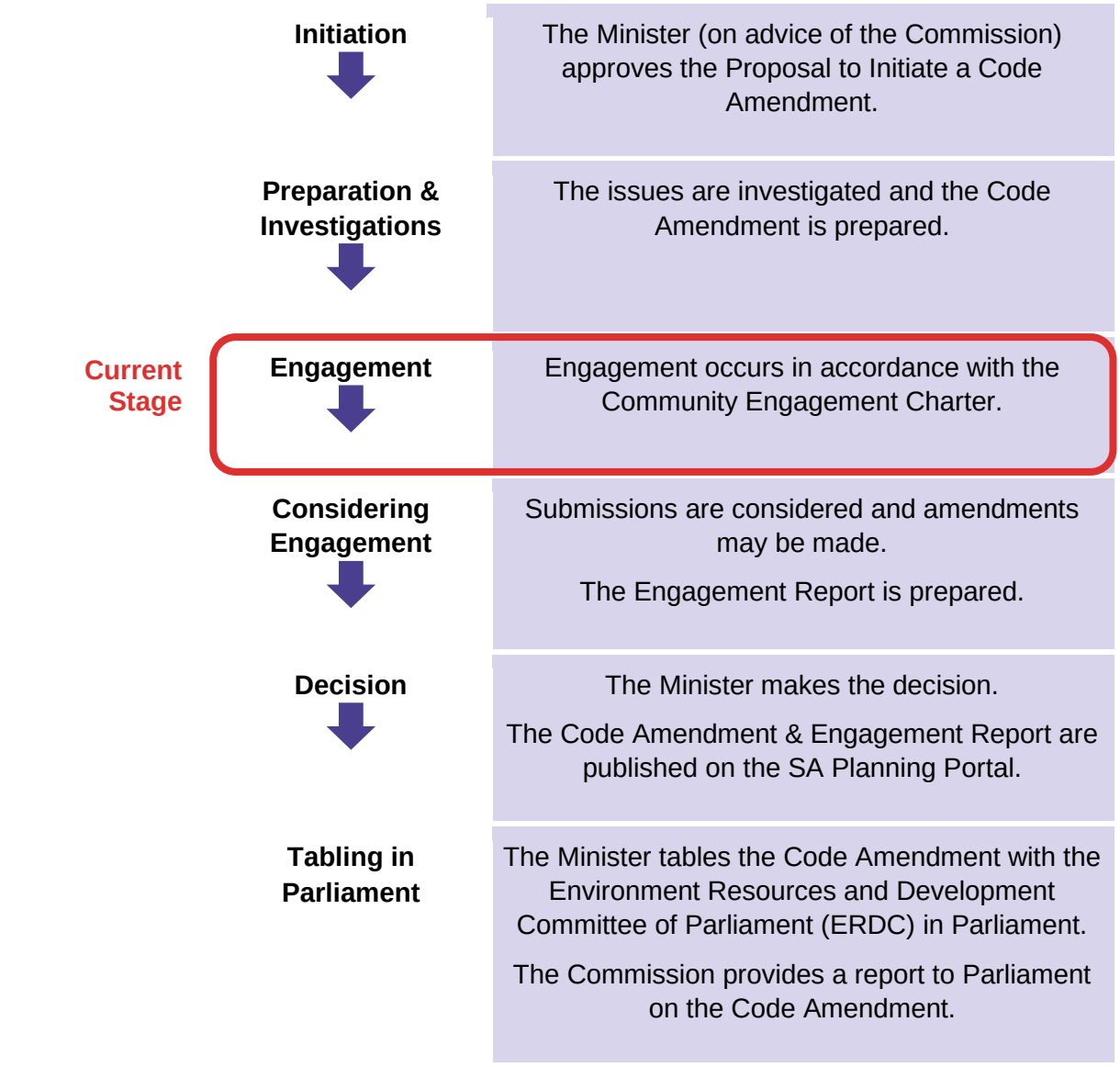
An approved Proposal to Initiate defined the scope of the Code Amendment and prescribed the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form. A copy of the Proposal to Initiate for the Inner West Code Amendment can be downloaded from https://plan.sa.gov.au/have_your_say/code-amendments/view_consultation_item?catsid=10186

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

The Commission provided independent advice to the Minister on the Proposal to initiate this Code Amendment. The Commission may also provide a report on the Code Amendment at the final stage of the Code Amendment process, if requested by the Minister.

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

Figure 1. Summary of the Code Amendment process



3. What is proposed in this Code Amendment?

3.1 Need for the amendment

The Greater Adelaide Regional Plan (GARP) outlines a targeted approach for infill development, preferencing more strategic infill locations in favour of general infill development areas. Urban corridors and urban renewal areas are identified by the GARP as two categories of state significant infill areas.

The Hindmarsh triangle area is identified as urban renewal areas and therefore present an opportunity to consider suitable zoning and building height policies to allow for mixed-use infill and realise potential yield and proximity to existing infrastructure, services and the city centre. Other state significant infill areas in the inner west, such as adjacent to Port Road opposite the Adelaide Park Lands, and along Henley Beach Road, are already zoned Urban Corridor which allows for infill housing, while the area north of Port Road contains the Bowden precinct.

The former West End Brewery site (Southwark Grounds) was rezoned to the Urban Corridor (Boulevard) Zone through the Thebarton Brewery Precinct Code Amendment and approved for increased maximum building heights via the Southwark Grounds Code Amendment. It is therefore considered prudent to review associated car parking provisions to ensure these are fit for purpose, given the location's proximity to existing infrastructure, services and the city centre.

A review also presents an opportunity to consider applicable policy in any particularly sensitive interface locations, to ensure impacts on local streetscape character and interface issues can be suitably managed.

Three discrete areas in the Housing Diversity Neighbourhood Zone in the City of West Torrens are also proposed to be reviewed to correct a transitional error in maximum building height policy that was transitioned from the City of West Torrens Development Plan into the Planning and Design Code in 2021.

3.2 Affected Area

The areas affected by the proposed amendment are within the City of Charles Sturt and City of West Torrens as shown in the maps at **Attachment A**.

3.3 Summary of proposed policy changes

3.3.1 Current Code Policy

The Affected Area comprises a range of zones as shown in **Attachment B**:

- Urban Corridor (Boulevard) Zone
- Urban Corridor (Business) Zone
- Strategic Employment Zone
- Suburban Business Zone
- Suburban Activity Centre Zone
- Housing Diversity Neighbourhood Zone

Zone Outcomes

Zone	Desired Outcomes
Urban Corridor (Boulevard)	Supports a mix of medium and high-density urban development framing strategic main road corridors and areas of significant open space. The primary aim of the zone is to create a uniform streetscape edge to frame the corridor with tall, articulated building facades and highly activated frontages. A greater variety and mix of land uses is sought in this zone, in particular mixed-use buildings that contain offices, small-scale shops, and mixed-use business development at lower floors with dwellings above.
Urban Corridor (Business) Zone	Seeks medium rise mixed uses with a strong focus on employment, which accommodates a diverse range of commercial and light industrial land uses together with compatible medium density residential development oriented towards a primary road corridor. Residential development provides a pleasant amenity for residents without diminishing business opportunities on adjacent land.
Strategic Employment	Anticipates a comprehensive range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
Employment Zone	Seeks a diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
Suburban Business	A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.
Suburban Activity Centre	An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.

All of the zones in the affected area include policies to guide the physical form of development including maximum building heights along with building setbacks from front, side and rear boundaries, as follows:

Zone	Building Height Maximum	Primary Street Setback	Side Setback	Rear Setback
Urban Corridor (Boulevard)	12-14 levels (Southwark Grounds)	None specified for Southwark Grounds,	No minimum for lower levels / 2m for upper levels	3m / 5m where butting land in a different zone
Strategic Employment	None prescribed	Average of buildings on adjoining sites	At least 3m from one side boundary	None specified
Suburban Business	2 levels / 9 metres	Average of buildings on adjoining sites	At least 900mm	At least 3m
Suburban Activity Centre	3 levels / 12 metres	Average of buildings on adjoining sites	None specified	None specified

3.3.2 Proposed Code Policy

Key changes proposed by the Code Amendment include:

- rezoning parts of **Hindmarsh** to increase allowed building heights and support medium to high-density residential development while preserving local employment and business operations
- enabling off-street car parking requirements to be provided in a consolidated manner for the **Southwark Grounds** precinct rather than on a development-by-development basis
- correcting a previous zoning error along sections of **Henley Beach Road**, **Marion Road** and **Brooker Terrace** by reducing allowed building heights consistent with the former Development Plan

The key Code policy changes for each of these areas are outlined below:

1. Hindmarsh

Rezone:

- a section of land between South Road and Port Road from the **Strategic Employment** and **Suburban Business Zones** to the **Urban Corridor (Business) Zone**, with the **Urban Corridor Business Retail Subzone** over the area bound by South Road, Manton Street, Adam Street and Orsmond Street
- a section of land adjacent to Port Road between Park Terrace and South Road, from the **Suburban Activity Centre Zone**, to the **Urban Corridor (Main Street) Zone**.

Increase maximum building heights to **20 levels** over the affected area in Hindmarsh.

Apply a minimum building height of:

- **4 levels** in the proposed Urban Corridor (Main Street) Zone and Urban Corridor (Business) Zone areas (refer to the amendment instructions in **Attachment C** for detail).

In addition to these key areas of change, it is also proposed to:

- apply minimum primary street setbacks and interface height building envelopes throughout the area
- apply the Noise and Air Emissions Overlay, Design Overlay and Affordable Housing Overlay to the rezoned areas
- amend the Airport Building Heights (Regulated) Overlay over portions of the affected area to align with the current Adelaide Airport Obstacle Limitation Surface (OLS)

in accordance with the instructions in **Attachment C.**

2. **Southwark Grounds precinct**

   Enable a precinct approach to off-street car parking for dwellings on the Southwark Grounds, allowing car parking to be provided in a consolidated manner rather than on a development-by-development basis.

3. **Henley Beach Road, Marion Road and Brooker Terrace**

   Correct a previous zoning error along sections of Henley Beach Road, Marion Road and Brooker Terrace by reducing maximum building heights **from 4 to 3 levels**.

The draft amendment instructions, which explain the proposed changes to the Code in detail, are set out in **Attachment C**.

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

4.1 Engagement

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

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

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

Engagement for this Code Amendment is focused on providing information to all relevant stakeholders and ensuring they have an opportunity to provide feedback. A summary of the engagement that is occurring for this Amendment is as follows:

- Code Amendment Portal (via the PlanSA portal)
- YourSAy consultation website
- Letters to the councils affected by the Code Amendment
- Letters to industry stakeholders
- Letters to relevant government agencies
- Letters to owners an occupiers of land within, and adjacent to, the areas affected by the Code Amendment
- Social media campaign
- Newsletter articles.

Staff from the department and councils affected by the Code Amendment are available to discuss this Code Amendment and answer any questions.

4.2 How can I have my say on the Code Amendment?

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

Submissions can be made:

- online at yoursay.sa.gov.au/inner-west
- by email to plansasubmissions@sa.gov.au
  with subject “Submission – Inner West Code Amendment”
- by post mailed to:
  Code Amendment Team
  Planning and Land Use Services Division
  Department for Housing and Urban Development
  GPO Box 1815, Adelaide SA 5001

4.3 What changes to the Code Amendment can my feedback influence?

Stakeholders can influence the following:

- the zone and subzone selections for the affected area (noting there are standard rules to ensure consistency in the Code)
- Technical and Numeric Variations (TNVs) – which enable the zones to be tailored to shape site specific outcomes (in this instance, proposed changes to maximum building height, minimum building height, primary street setback and interface height TNVs)
- the overlays applied to the affected area (noting they have been selected based on Code drafting principles).

The following cannot be influenced:

- the geographical extent of the affected area that forms the basis of the Code Amendment
- general development policies in the Code (as these relate to state-wide policy)
- standard policies and wording contained in zones and overlays in the Code (as these relate to state-wide policy)
- instruments which are separate to the Code, such as the Act and its associated regulations.

4.4 What will happen with my feedback?

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

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

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

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

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

4.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister at the Minister's request, if the Code Amendment is considered significant.

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

If adopted, the Code Amendment will be referred to the ERDC for their review. The Commission will also provide the ERDC with a report on the Code Amendment.

5. Analysis

5.1 Strategic Planning Outcomes

5.1.1 Summary of Strategic Planning Outcomes

Land supply and demand

The latest population projections for South Australia indicate that the following demographic trends are likely to influence urban development in Adelaide and South Australia over the next 30 years:

- the number of people per household will continue to decline and lone person households are projected to show the greatest increase over the next 30 years
- detached dwellings are the predominant form of housing across Greater Adelaide, making up 64% of the total housing stock within inner Adelaide
- over 57% of households in South Australia currently have only one or two residents
- in contrast, only 21% of dwellings in South Australia have one or two bedrooms
- lone person households, single-parent and couple-without children families have all increased over the past two decades due to ageing, the increasing number of overseas students and changes to family composition.

Code Amendment Outcome

The Inner West Code Amendment seeks to provide additional housing supply in the inner west region to address demographic trends of smaller households by supporting the provision of additional medium to high density apartment-style housing.

5.1.2 Consistency with the State Planning Policies

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

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

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

5.1.3 Consistency with the Regional Plan

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

Where there is conflict between a regional plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the GARP as shown in **Attachment D**.

5.1.4 Consistency with other key strategic policy documents

The **City of Charles Sturt Employment Lands Strategy** (prepared prior to the release of the GARP) identifies Hindmarsh as a Prime Employment Precinct, with its proximity to urban renewal areas such as Bowden Village, Brompton Gasworks and Southwark Grounds, together with its proximity to the Adelaide CBD, providing a range of renewal opportunities.

The Employment Lands Strategy does not consider mixed use opportunities in Hindmarsh. However, the proposed zoning for the Hindmarsh area seeks to continue opportunities for commercial development through the application of the Urban Corridor (Business) Zone, as well as retaining existing Employment Zone areas in the precinct exclusively for commercial land use purposes.

5.2 Infrastructure planning

The Thebarton and Hindmarsh Precinct is identified as a state significant infill area by the GARP to accommodate residential infill. Investigations undertaken for the GARP estimated a maximum infill capacity of around 3330 dwellings in the Hindmarsh area.

These areas are mostly comprised of privately owned land, meaning it is difficult to forecast the extent or rate of development that might ensue from the Code Amendment. However, the extent and rate of development in other mixed use infill zones in the vicinity suggests take-up of new development opportunity will be gradual.

It is anticipated that infrastructure capacity will be considered on a proposed development case-by-case basis to assess what additional load a proposed development would place on infrastructure networks and whether networks have capacity to accommodate a proposed development.

The GARP makes a commitment to assisting infrastructure agencies and utility providers undertake capacity analysis and long-term infrastructure planning to align with its projections in parallel with and beyond this Code Amendment.

5.3 Investigations

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. In addition to this, the Commission has also specified the following investigations be undertaken to support the Code Amendment:

> *As part of investigations into potential zone/policy changes in Hindmarsh/Thebarton, investigate the economic impact of any potential rezoning to ensure opportunities for local population-serving employment land uses with affordable commercial rental pricing are preserved.*

The Code Amendment investigations apply to 4 different areas in the inner west, each with their own discrete investigations and outcomes (although in the case of 'Urban Corridor Zone – Residential Neighbourhood Interface' investigation, no policy changes are recommended). These are as follows:

1. **Hindmarsh Precinct**

   The Hindmarsh Precinct refers to the area comprising the suburb of Hindmarsh. This area is identified as a state significant infill area in the GARP and therefore presents an opportunity to consider whether parts are suited for mixed-use infill to leverage the potential for the development of the Southwark Grounds to act as a catalyst in the area.

   Investigations for this area have also considered whether parts should be retained for commercial / employment purposes, noting the above investigation specified by the Commission.

2. **Urban Corridor (Boulevard) Zone - Southwark Grounds**

   Review off-street car parking requirements for residential uses on the Southwark Grounds to ensure they are consistent with those required in comparable circumstances.

3. **Urban Corridor Zone – Residential Neighbourhood Interface**

   Review of policy in any locations that have an increased, and particularly sensitive, interface with adjacent residential areas than is typical, to ensure impacts on local streetscape character and interface issues can be suitably managed.

4. **Housing Diversity Zone Areas**

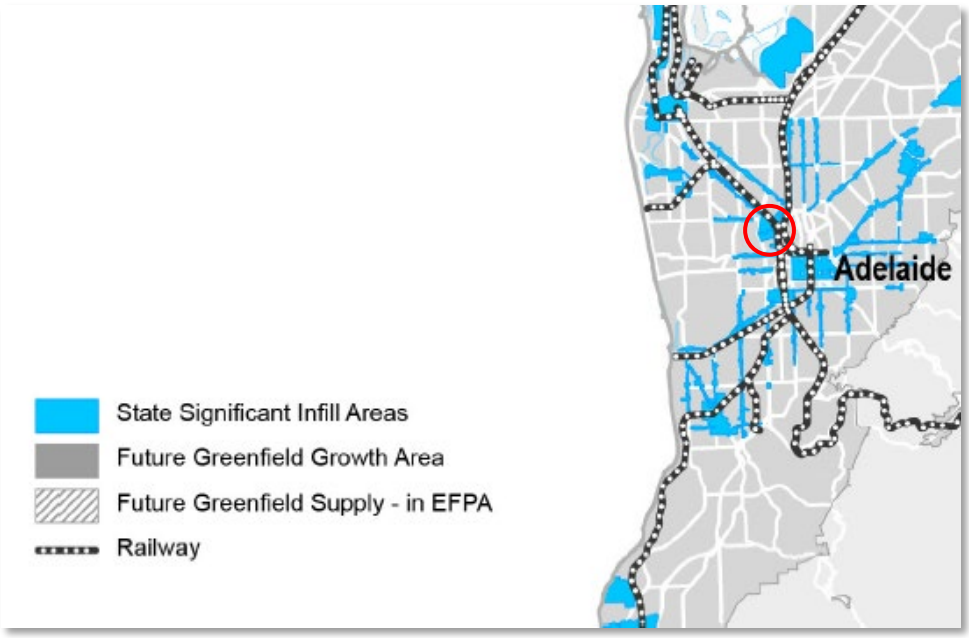
   Three discrete areas in the Housing Diversity Neighbourhood Zone are reviewed to correct an error in maximum building height policy that was transitioned from the City of West Torrens Development into the Code.

The investigations section is structured under each of these four areas.

5.3.1 Hindmarsh Precinct

The GARP identifies the Hindmarsh triangle as a state significant infill area (refer *Figure 2 – GARP State Significant Infill Areas*, area identified with red circle).

Figure 2 – Greater Adelaide Regional Plan State Significant Infill Areas



State significant infill areas are key areas targeted for infill development. They are areas of state interest due to their capacity to significantly contribute to delivery of more homes in the right places. These areas are typically close to high-frequency public transport managed by the state and provide opportunities for coordinated mixed-use or higher density housing outcomes. There are four 'types' of state significant infill areas identified in the GARP, as per the following excerpt:

Table 1 State significant infill and urban renewal types

Type	Examples
Urban renewal areas Where government intervention and planning will be necessary to facilitate significant infill precincts in collaboration with other stakeholders. These include areas where: • The state owns significant amounts of land • Significant infrastructure investment exists • A high-level of coordination is required.	• Thebarton precinct • Kent Town / Stepney precinct • Glenside precinct • Ashford / Goodwood precinct • Lefevre Peninsula • Seaton • Magill Campus • Paradise Interchange • Smithfield
Regional centres Key centres across metropolitan areas which are located on key public transport routes and significant employment and other services.	• Elizabeth Central • Port Adelaide Centre • Modbury Centre • Oaklands Park (Marion) • Noarlunga Centre
Urban corridors Identified arterial roads serviced by high frequency public transport and appropriate amenity. This builds on the 11 corridors rezoned in 2015, and the additional 12 corridors and sites with corridor zoning that have come online since 2015.	• The Parade • Unley Road towards Mitcham Centre • Torrens Road • Diagonal Road • Marion Road
Adelaide City Opportunities to provide significant infill in the form of mid to high rise apartments and mixed-use development, in collaboration with City of Adelaide.	• Adelaide CBD

In relation to urban renewal areas, the following is relevant to the Hindmarsh precinct (p.43 GARP):

"Land in government ownership can provide an opportunity to increase infill housing choice and supply in appropriate locations. Land surplus to government needs, as well as areas with high South Australian Housing Trust (SAHT) and Renewal SA ownership, can potentially serve as catalyst sites. Areas where significant infrastructure investment exists (particularly fixed-line mass transit) and a high-level of coordination is required, can also be of state interest.

As part of the state's vision for a smarter and cleaner economic future, growth in cleaner and quieter industries is expected to increase demand for inner suburban employment and a greater mix of housing will create new opportunities.

Urban renewal areas such as the Thebarton and Hindmarsh precinct, Kent Town, Stepney, Glenside and Keswick, are well connected and provide opportunities to create mixed-use precincts that are attractive places for people to live and work. These areas have the potential to support State Innovation Places, offering high-quality, inner metropolitan housing and opportunities to accommodate new jobs, reflecting their role and competitive advantages in new and growing economic sectors."

Future land use outcomes sought for the Hindmarsh precinct is in the form of mixed use.

Existing zone review

As can be seen in *Figure 3 –Hindmarsh Precinct - Current Zoning Map*, the investigation area contains a range of zones to facilitate commercial, mixed use and retail development. This includes the following zones:

E – Employment

SB – Suburban Business

SE – Strategic Employment

SAC – Suburban Activity Centre

UN – Urban Neighbourhood

UC(Bo) - Urban Corridor (Boulevard) Zone

Figure 3 – Thebarton and Hindmarsh Precinct - Current Zoning Map

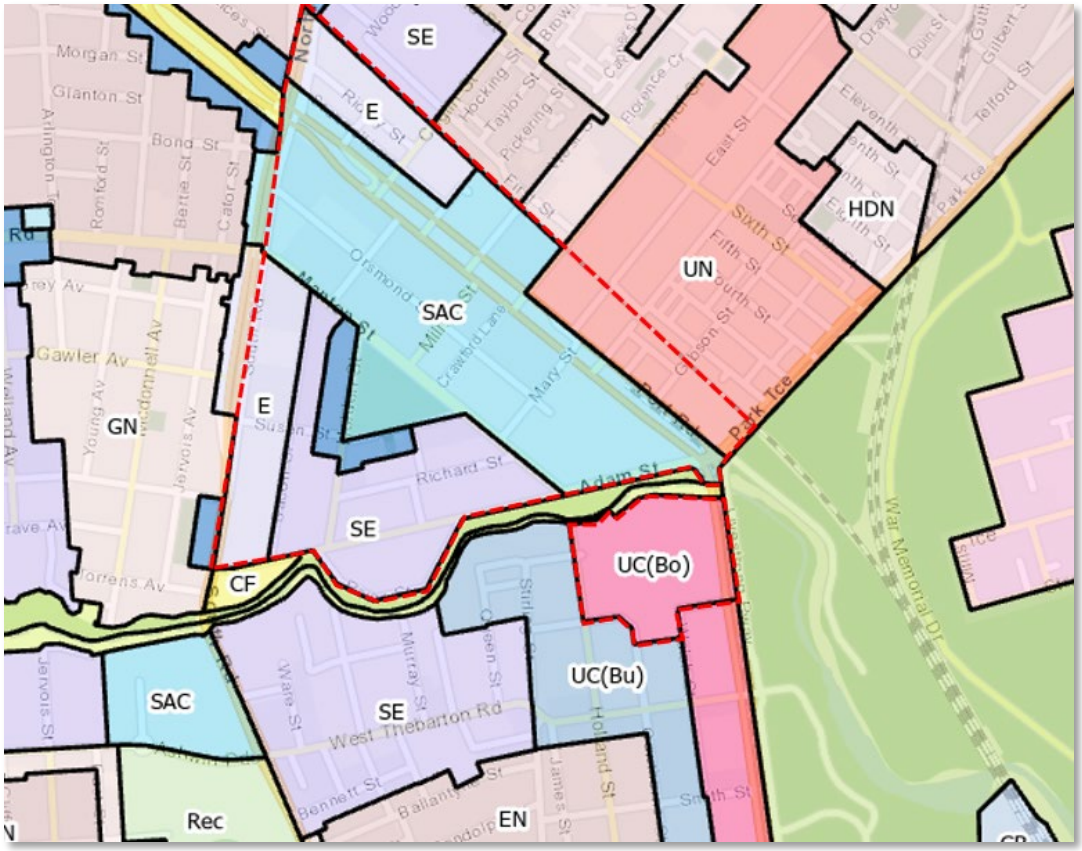


Table 1 – Land Use Outcomes by Zone provides details of envisaged land use outcomes of the zones in the Hindmarsh Precinct.

Table 1 – Land Use Outcomes by Zone

Zone	Desired Outcomes	Land Use and Intensity DTS/DPF 1.1
Strategic Employment	**DO 1** - A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state. **DO 2**- Employment-generating uses are arranged to: a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries c) create new and enhance existing business clusters	Development comprises one or more of the following: a) Advertisement b) Automotive collision repair c) Electricity substation d) Energy generation facility e) Energy storage facility f) Fuel depot g) General industry h) Intermodal facility i) Light Industry j) Motor repair station k) Public service depot l) Rail marshalling yard m) Renewable energy facility (other than a wind farm) n) Retail fuel outlet

	d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones. **DO 3** - A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.	o) Service trade premises p) Shop q) Store r) Telecommunications facility s) Training facility t) Warehouse
Employment Zone	**DO 1** - A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities. **DO 2** - Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	Development comprises one or more of the following: a) Advertisement b) Consulting room c) Indoor recreation facility d) Light industry e) Motor repair station f) Office g) Place of worship h) Research facility i) Retail fuel outlet j) Service trade premises k) Shop l) Store m) Telecommunications facility n) Training facility o) Warehouse.
Suburban Business	**DO 1** - A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses. **DO 2** - A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.	Development comprises one or more of the following: a) Consulting room b) Dwelling c) Institutional facility d) Light industry e) Motor repair station f) Office g) Residential flat building h) Retail fuel outlet i) Service trade premises j) Shop k) Store l) Warehouse
Suburban Activity Centre	**DO 1** - An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.	Development comprises one or more of the following: a) Advertisement b) Child care facility c) Cinema d) Community facility e) Consulting room f) Dwelling g) Educational facility h) Emergency services facility i) Hospital j) Hotel k) Indoor recreation facility l) Library

		m) Office n) Place of worship o) Recreation area p) Residential flat building q) Retail fuel outlet r) Retirement Facility s) Shop t) Supported Accommodation u) Tourist accommodation.
Urban Neighbour-hood	**DO 1** - A mixed use area that: a) provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators b) provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use c) provides a concentration of mixed-use activity close to community focal points, such as a high frequency fixed transit stop, activity centre or high quality open space d) provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology e) transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.	Development comprises one or more of the following: a) Advertisement b) Carport c) Child Care Facility d) Consulting Room e) Dwelling f) Educational Facility g) Hotel h) Licensed Premises i) Light Industry j) Office k) Outbuilding l) Residential Flat Building m) Retirement Facility n) Shop o) Student Accommodation p) Supported Accommodation q) Tourist Accommodation
Urban Corridor (Business)	**DO 1** - A medium rise mixed use zone with a strong focus on employment, which accommodates a diverse range of commercial and light industrial land uses together with compatible medium density residential development oriented towards a primary road corridor (e.g., a State maintained road or a road with similar attributes). **DO 2** - Residential development that provides a pleasant amenity for residents without diminishing business opportunities on adjacent land.	Development comprises one or more of the following: a) Advertisement b) Child care facility c) Co-living d) Consulting Room e) Dwelling f) Educational Facility g) Hotel h) Licensed Premises i) Light Industry j) Office k) Residential Flat Building l) Retail Fuel Outlet m) Retirement Facility n) Service Trade Premises o) Shop p) Store q) Student Accommodation r) Supported Accommodation s) Tourist Accommodation t) Warehouse

Urban Corridor (Boulevard)	**DO 1** - Buildings that achieve a consistent, tall, uniform facade to frame the primary road corridor (e.g., a State maintained road or a road with similar attributes) that are consistently well set back with areas of significant open space in front, other than in specified areas where a lesser or no setback is desired. Buildings accommodate a mix of compatible residential and non-residential uses including shops and other business activities at ground and lower floor levels with residential land uses above.	Development comprises one or more of the following: a) Advertisement b) Child care facility c) Co-living d) Consulting Room e) Dwelling f) Educational Facility g) Hotel h) Licensed Premises i) Office j) Residential Flat Building k) Retirement Facility l) Shop m) Supported Accommodation n) Student Accommodation o) Tourist Accommodation

As can be seen, “dwellings” are already an envisaged use in the Urban Neighbourhood Zone, Suburban Activity Centre Zone and Suburban Business Zone.

The Urban Corridor Zone areas in Thebarton and Southwark within the affected area are already suitably zoned to allow for residential / mixed use infill development. These areas do not require further consideration from a zoning perspective.

The Strategic Employment Zone and Employment Zone are not intended for residential purposes. Areas currently zoned this way would need to be changed to support the strategic outcomes sought by this Code Amendment.

The Suburban Activity Centre Zone provides allowances for residential development, however its primary focus is for shopping, business, entertainment and recreation activities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Zoning that proves greater allowances for mixed-use development should be explored.

The Suburban Business Zone allows for mixed use, however given its small spatial extent, it will be considered for rezoning to better support medium to high density mixed-use outcomes, and to avoid a fragmented policy framework.

Economic impacts

As part of investigations into potential zone/policy changes in the Hindmarsh and Thebarton precinct, the Commission specified that the Code Amendment investigate the economic impact of any potential rezoning to ensure opportunities for local population-serving employment land uses with affordable commercial rental pricing are preserved.

Consideration of potential new zones has sought to balance opportunities to maintain existing local commercial activities with opportunities for medium to high density residential / mixed use development, as well as the current retail function of the Suburban Activity Centre, but in a manner more suited to the strategic outcomes sought in the precinct.

The existing Employment Zone adjacent South Road and Port Road currently accommodates a range of light industrial and commercial land uses, comprised of the following:

- 53 allotments used for commercial purposes
- 12 allotments used for utility/industry
- 3 allotments used for food industry purposes
- 25 allotments used for retail commercial purposes
- 2 allotments used for education purposes

The area also contains 12 existing residential allotments and 3 vacant allotments. The total useable land area within the zones is approximately 10.7 hectares (i.e. the area comprising the combined area of the above allotments, and excluding roads and other public realm areas).

Vacancy rates are currently low demonstrating this zone facilitates the provision of important commercial and industrial business in the area that should be preserved.

The take up of residential activity in the area is anticipated to be gradual, as has been the case in the other already Urban Corridor zoned land in the inner west. Significant capacity is provided through the areas within the precinct that are proposed to be rezoned, so there is not considered to be an imperative to rezone the entire precinct at this point.

The Code Amendment proposes rezoning around 89 hectares of land to an Urban Corridor Zone and retain around 17 hectares as Employment Zone (all land within the current zone boundary). This is considered to provide suitable flexibility to balance strategic infill objectives and local employment opportunities, in light of only moderate anticipated take up of medium-high rise residential/mixed use developments. Longer term, the Employment Zone areas may be considered for rezoning to allow mixed use development, should the need arise. This outcome seeks to ensure opportunities for local population-serving employment land uses with affordable commercial rental pricing are preserved.

Code Amendment Outcome

Retain the current “Employment Zone” over land within the Hindmarsh precinct where it currently applies.

Land use analysis

Existing land use activity in the Hindmarsh precinct more broadly (refer to *Figure 4 – Hindmarsh Precinct – Land Use*) shows that the precinct has a broad mix of existing land use types as follows:

• Commercial – 295 lots (41.2%)	• Non-private residential – 12 lots (1.7%)
• Residential - 212 lots (29.9%)	• Food industry – 6 lots (0.8%)
• Retail commercial – 85 lots (12.0%)	• Education – 5 lots (0.7%)
• Utility/industry – 58 lots (8.2%)	• Other – 20 lots
• Public institution – 27 lots (3.8%)	

Included in the mix of existing land uses is nearly one third residential. In this context, the area is already mixed use in nature.

It is also noted there are a number of activities that are licensed under the *Environment Protection Act 1993* (refer to *Figure 5 –Hindmarsh Precinct – EPA Licensed Activities*) that operate in the vicinity of exiting residential uses. These existing licensed activities operate under specified license conditions where necessary to ensure any potential environmental impact is appropriately managed in light of land uses and conditions in the surrounding area.

Since the implementation of the Code in March 2021, more than 30 development proposals have been considered or are under active consideration that include changes of land use in the Thebarton and Hindmarsh precinct (refer to Attachment F for details). These provide some insight into current market land use preferences for the area. Eleven of these are located in the Strategic Employment Zone, consisting of proposals for commercial and light industry, along with two motor repair stations.

It is considered there are no significant land use impediments to facilitating mixed land use outcomes in the area, noting that almost one third of lots in the area are already for residential purposes. This is not to say some current commercial activities don't have any external impact, but that the level of impact does not fundamentally preclude residential uses. The Code Amendment does not intend to introduce allowances for residential activity to displace existing commercial development, but rather to reinforce an ongoing mixed-use outcome.

Figure 4 –Hindmarsh Precinct – Land Use

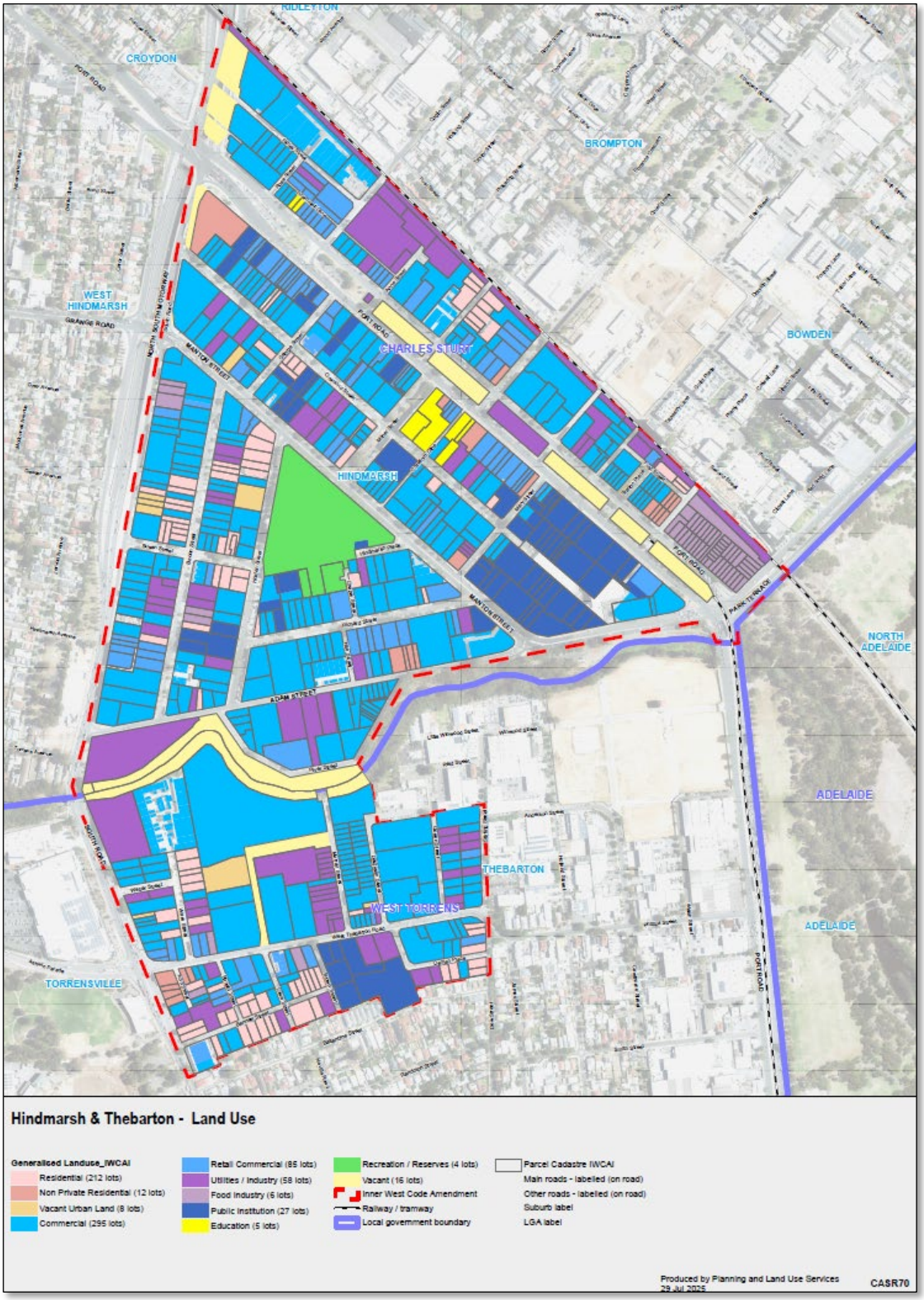
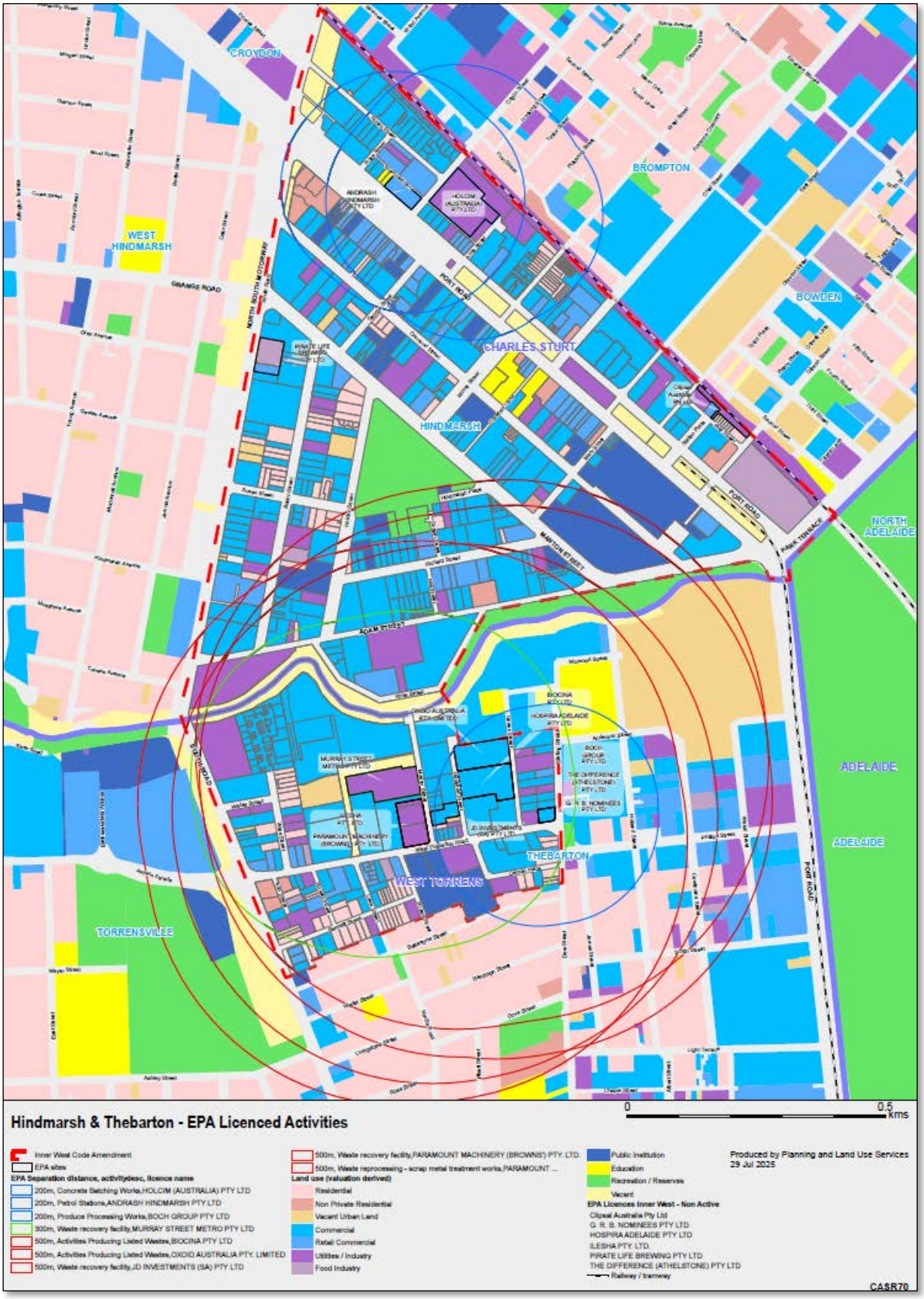


Figure 5 – Thebarton and Hindmarsh Precinct – EPA Licensed Activities



It is noted that overlays in the Code can provide additional guidance to protect sensitive receivers (i.e. dwellings) from potential impacts from noise and air emissions. This is discussed further in the following section of this report under the heading "Overlay selection". The Code's Interface Between Land Uses General Development Policies also provides guidance to manage the development of commercial uses or sensitive uses in proximity to each other (refer below in this section under the heading "Interface Management between Residential and Commercial Activities").

Code Amendment Outcome

Existing Strategic Employment Zone areas are already mixed use in nature and are therefore considered suitable to be rezoned to allow for enhanced residential/mixed use outcomes.

Zone selection

It is important that the area is not underdeveloped in terms of potential dwelling yield to ensure strategic outcomes are appropriately realised. Zones that have measures to assist in achieving minimum yield, such as minimum building height policy, are proposed to be utilised to ensure underdevelopment is avoided.

The Code Library contains a suite of mixed-use zones that have been considered to achieve the desired outcomes. Further guidance is provided in the Guide to the Planning and Design Code in relation to potentially suitable zones for "mixed-use" (see Figure 6 for excerpt below).

Figure 6 – Mixed Use Zones (Guide to the Planning and Design Code)

	Zone	Application	Zone	Application
	Business focus		**Residential focus**	
Medium/high scale	**Strategic Innovation**	Key mixed-use precincts envisaging innovative research and technologies	**Urban Neighbourhood**	Urban areas to support significant opportunities to increase the density around a major public transit node or place of interest
	Urban Corridor (Business), (Main Street)	Commercial and mixed use areas typically along main roads	**Urban Corridor (Boulevard), (Living)**	Adelaide's major road corridors where mixed use development is envisaged in a manner that frames the corridor
Low scale	**Suburban Business**	Areas with a mixture of light industrial land uses, interspersed with dwellings	**Business Neighbourhood**	Areas with a mixture of small-scale businesses, interspersed with dwellings
			Home Industry	Areas with home-based industries

Of these, the Urban Corridor (Business) Zone is considered to have the best alignment with the desired outcomes for most of the precinct – i.e. allowing a range of local population-serving employment activities while supporting medium to high density residential / mixed-use development. The primary aim of the zone is to provide

for a broad range of non-residential development typical of those found in existing mixed-use zones on main road corridors. Non-residential development will be located at ground level in mixed use or individual buildings and will be supported by a diverse range of dwellings at ground or upper floor levels (in either mixed use or stand-alone buildings).

This zone has been used in a number of areas in inner metropolitan Adelaide with similar characteristics such as Kent Town and in Thebarton immediately west of Southwark.

The range of existing land uses contemplated in the Strategic Employment Zone is mostly included in the list of anticipated land uses in the Urban Corridor (Business) Zone, as outlined in Urban Corridor (Business) Zone DTS/DPF 1.1 as follows:

Performance Outcome	***Deemed-to Satisfy Criteria / Designated Performance Feature***
PO 1.1 *A diverse range of employment land uses, educational and community facilities in conjunction with residential accommodation.*	*DTS/DPF 1.1* *Development comprises one or more of the following:* *a) Advertisement* *b) Child care facility* *c) Consulting Room* *d) Dwelling* *e) Educational Facility* *f) Hotel* *g) Licensed Premises* *h) Light Industry* *i) Office* *j) Residential Flat Building* *k) Retail Fuel Outlet* *l) Retirement Facility* *m) Service Trade Premises* *n) Shop* *o) Store* *p) Student Accommodation* *q) Supported Accommodation* *r) Tourist Accommodation* *s) Warehouse*

Activities not identified in DTS/DPF 1.1 are not precluded and may still be acceptable in the zone on a case-by-case basis depending on design and local circumstances, subject to consideration by the relevant planning authority. There are a small number of these sorts of activities within the affected area, such as a motor repair station. The range of existing uses found in the Strategic Employment Zone, along with recent development approvals, are broadly consistent with land uses sought by the Urban Corridor (Business) Zone. They are also consistent with the range of uses found in other similar commercial areas that have been rezoned to Urban Corridor (Business) Zone such as Kent Town. It should also be noted that all current businesses will continue to have existing land use rights and can continue to operate irrespective of any change in zoning.

Regarding the current Suburban Activity Centre Zone, zoning that better supports mixed use development is considered warranted to achieve the outcomes as a state significant infill area.

In a land use sense, the part of the zone south of Orsmond Street contains a range of commercial land uses, though very little retail (refer to Figure 4 above). The Urban Corridor (Business) Zone is considered suitable to acknowledge current land uses as well as strategic objectives for the area. However, to maintain the current opportunity for retail development, the Urban Corridor Business Retail Subzone is proposed to apply over this area, thereby keeping the change in zoning "neutral" in this regard.

The part of the Suburban Activity Centre Zone north of Orsmond Street contains a mix of activities, including a number of retail uses primarily along the Port Road frontage. The Urban Corridor (Main Street) Zone is considered most suitable to be applied to this area given:

- it retains an "activity centre" style zoning with opportunities for retail development, similar to the current Suburban Activity Centre Zone
- the current built form along Port Road is consistent with "main street" qualities (typified by active, fine-grain, narrow building frontages sited to front allotment boundaries, with frequent pedestrian entry points).

The Urban Corridor (Main Street) Zone Desired Outcomes are as follows:

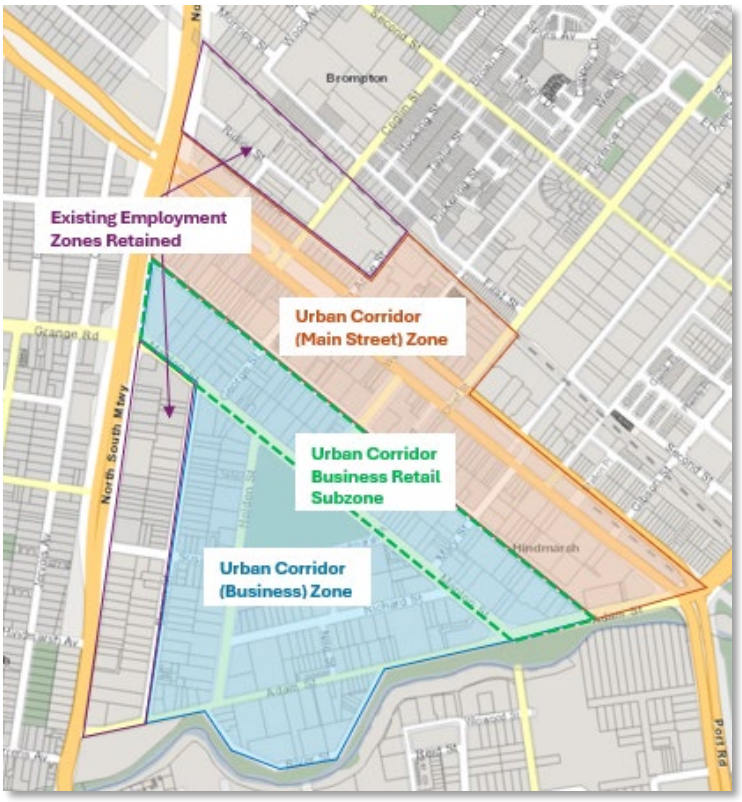
> ***DO 1 - A safe, walkable and vibrant shopping, entertainment and commercial main street precinct with an active day and evening economy supported by medium density residential development.***
>
> ***DO 2 - Built form positively contributing to:***
>
> ***a) a streetscape that is visually interesting at human-scale comprising articulated buildings with a high level of fenestration and balconies oriented towards the street***
>
> ***b) a fine-grain public realm comprising buildings with active frontages that are designed to reinforce the street rhythm, that consider the facades, articulation and massing of existing buildings and any spaces between them, and provide narrow tenancy footprints at ground level.***

Application of the Urban Corridor (Main Street) Zone in place of the Suburban Activity Centre Zone will also provide a greater level of cohesion across the precinct with the proposed Urban Corridor (Business) Zone given similarity between the two zones.

Utilisation of Urban Corridor Zones also allows the application of minimum height criteria, which is important in ensuring the precinct is not underutilised or underdeveloped.

Figure 7A & 7B –Hindmarsh Precinct – Proposed Zoning identifies the proposed spatial application of the Urban Corridor (Main Street) Zone and Urban Corridor (Business) Zone across the precinct. Areas outside of the highlighted parts are proposed to retain their current zoning.

Figure 7A –Hindmarsh Precinct – Proposed Zoning – Hindmarsh



Code Amendment Outcome

Rezone:

- the Strategic Employment Zone and the part of the Suburban Activity Centre Zone south of Osmond Street to the Urban Corridor (Business) Zone
- part of the Suburban Activity Centre Zone north of Osmond Street to the Urban Corridor (Main Street) Zone.

Apply the Urban Corridor Business Retail Subzone over the area bounded by Port Road, South Road, Manton Street and Adam Street.

Overlay selection

A number of the Code's Overlays are generally applied over certain infill type zones including the Urban Corridor (Business) Zone as follows:

The **Affordable Housing Overlay** – promotes affordable housing that is integrated with residential and mixed-use development, catering for a variety of household structures. The overlay seeks that 15% affordable housing be provided as a part of development proposing 20 or more dwellings or residential allotments and contains policies allowing dispensations for typical planning requirements such as minimum site areas, car parking or building heights where affordable housing is proposed.

The **Design Overlay** seeks to ensure development positively contributes to the liveability, durability and sustainability of the built environment through high-quality design. The Overlay contains a referral to the Government Architect for any development exceeding 4 building levels in height.

The **Noise and Emissions Overlay** seeks to protect community health and amenity from adverse impacts of noise and air emissions by designing development to development involving sensitive receivers (including residential uses) to mitigate impacts from high noise or air pollution sources. The Overlay also triggers application of Ministerial Building Standard 010 - Construction requirements for the control of external sound through the Building Rules.

These overlays are considered suitable to apply to the areas proposed to be rezoned to the Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone to facilitate affordable housing outcomes, apply additional design criteria and a state-assessed pathway for medium to high rise buildings, and to ensure suitable dwelling design to minimise noise and air emission impacts.

Code Amendment Outcome

Apply the following Overlays over the Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone:

- Affordable Housing Overlay
- Design Overlay
- Noise and Emissions Overlay.

Amend *Part 5 -Table 1 – Specified matters and areas identified under the Planning, Development and Infrastructure (General) Regulations 2017*, to include the City of Charles Sturt as an area where the Commission is the relevant authority for any development exceeding 4 building levels where the Design Overlay applies (consistent with other areas where the Urban Corridor Zone applies) for the purposes of clause 4(1) of Schedule 6 of the Regulations (noting that the City of West Torrens is already referred to in this part of the Code and therefore amendment is not required in relation to its area).

Interface management between residential and commercial activities

The Code Amendment seeks to allow medium to high density residential activity together with compatible commercial activities, to align with the GARP's identification of the affected area for state significant infill areas. Notwithstanding generally compatible existing land uses in the area, it is important that new sensitive uses are designed in a manner that accounts for established commercial uses in proximity to minimise the potential for creating land use conflict.

The Code contains general policy in Part 4 – General Development Policies - Interface Between Land Uses aimed at addressing interface issues between sensitive uses (including residential) and commercial uses. These policies (extract below) ensure development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. It seeks to reduce conflict and protect health by addressing interface issues such as land use separation, overshadowing, noise and vibration, and air quality.

PO 1.1

Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.

PO 1.2

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

The effect of performance outcome (PO) 1.1 is to require any new mixed use or residential development to be designed to take into account existing surrounding commercial activities that generate some degree of external impact, so that the occupants of a new residential development are shielded from emissions from an existing commercial activity. In this context, existing commercial land uses are recognised, and new residential development should be designed to accommodate the existing commercial activity.

In addition, the Noise and Air Emissions Overlay, proposed to be applied to both the Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone, provides additional policies to guide the design of sensitive receivers. This works in conjunction with *Ministerial Building Standard 010 - Construction requirements for the control of external sound*, which sets out construction standards for residential buildings in 'mixed land use areas' of this nature.

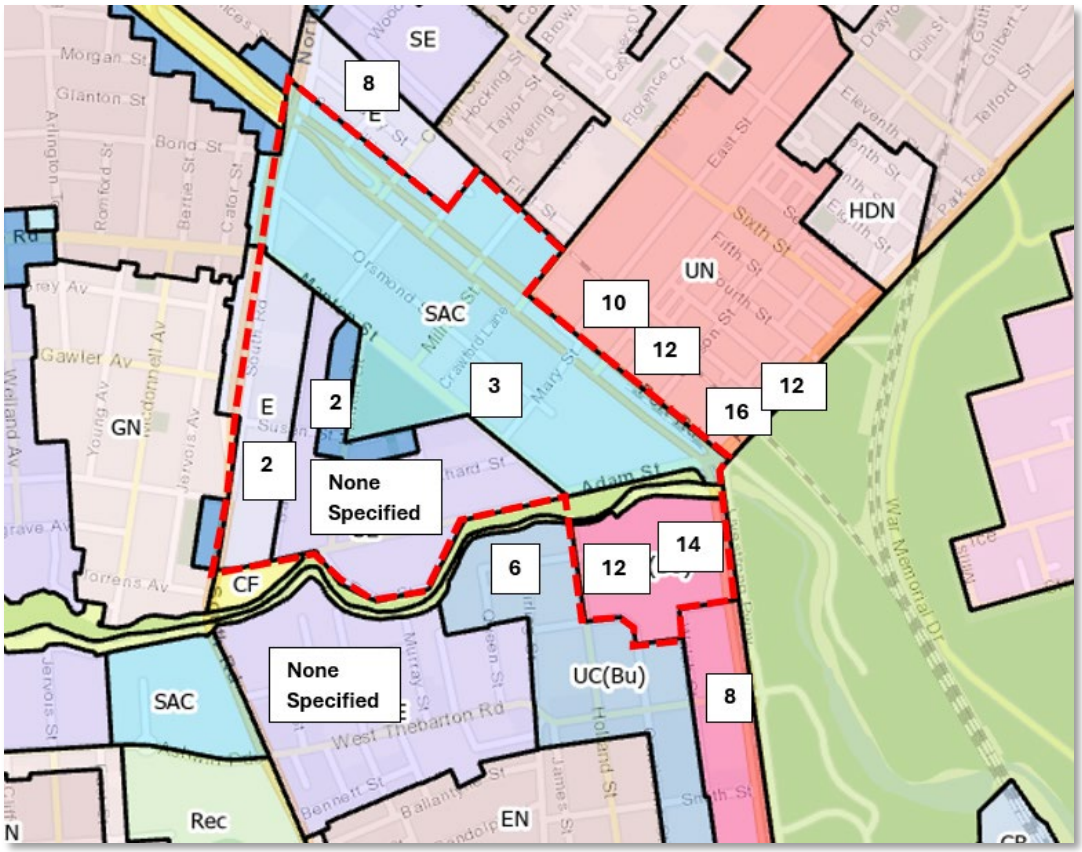
Accordingly, any proposal that includes residential development will need to demonstrate that it is designed to appropriately guard against the impact of existing commercial development in the vicinity.

Maximum building height

Current allowable maximum building heights in the precinct vary, but are generally medium to high-rise, as would be expected in light of the mix of higher intensity zones in the area (as identified in *Figure 8 – Current Maximum Building Heights – Hindmarsh & Thebarton Precinct*).

Maximum building heights around the Adelaide Park Lands frame, including the Urban Neighbourhood Zone and Urban Corridor Zoned areas, are in the range of 8-12 storeys fronting the Park Lands, plus a 16-storey area on the northern corner of Port Road and Park Terrace, and 10-12 storeys along the northern side of Port Road, and 12-14 storeys on the Southwark Grounds site. The Urban Corridor Zones and Urban Neighbourhood Zone were established through previous Development Plan Amendment processes (now called a Code Amendment), replacing former industrial/commercial zonings, to support medium-high density residential and mixed use, while the 12-14 level maximum building height on the Southwark Grounds was recently established through the Southwark Grounds Code Amendment

Figure 8 – Current Maximum Building Heights – Thebarton and Hindmarsh Precinct



The designation of the Hindmarsh Precinct as a state significant infill area in the GARP provides a clear signal that planning policy should support significant residential / mixed use infill opportunity. The proximity of the location to the Adelaide Park Lands and city centre, the provision of existing infrastructure, proximity to the River Torrens, and the precinct's lack of residential interface highlights the area's suitability as a medium-high density infill location. It is vital that prime infill locations like the Hindmarsh Precinct maximise development opportunity to capitalise on locational benefits and contribute to housing supply, diversity and affordability in light of the current housing crisis. It is also largely removed from any direct interface with existing suburban residential areas.

Building height allowances in the Hindmarsh Precinct are, however, are subjects to restrictions to ensure aviation safety in relation to Adelaide Airport.

International standards have been adopted which define two sets of invisible surfaces above the ground around an airport. The airspace above these surfaces forms the airport's protected airspace. These two surfaces are the:

- Obstacle Limitation Surface; and
- Primary Surface Layer (formerly the Procedures for Air Navigation Services – Aircraft Operations [PANS-OPS] surface)

Further to these, and embedded within the Code, building heights are controlled using localised planning rules called TNVs. These specify maximum building heights in both meters and building levels for individual parcels of land.

Obstacle Limitation Surfaces (OLS)

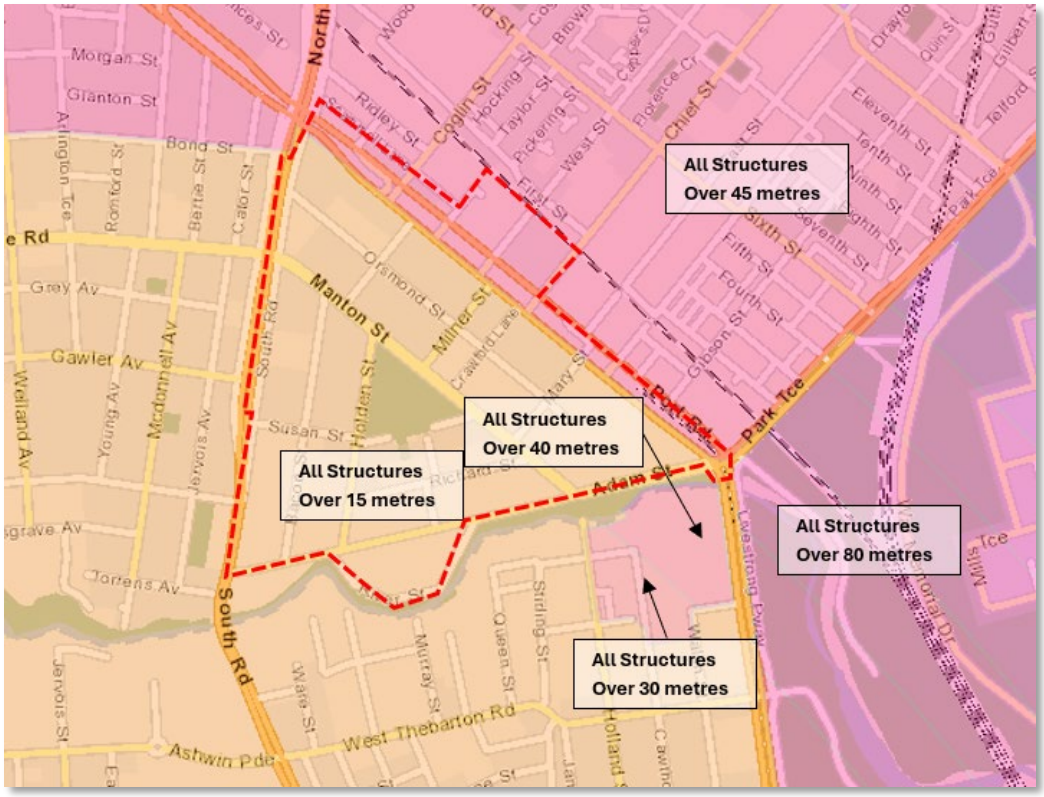
The OLS are a series of surfaces in the airspace surrounding an airport. The OLS defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or when manoeuvring in the vicinity of the airport.

The OLS is generally the lowest surface and is designed to provide protection to aircraft when a pilot is flying visually. New developments may penetrate the OLS but only in particular locations and if strict requirements are met.

Under the provisions of the Code, any development that proposed penetration of the OLS triggers a referral to the Adelaide Airport for its consideration. This is achieved through effect of the Code's Airport Building heights (Regulated) Overlay.

Figure 10 –Hindmarsh Precinct - Airport Building Heights (Regulated) Overlay immediately below, which is an excerpt from the Airport Building Heights (Regulated) Overlay in the Code, identifies the height above which development proposals require referral to Adelaide Airport Limited for its consideration and direction, to protect aeronautical airspace. Development above these height measures can only be undertaken with the approval of Adelaide Airport Limited.

Figure 10 – Thebarton and Hindmarsh Precinct – Airport Building Height (Regulated) Overlay



These Overlay heights are derived from the historic mapping contained in former Development Plans, however are significantly, and unnecessarily lower, compared to the current Adelaide Airport OLS (which can be viewed here). It is therefore proposed to amend the Airport Building Heights (Regulated) Overlay to align with the current OLS to avoid any unnecessary referrals to Adelaide Airport. Appendix E – Adelaide

Airport OLS Map shows the current OLS and natural ground level (noting that the OLS is measured from the Airport runway level).

Code Amendment Outcome

The Code Amendment proposes to amend the Airport Building Heights (Regulated) Overlay heights in the South Australian Property and Planning Atlas to better align with the current OLS in the Hindmarsh precinct.

Existing maximum building heights previously established in the adjacent Urban Corridor (Boulevard) Zone and Urban Neighbourhood Zone (as per Figure 8 above) have been used as cues for proposed building heights in the precinct, to capitalise on the area's designation as a state significant infill area.

It is also noted that higher scale building allowances have been established at Glenside, where a 20-level building height maximum has been included on a portion of the Glenside site adjacent to the Greenhill Road and Fullarton Road intersection. The Hindmarsh / Bowden area has similar characteristics to the Glenside precinct, being significant strategic city edge infill locations mostly separated from existing low rise suburban residential areas in proximity to public transport.

Given the highly restricted nature of the protections applying to the airspace above the Primary Surface[1], consideration needs to be given to ensuring there is sufficient space beneath the Primary Surface layer to accommodate a crane during building construction. Adelaide Airport Limited have advised that applications for tower cranes have typically been at least 15 meters above the ultimate building height. A 70 metre / 20 building level maximum is therefore potentially achievable without penetrating the Primary Surface layer for Adelaide Airport.

Given the current housing crisis and the need to provide housing supply, it is critical that infill opportunities in well located strategic infill locations are capitalised upon. It is therefore proposed to apply a 20 level / 70 metre maximum building height over all areas proposed to be rezoned to Urban Corridor (Business) Zone and Urban Crridor (Main Street) Zone in the Hindmarsh Area. The part of the proposed Urban Corridor (Main Street Zone) on the northern side of Port Road largely avoids any interface with existing neighbourhood type zones (i.e. residential), other than a northern boundary where it adjoins the Housing Diversity Neighbourhood Zone and Established Neighbourhood Zone. However, in both cases the Adelaide - Port Adelaide rail corridor forms the zone boundary and therefore provides reasonable separation between the areas, also noting that the Urban Corridor Zones contain provisions to address interface issues. In this instance there will be no overshadowing impacts

[1] the **Primary Surface** is the **most critical part of an airport's protected airspace**, located immediately around the airport runway where aircraft are taking off, landing, or just above the ground. It is intended to be kept as free of obstacles because this is when aircraft have the least ability to avoid hazards. Buildings, cranes, towers, poles, vegetation, or other structures are generally not permitted to intrude into this airspace unless there are exceptional circumstances and aviation authorities are satisfied there is no unacceptable risk.

given the Urban Corridor (Main Street) Zone area is to the south, so any overshadowing impacts will be towards Port Road to the south.

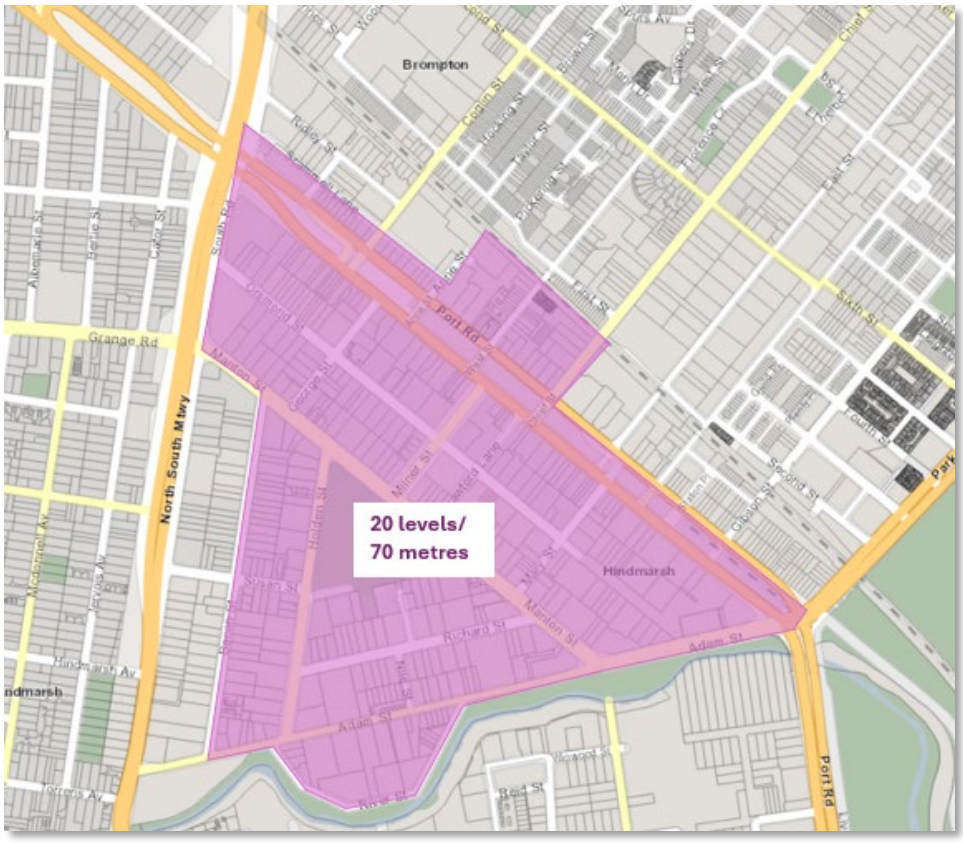
It is noted that the allotment configuration in the Hindmarsh area is diverse, containing a range of sizes and shapes, as is typical of a long-standing inner city commercial area. While a maximum 20 level building height is proposed, not all allotments will necessarily be able to achieve this level due to allotment size and configuration. The Code contains a range of policies that guide design of medium and high rise buildings, including in relation to building setback and appearance that will influence design of buildings. It is therefore anticipated that the proposed maximum building height policy will encourage allotment amalgamation of smaller allotments, and therefore ultimately assist in new housing supply.

In cases where a proposed development penetrates the OLS, it will be referred to Adelaide Airport Limited for direction, and may or may not be approved.

It is noted that most of the areas in the Thebarton and Hindmarsh Precinct that are affected by the proposed changes do not have direct interface with adjacent residential areas. The only parts that do are adjacent the southern boundary in Thebarton south of West Thebarton Road, and the part on the northern side of Port Road between Chief Street and Anne Street. Building heights in these areas have been adjusted lower to provide a transition to these established residential areas.

Proposed maximum building heights throughout the Hindmarsh part of the precinct are identified immediately below in *Figure 11 Proposed Maximum Building Height - Hindmarsh*. Note that only areas subject to proposed building height changes are identified; maximum building height allowances outside of these areas are not proposed to be changed by the Code Amendment.

Figure 11 – Proposed Maximum Building Height



Land to the north of the railway corridor is in the Established Neighbourhood Zone and Housing Diversity Neighbourhood Zone, however the railway corridor provides separation between the zone's interface. Further, Suburban Activity Zone DTS/DPF 3.2 addresses interface height by requiring development to constructed within a building envelope provided by a 45 degree plane, and in relation to a southern boundary a 30 degree plane, measured 3 metres above natural ground at the boundary of an allotment, to minimise the impact of development on adjacent residential areas.

It is noted that the Desired Outcomes for Urban Corridor (Business) Zone refers to medium scale development, and that proposed maximum building height exceeds "medium scale" (defined as 3 to 6 levels in the Planning and Design Code's Part 8 - Administrative Terms and Definitions). Given this Code Amendment is spatially specific in its scope, changes to zone policy cannot be made (given they would apply to any location throughout the state where the zone applies). The future Strategic Infill Code Amendment will review policy applying to urban corridor and other infill zones and will address this issue.

Code Amendment Outcome

The Code Amendment proposes to:

- Introduce a 20 level / 70 metres maximum building height for affected area in Hindmarsh as per Figure 11 above

Airport Building Heights (Regulated) Overlay

The current Airport Building Heights (Regulated) Overlay, which is based on historic Development Plan mapping, is well below the current OLS height. It is therefore proposed to update the Overlay over the Thebarton and Hindmarsh Precinct to align with the OLS, to avoid development being unnecessarily referred to the Adelaide Airport as could be the case presently. *Figure 8 –Hindmarsh Precinct – Airport OLS Height* identifies the OLS height above natural ground level across the area.

Code Amendment Outcome

The Code Amendment proposes to amend the Airport Building Heights (Regulated) Overlay across the Hindmarsh Precinct (and Southwark) to better align with the current Adelaide Airport OLS.

Minimum building height

Minimum building height policy is a tool that can assist in achieving desired built form and density outcomes where such outcomes are considered particularly important. The Urban Corridor Zones allow for a minimum building height to specified in specific areas, through the spatial application of the TNV Minimum Building Height (Levels).

In the Hindmarsh precinct there are considered to be two areas where such outcomes are warranted:

1. A 4 level building height minimum is proposed over the Urban Corridor (Main Street) Zone and Urban Corridor (Business) Zone areas north of the River Torrens, which will assist in ensuring development provides built form of a scale that frames the Port Road corridor. The minimum building height also seeks to achieve a greater density of development across the area to capitalise on its locational advantages and contribute to a vibrant walkable precinct. This will encourage apartment accommodation as part mixed use development, consistent with the area's identification as a state significant infill area in the GARP.

Minimum building height policy in existing Urban Corridor Zone areas will be reviewed through a future Code Amendment exploring strategic infill improvements, as identified in the GARP action "Urban Corridors: State Significant Infill Areas". The changes proposed through the Inner West Code Amendment in the Thebarton Hindmarsh Precinct may also be considered as part of this wider review.

Code Amendment Outcome

The Code Amendment proposes to include a minimum building height of 4 levels applying to the proposed Urban Corridor (Main Street) Zone and Urban Corridor (Business) Zone areas.

Street setback

Primary street setback policy in the Urban Corridor (Business) Zone is typically established through the use of the TNV - Primary Street Setback, so it can be varied between locations within the zone. The Code allows for a range of between 0 metres

(i.e. no setback) and 3 metres to be selected. Larger setbacks are not available as it would start to erode the capacity for desired outcomes of the zone to be achieved through reduced developable area.

Existing building setbacks vary in the Hindmarsh area, ranging from no setback in many locations, to well in excess of 3 metres in other instances. However, the area tends to display shallower setbacks overall, and therefore a 2 metre minimum primary street setback is proposed.

The Urban Corridor (Main Street) Zone has a 0 metre primary street setback as part of the zone policy, so no further consideration is required in relation to this zone.

Code Amendment Outcome

The Code Amendment proposes to introduce a TNV – Minimum Primary Street Setback in the area proposed to be rezoned to Urban Corridor (Business) Zone of 2m.

Interface height

The Urban Corridor Zones contains an interface building height provision (DTS/DPF 4.1) that seeks to address building scale where development abuts a neighbourhood-type zone. The provision is essentially the same as that mentioned above that operates in the Suburban Activity Centre Zone. However, the Urban Corridor Zones allow for one of 3 different options to be applied in an area via spatial application of TNV. The variation is a reflection of the differing policy that was contained in the Zone in different council areas under their former Development Plans, which was transitioned across into the Code to maintain consistency.

Interface height policy consistent with that applying in the Suburban Activity Centre Zone is proposed – i.e. development constructed within a building envelope provided by a 45 degree plane, and in relation to a southern boundary a 30 degree plane, measured 3 metres above natural ground at the boundary of an allotment.

In practice this is of little direct consequence, as the policy only applies at the interface with a neighbourhood-type zone. In this instance, the Hindmarsh precinct only has a direct interface with a neighbourhood-type zone along the northern boundary between Chief Street and Anne Street in Bowden. All other parts the precinct abut a commercial or mixed-use zone, a road a corridor.

Code Amendment Outcome

Apply the Interface Building Height policy over the area proposed to be rezoned to Urban Corridor (Business) Zone and Urban Corridor (Main Street) as follows:

- development should be constructed within a building envelope provided by a 45 degree plane, and in relation to a southern boundary a 30 degree plane, measured 3 metres above natural ground at the boundary of an allotment.

Traffic impact

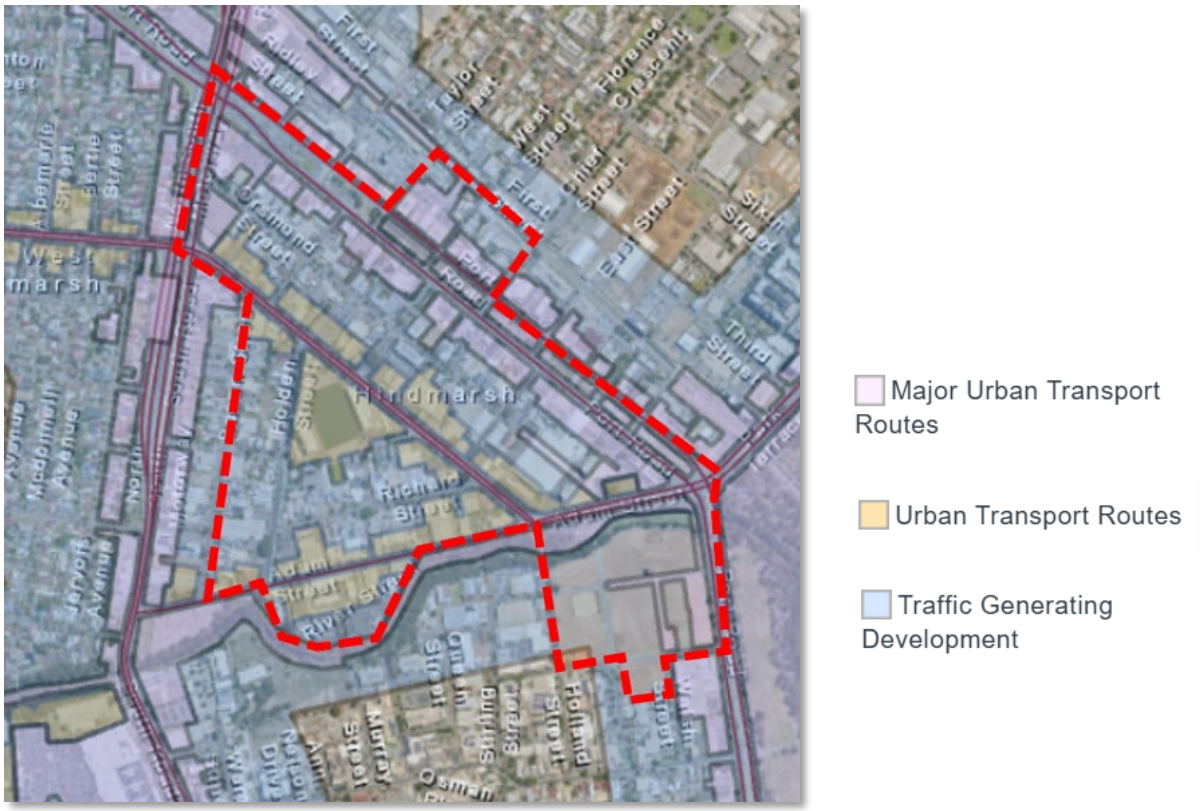
The development of medium to high density residential / mixed use development will have some impact on road networks, however the GARP provides clear direction for land use intentions for the Hindmarsh and Thebarton precinct. It is noted that the area is readily accessible to, and well served by, public transport including tram, train and bus services.

Existing policy in the Code provides a range of policies to manage the impact of development on the road network including in relation to State maintained roads. These include:

- **Urban Transport Routes Overlay** (affecting land adjacent to Adam Street and Manton Street – allotments identified with yellow shading in Figure 12 – Hindmarsh Precinct – Traffic Overlays). This Overlay seeks to ensure the safe and efficient operation of, and access to, Urban Transport Routes for all road users, by ensuring access to allotments on or near an affected road does not negatively affect its operation. Development applications on an Urban Transport Route are subject to referral and direction of the Commissioner of Highways.
- **Major Urban Transport Routes Overlay** (affecting land adjacent to Port Road, Park Terrace and South Road allotments identified with purple shading in Figure 12 –Hindmarsh Precinct – Traffic Overlays). This Overlay seeks to ensure the safe and efficient operation of, and access to, Major Urban Transport Routes for all road users, by ensuring access to allotments on or near an affected road does not negatively affect its operation. Development applications on a Major Urban Transport Route are subject to referral and direction of the Commissioner of Highways.
- **Traffic Generating Development Overlay** (allotments identified with blue shading in Figure 12 –Hindmarsh Precinct – Traffic Overlays) This Overlay seeks to ensure the provision of safe and efficient operation of, and access to and from, urban transport routes and major urban transport routes. The Overlay enables the impact large scale development within 250 metres of a state-maintained road to be considered via a referral and direction of the Commissioner of Highways.

The Code also contains a range of general traffic related policies in Part 4 – General Development Policies - Transport, Access and Parking, which seek to achieve a comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users. The module incorporates rates for off-street car parking spaces, as well as considering access requirements for new developments and impact on local road networks.

Figure 12 –Hindmarsh Precinct – Traffic Overlays



The above policies form part of the assessment of any new proposal for medium-high density residential / mixed use development, as they currently do in other Urban Corridor Zoned areas (as per *Table 3 - Applicable Policies for Performance Assessed Development* in relation to dwellings / residential flat building).

This is not to say that there won't be any impact on local road networks as a result of development over time, however this is managed through the development assessment process, where a relevant authority will consider the impacts of a proposed development based on the nature of the proposal and its impact. However, it is also noted that the location is well serviced by public transport and active transport routes, which aligns with strategic goals of encouraging these transport modes in key infill areas.

Code Amendment Outcome

Traffic-related rules and policies from the Urban Transport Routes Overlay, Major Urban Transport Routes Overlay, Traffic Generating Development Overlay and Transport, Access and Parking General Development Policies will continue to apply to new development in the Urban Corridor Zones, including new residential mixed-use development, to suitably manage traffic impacts.

Heritage controls

The Hindmarsh precinct contains a number of State and Local Heritage Places, which are spatially identified in the South Australian Property and Planning Atlas (SAPPA). The Code contains specific policies that address the protection of heritage values of

any heritage place through the application of a series of heritage related Overlays as follows:

- **State Heritage Place Overlay** - seeks to maintain the heritage and cultural values of State Heritage Places through conservation, ongoing use and adaptive reuse. It applies to places entered in the State Heritage Register.
- **Local Heritage Place Overlay** - seeks to ensure development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse. It applies to the Local Heritage Place plus any allotment on which the Local Heritage Place is located.
- **Heritage Adjacency Overlay** - seeks for development adjacent to State and Local Heritage Places to maintain the heritage and cultural values of those Places. It applies to any allotment directly abutting, or close to, a State or Local Heritage Place, to a maximum distance of 60 metres, any allotment on which a heritage place is located.

Any existing State or Local Heritage Place, along with the surrounding Heritage Adjacency Overlay, are not proposed to be altered by the Code Amendment. These overlays provide effective protections to the heritage and cultural values of State and Local Heritage Places.

Next steps

The proposal to rezone the Hindmarsh Precinct to allow for medium-high density mixed-use development is an important first step in aligning the land use intentions for the precinct with the directions of the GARP. This approach is consistent with the rezoning of other state significant infill areas from former commercial/industrial zones to contemporary zoning that supports medium-high density residential/mixed use development, such as the Urban Corridor, Capital City, and Urban Neighbourhood zones.

Future policy work will continue to support development outcomes in the area. This will include refinement of policy in these zones, along with considering rezoning additional areas such as the Strategic Employment Zone in Thebarton, anticipated through a future Strategic Infill Code Amendment.

5.3.2 Urban Corridor (Boulevard) Zone - Southwark Grounds

Car parking

Off-street car parking requirements for dwellings / apartments applicable to the Urban Corridor (Boulevard) Zone, which apply to the Southwark Grounds, are contained in *Table 2 – Off-street Car Parking Requirements in Designated Areas* of the Transport Access, ranging from 0.25 spaces per dwelling for a studio (no separate bedroom apartment, up to 1.25 spaces per dwelling with 3 or more bedrooms.

Table 2 – Off-street Car Parking Requirements in Designated Areas also contains the off-street parking requirements for apartments/dwellings in Brompton. Table 2 also contains the following Note:

> ***"In the area identified in Concept Plan 152 Brompton Gasworks, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis"***

While this note does not alter the number of car parking spaces that are required to be provided per dwelling / apartment for a proposed development, it provides flexibility on how car parking may be provided – i.e. either within a proposed apartment building, or in a separate building or car parking area.

Given the nature of the development sought on the Southwark Grounds reflects those established in Brompton, along with sharing the same locational advantages of a city fringe location and immediate proximity to the tram line, it is proposed to include the same approach to the Southwark Grounds. To achieve this outcome, Concept Plan 135 Thebarton (which applies to the Southwark Grounds) is proposed to be included in Note #1.

Code Amendment Outcome

Amend *Table 2 – Off-street Car Parking Requirements in Designated Areas* under the heading "Notes" to include "Concept Plan 135 Thebarton".

5.3.3 Urban Corridor Zone – Residential Neighbourhood Interface

The review of the interface boundary adjacent to Urban Corridor Zoned locations is not intended to reconsider the interface building height envelope policy contained in each Urban Corridor Zone. Instead, it intends to identify if there are any locations where there is an increased, and particularly sensitive, interface with adjacent residential areas compared to the more typical linear corridor form, to ensure impacts on local streetscape character and interface issues can be suitably managed.

The Urban Corridor Zone areas adjacent to Port Road and Henley Beach Road have a boundary that mostly aligns with the rear allotment boundaries of the commercial allotments that adjoin each of the primary corridors, plus in certain select instances is two allotments deep. This is typical of most Urban Corridor zoned locations

A majority of the Urban Corridor (Boulevard) Zone adjacent to Port Road backs onto an Urban Corridor (Business) Zone area and therefore does not have an interface with a neighbourhood-type zone. The section of the zone immediately north of Henley Beach Road adjacent to James Congdon Drive to Maria Street directly abuts the Established Neighbourhood Zone. In this section, the allotments within the Urban Corridor (Boulevard) Zone are very large land holdings which should comfortably enable sufficient space to incorporate a transition of height down to a suitable height at the rear zone interface as required by the zone's policy. As such it is considered that there is no need to change to the Code as it relates to the interface with the Urban Corridor (Boulevard) Zone area.

In the case of the Urban Corridor (Main Street) Zone along Henley Beach Road, the rear boundary interface with the adjacent established Neighbourhood Zone runs along the middle of Taylors Lane and Schools Lane up to Rosa Street on the northern side, and Victoria and Junction Lanes on the southern side. A small area on the southern side of Henley Beach Road slightly west of Railway Terrace, comprising residential allotments fronting Junction Street, is also excluded from the zone given the allotments are not oriented towards Henley Beach Road and are residential in nature. As such almost no residential allotments directly abutting the Urban Corridor (Main Street) Zone. The zone boundary, combined with the zone interface building height, is

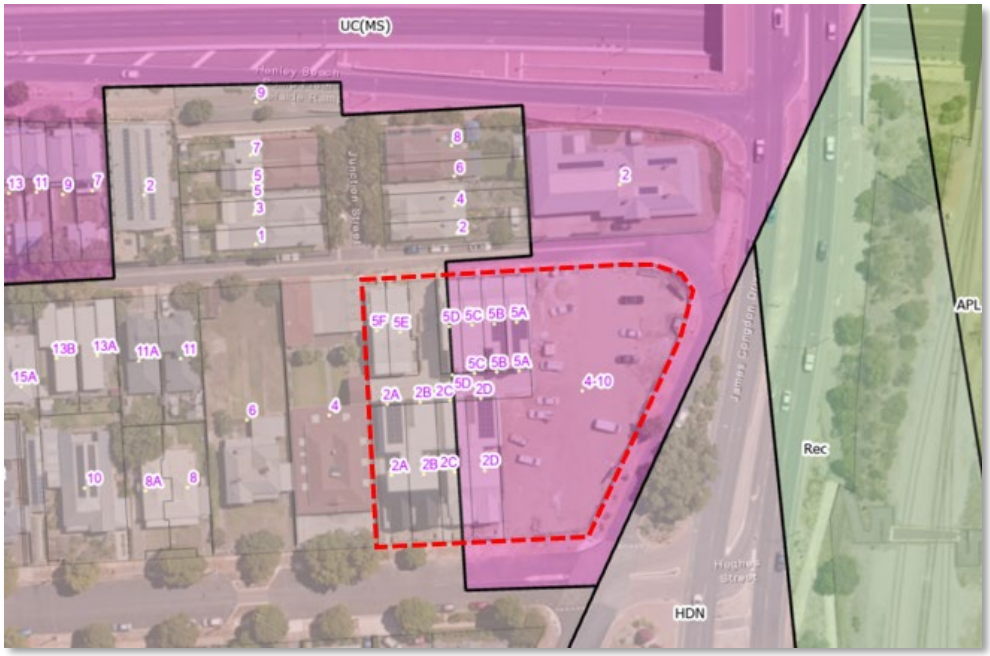
considered suitable to manage the interface impacts with the adjoining Established Neighbourhood Zone.

A small area south of Henley Beach Road fronting Railway Terrace (comprising 2 Railway Terrace and 4-10 Railway Terrace / 2C & D Hughes Street / 5A-D Junction Lane) is also included in the Urban Corridor (Main Street) Zone. The 4-10 Railway Terrace site and allotments behind (identified by the red dotted outline in Figure 13 – 4-10 Railway Terrace Development Site below) have been the subject of recent development approvals for an integrated mixed use medium density development that is currently under construction. The approved developments comprise:

- **10 Railway Terrace, Mile End** - Community Division to create 6 lots and 6 three storey town houses [Application number 211/C001/21]
- **10 Railway Terrace, Mile End** - Land Division to create 4 allotments and 4 two storey semi-detached dwellings [Application number 211/D004/21]
- **4-10 Railway Terrace, Mile End** - Construction of a mixed use (residential and commercial) development comprising 8 townhouses and at-grade parking, a residential flat building comprising 26 apartments and basement parking, a café tenancy, associated landscaping and public realm improvements [Application number 211/M134/21]

The development site for the above development applications includes land in the Established Neighbourhood Zone as well as the Urban Corridor (Main Street) Zone. The subsequent land division has resulted in a number of new allotments that front Junction Lane and Hughes Street (comprising 5A-5F Junction Lane and Lot 1 & 2B-2D Hughes Street - refer to Figure 13 – 4-10 Railway Terrace Development Site below).

Figure 13 – 4-10 Railway Terrace Development Site



The four semi-detached dwellings on Lot 1 and 2A-2C Hughes Street, along with the 6 3 storey town houses on Junction Lane, are all largely completed. The development on 4-10 Railway Terrace has also substantially commenced.

The design of the development generally achieves the zone's interface height objectives of ensuring a transition in scale down to the zone boundary with the adjoining Established Neighbourhood Zone. Given the approved development (which reflects the Urban Corridor Zone allowances for the part of the site in that zone) is substantially completed, no further action is recommended.

Code Amendment Outcome

No change.

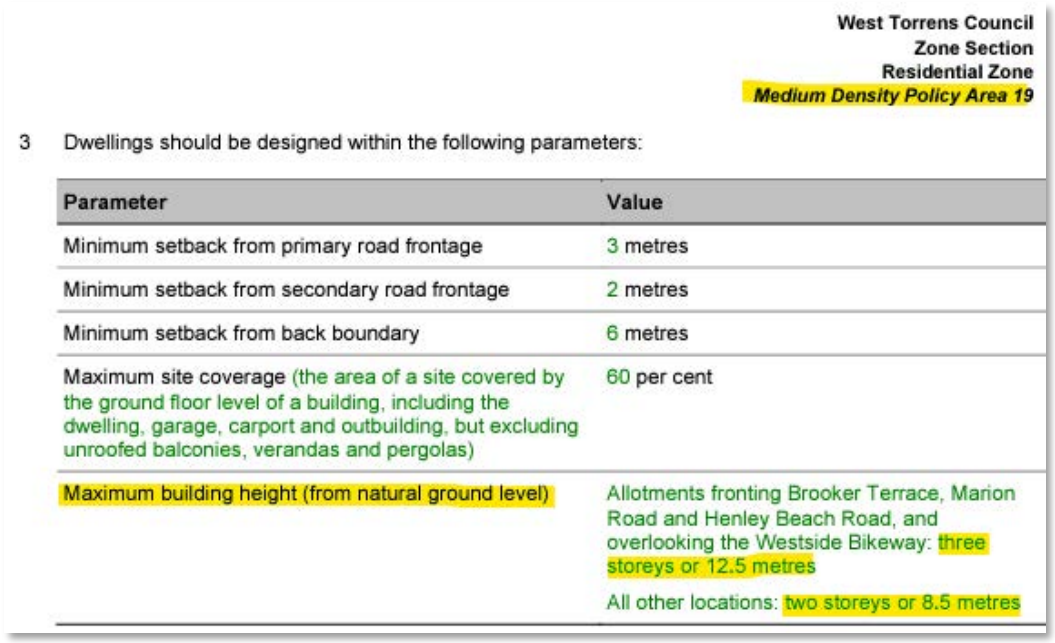
5.3.4 Housing Diversity Neighbourhood Zone Area

The City of West Torrens (council) identified an error in the spatial application of the Maximum Building Height TNVs at three locations in the Housing Diversity Neighbourhood Zone. This occurred through the transition from the former Development Plan to the Code in 2021.

The three areas in question within the Housing Diversity Neighbourhood Zone are as follows:

- Henley Beach Road (between Holbrooks Road and Hardys Road)
- Brooker Terrace (between Davenport Terrace and the Employment Zone to the south)
- Marion Road (between Desmond Avenue and Talbot Avenue and from the Local Activity Centre Zone (south of Talbot Avenue) to the Westside Bikeway).

Under the former Development Plan, each of the areas was zoned Residential, Medium Density Policy Area 19. Maximum building height policy for the majority of Policy Area 19 was set at two storeys or 8.5 metres, with an additional one storey (and 4 metres) allowed along certain road/reserve frontages. This was expressed through the following policy:



West Torrens Council
Zone Section
Residential Zone
Medium Density Policy Area 19

3 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	3 metres
Minimum setback from secondary road frontage	2 metres
Minimum setback from back boundary	6 metres
Maximum site coverage (the area of a site covered by the ground floor level of a building, including the dwelling, garage, carport and outbuilding, but excluding unroofed balconies, verandas and pergolas)	60 per cent
Maximum building height (from natural ground level)	Allotments fronting Brooker Terrace, Marion Road and Henley Beach Road, and overlooking the Westside Bikeway: three storeys or 12.5 metres All other locations: two storeys or 8.5 metres

For the purposes of TNV mapping, correct spatial areas (polygons) were created for each of the above locations, however incorrect Maximum Building Height TNV values of 4 building levels and 16.5 metres were allocated to each of the newly created polygons.

It is therefore proposed to re-establish the former maximum building heights contained in the Development Plan at the time of the transition (i.e. 3 levels and 12.5 metres).

Code Amendment Outcome

The Code Amendment proposes to reduce the maximum building height from 4 levels / 16.5 metres to 3 levels / 12.5 metres in the Housing Diversity Neighbourhood Zone along Henley Beach Road, Brooker Terrace and Marion Road in the area of West Torrens.

5.4 Recommended policy changes

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

Hindmarsh Precinct

- rezone the current:
    - Strategic Employment Zone, Suburban Business Zone, and the part of the Suburban Activity Centre Zone south of Orsmond Street (and the continuation of its alignment to Adam Street) within the Hindmarsh Precinct to the Urban Corridor (Business) Zone

    - Suburban Activity Centre Zone north of Orsmond Street (and the continuation of its alignment to Adam Street) to the Urban Corridor (Main Street) Zone.

- apply the Urban Corridor Business Retail Subzone over the area bounded by South Road, Manton Street, Adam Street and Orsmond Street through to Adam Street.
- spatially apply the Noise and Air Emissions Overlay, the Affordable Housing Overlay, and the Design Overlay over the existing and areas proposed to be rezoned to Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone.
- amend *Part 5 -Table 1 – Specified matters and areas identified under the Planning, Development and Infrastructure (General) Regulations 2017* to include the City of Charles Sturt as an area where the Commission is the relevant authority for any development exceeding 4 building levels where the Design Overlay applies for the purposes of clause 4(1) of Schedule 6 of the Regulations.
- apply a maximum building height over the area proposed to be rezoned to Urban Corridor (Business) Zone and Urban Corridor (Main Street Zone) of 20 levels / 70 metres.
- apply a minimum building height of 4 levels in the Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone areas.

  (refer to the amendment instructions in **Attachment C** for exact detail).
- apply a minimum primary street setback over the area proposed to be rezoned to Urban Corridor (Business) Zone of 2 metres.
- apply the Interface Height Building Envelope over the area proposed to be rezoned to Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone as follows:

  development should be constructed within a building envelope provided by a 45 degree plane, and in relation to a southern boundary a 30 degree plane, measured 3 metres above natural ground at the boundary of an allotment
- amend the Airport Building Heights (Regulated) Overlay over the Thebarton and Hindmarsh Precinct to align with the as current Adelaide Airport OLS.

The detailed amendment instructions are set out in **Attachment C**.

Urban Corridor (Boulevard) Zone - Southwark Grounds

- Amend the off street car parking requirements to enable car parking to be provided in a consolidated manner on a development-by-development basis in the area identified in Concept Plan 135 Thebarton.

The detailed amendment instructions are set out in **Attachment C**.

Housing Diversity Zone Areas

- Reduce the maximum building height from 4 levels / 16.5 metres to 3 levels / 12.5 metres in the Housing Diversity Neighbourhood Zone along Henley Beach Road, Brooker Terrace and Marion Road in the area of West Torrens as identified in **Attachment C**.

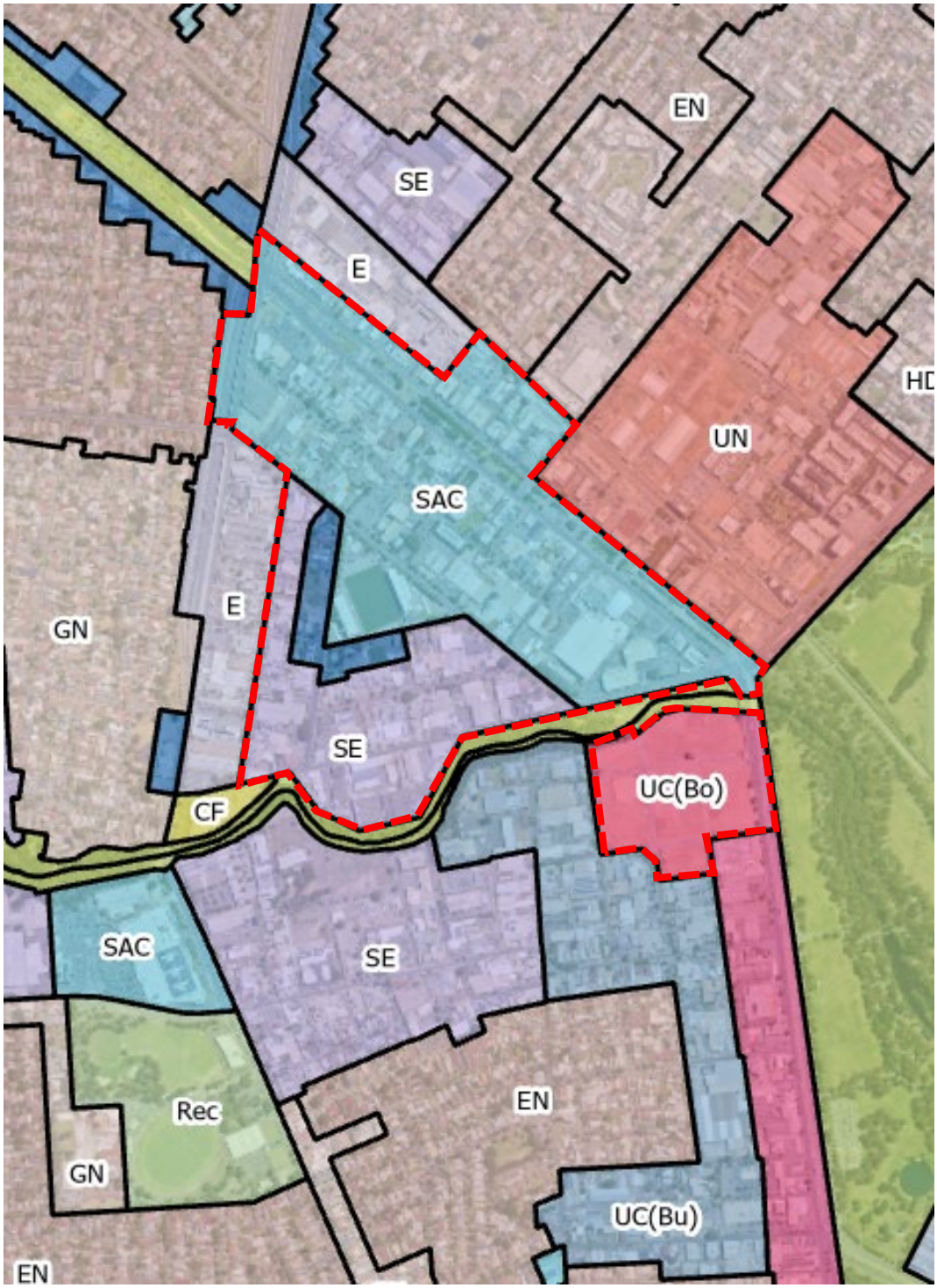
6. References

- Greater Adelaide Regional Plan version GA2025.3 (May 2025) – Department for Housing and Urban Development.
- West Torrens Council Development Plan (May 2020) – Department of Planning, Transport and Infrastructure.
- Employment Lands Strategy (2024) – City of Charles Sturt
- Inner Metro Rim Structure Plan (September 2012) – Department of Planning, Transport and Infrastructure.
- Thebarton Masterplan (2025) – Renewal SA.

Attachment A – Affected Area Mapping

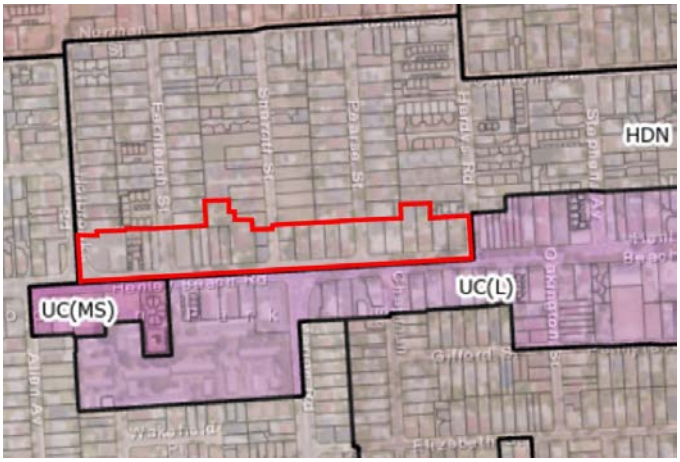
The area affected by the Code Amendment is as follows (identified in red outline):

Hindmarsh Precinct and Southwark

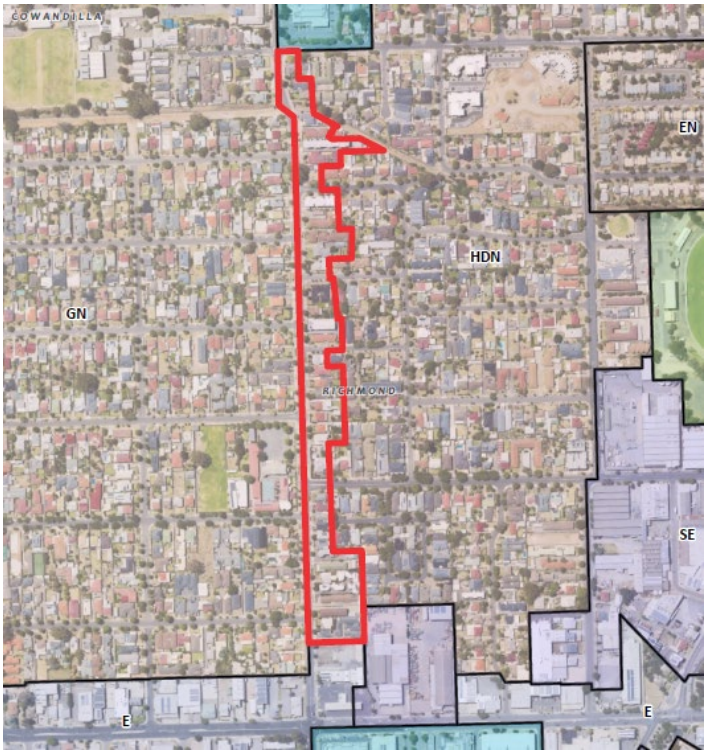


Housing Diversity Neighbourhood Zone

Henley Beach Road Section



Brooker Terrace Section



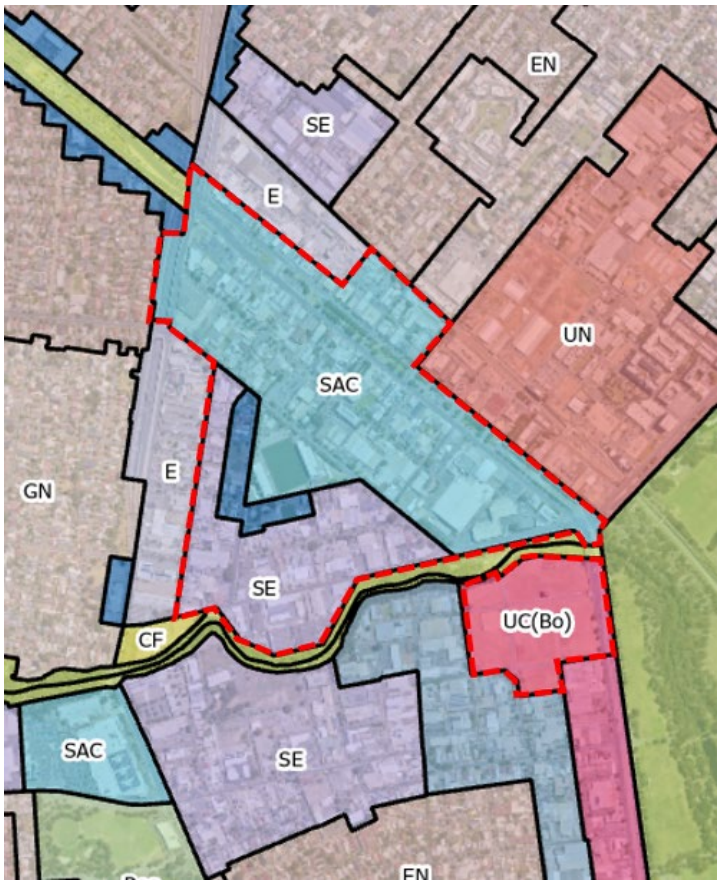
Marion Road Section



Attachment B – Current Code Policy

Hindmarsh Precinct / Southwark Grounds

Current Zoning:



The areas proposed to be rezoned within the Hindmarsh are located within the Strategic Employment Zone, Suburban Activity Centre Zone, Suburban Business Zone, Urban Corridor (Boulevard) Zone and Urban Corridor (Business) Zone (identified within the red dotted line on the map immediately left).

The following Overlays apply to the land (or parts of the land):

- Advertising Near Signalised Intersections
- Aircraft Noise Exposure
- Airport Building Heights (Regulated)
- Affordable Housing
- Building Near Airfields
- Design
- Future Road Widening
- Hazards (Flooding – Evidence Required)
- Hazards (Flooding)
- Historic Area
- Heritage Adjacency
- Key Railway Crossings
- Local Heritage Place
- Major Urban Transport Routes
- Noise and Emissions
- Non-stop Corridor
- Prescribes Wells Area
- Regulated and Significant Tree
- State Heritage Place
- Stormwater Management
- Traffic Generating Development
- Urban Tree Canopy

Zone outcomes:

Zone	Desired Outcome	Building Height Maximum	Primary Street Setback	Side Setback	Rear Setback
Strategic Employment	Anticipates a comprehensive range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.	None prescribed	Average of buildings on adjoining sites	At least 3m from one side boundary	None specified
Suburban Business	A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and	2 levels / 9 metres	Average of buildings on adjoining sites	At least 900mm	At least 3m

Zone	Desired Outcome	Building Height Maximum	Primary Street Setback	Side Setback	Rear Setback
	not prejudice the operation of existing businesses.				
Suburban Activity Centre	An active commercial precinct supporting neighbourhood-scale shopping, business, entertainment and recreation facilities to provide a focus for business and community life and most daily and weekly shopping needs of the community. Buildings and pedestrian areas create a high quality, activated public realm that is integrated with pedestrian and cycle networks and establish well-defined connections to available public transport services.	3 levels / 12 metres	Average of buildings on adjoining sites	None specified	None specified
Urban Corridor (Boulevard) Zone	Supports a mix of medium and high-density urban development along established strategic or mixed-use road corridors. The primary aim of the zone is to provide for a broad range of non-residential development typical of existing mixed-use zones on main road corridors. Non-residential development will be located at ground level in mixed use or individual buildings and will be supported by a diverse range of dwellings at ground or upper floor levels (in either mixed use or stand-alone buildings).	14 levels 12 levels	None specified over the Southwark Grounds site	No minimum for lower levels / 2m for upper levels	3m / 5m where butting land in a different zone

Housing Diversity Neighbourhood Zone

Current Code policy applying to the affected areas in the Housing Diversity Neighbourhood Zone (as identified in the maps above under the heading Housing Diversity Neighbourhood Zone in Attachment A):

- **Housing Diversity Neighbourhood Zone**: envisages medium density housing to support a range of needs and lifestyles, located within easy reach of a diversity of services and facilities. Employment and community service use contribute to making the neighbourhood a convenient place to live without compromising residential amenity.
- **Maximum Building Height**: 4 levels / 16.5 metres.

Attachment C – Proposed Amendments to the Planning and Design Code

Amendment Instructions

The following amendment instructions (at the time of drafting) relate to the Code, Version 2026.18 published on 24 September 2026. Where amendments to the Code have been published after this date, consequential changes to the following amendment instructions will be made as necessary.

Hindmarsh Precinct

Replace the:

a. Strategic Employment Zone, Suburban Business Zone, and Suburban Activity Centre Zone south of Orsmond Street (and the continuation of its alignment to Adam Street) within the Thebarton and Hindmarsh Precinct with the Urban Corridor (Business) Zone

b. Suburban Activity Centre Zone north of Orsmond Street (and the continuation of its alignment to Adam Street) with the Urban Corridor (Main Street) Zone.

in accordance with the following:



2. Spatially apply the Urban Corridor Business Retail Subzone over the area bounded by South Road, Manton Street, Adam Street and Orsmond Street through to Adam Street in accordance with the following:



3. Spatially apply the Noise and Air Emissions Overlay, the Affordable Housing Overlay, and the Design Overlay over the area proposed to be rezoned to Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone.

4. Replace or spatially apply (as relevant) the TNV – Maximum Building Height (Metres) in accordance with the following:



5. Replace or spatially apply (as relevant) the TNV – Maximum Building Height (Levels) in accordance with the following:



6. Spatially apply the TNV – Minimum Building Height (Levels) in accordance with the following:



7. Spatially apply the TNV – Minimum Primary Street Setback (metres) in accordance with the following:



8. Spatially apply the TNV – Interface Height over the area proposed to be rezoned to Urban Corridor (Business) Zone and Urban Corridor (Main Street) Zone as follows: development should be constructed within a building envelope provided by a 45 degree plane, and in relation to a southern boundary a 30 degree plane, measured 3 metres above natural ground at the boundary of an allotment.

9. Amend the Airport Building Heights (Regulated) Overlay over the Hindmarsh Precinct to align with the as current Adelaide Airport OLS in accordance with the following (areas subject to change within the blue boundary):



Southwark Grounds

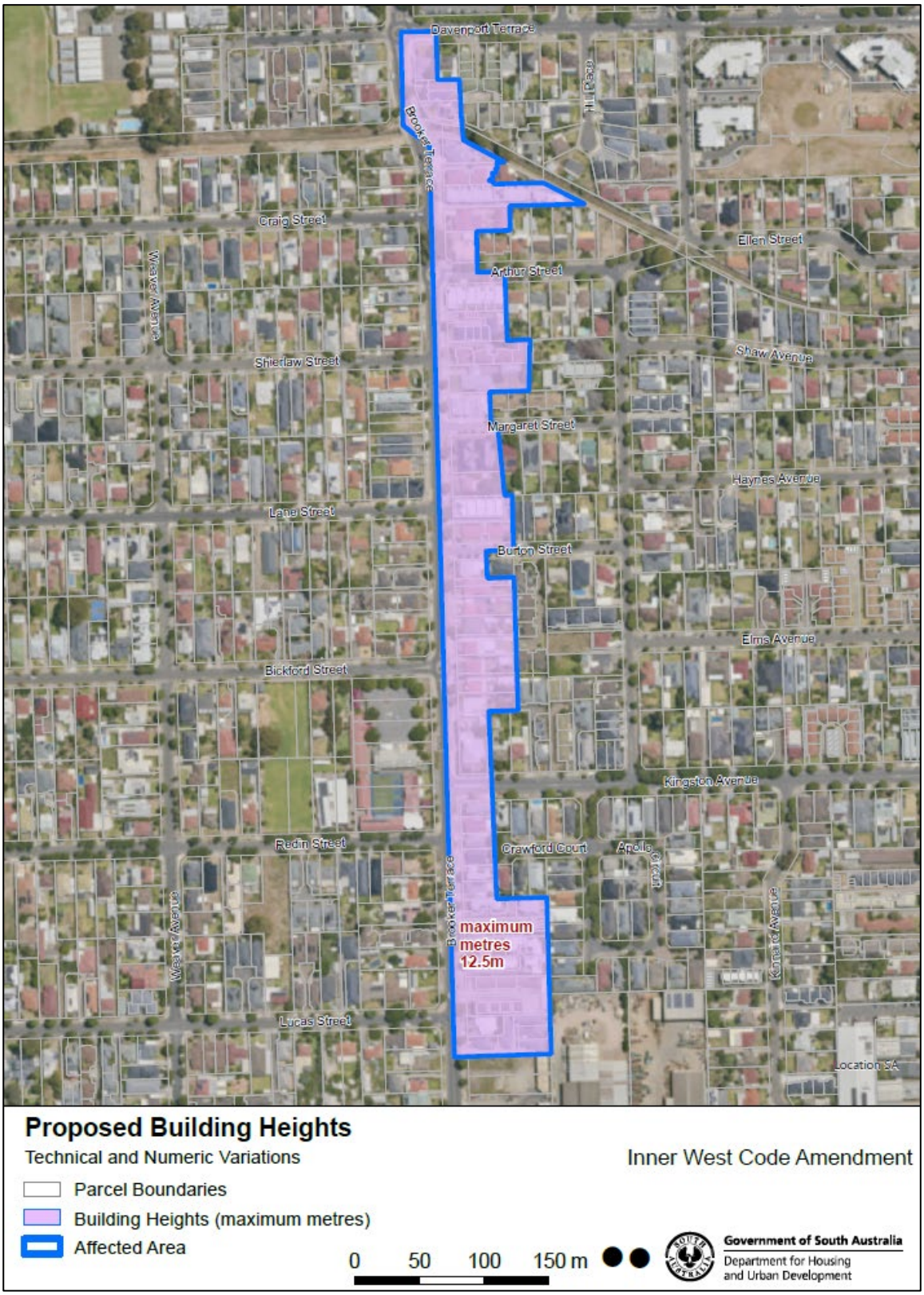
13. Amend *Part 4 – General Development Policies Transport Access and Parking Table 2 – Off Street Car Parking Requirements in Designated Areas* under the heading "Notes" as follows (changes identified in green text):

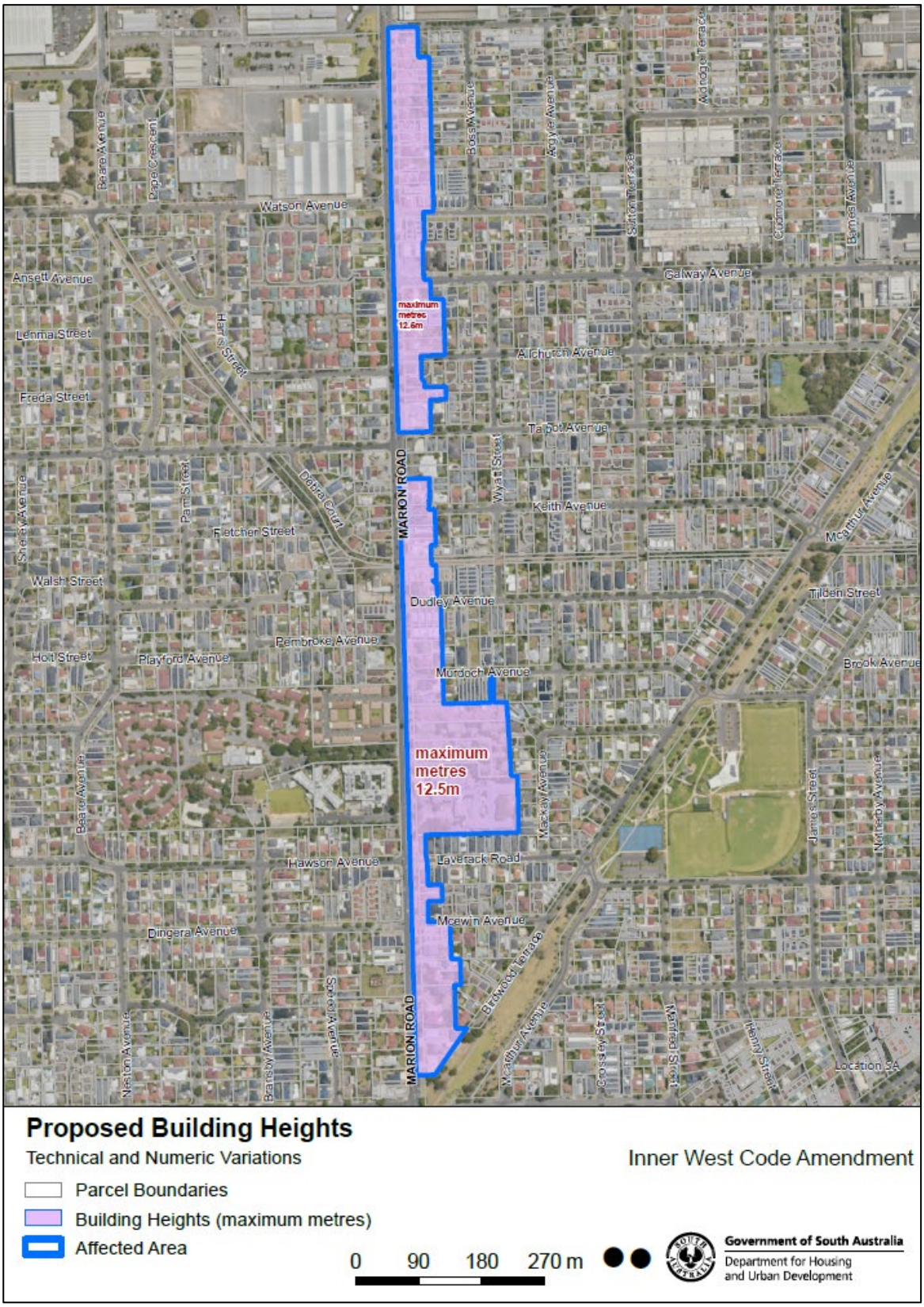
Notes			
1.	In the area identified in Concept Plan 152 Brompton Gasworks or Concept Plan 135 Thebarton, car parking can be provided in a consolidated manner for that precinct rather than on a development-by-development basis		

Housing Diversity Zone Areas

10. Replace the Maximum Building Height (Metres) TNV of 16.5 metres currently applied in the Housing Diversity Neighbourhood Zone along Henley Beach Road, Brooker Terrace and Marion Road in the area of West Torrens, with Maximum Building Height (Metres) TNV of 12.5 metres in accordance with the following:

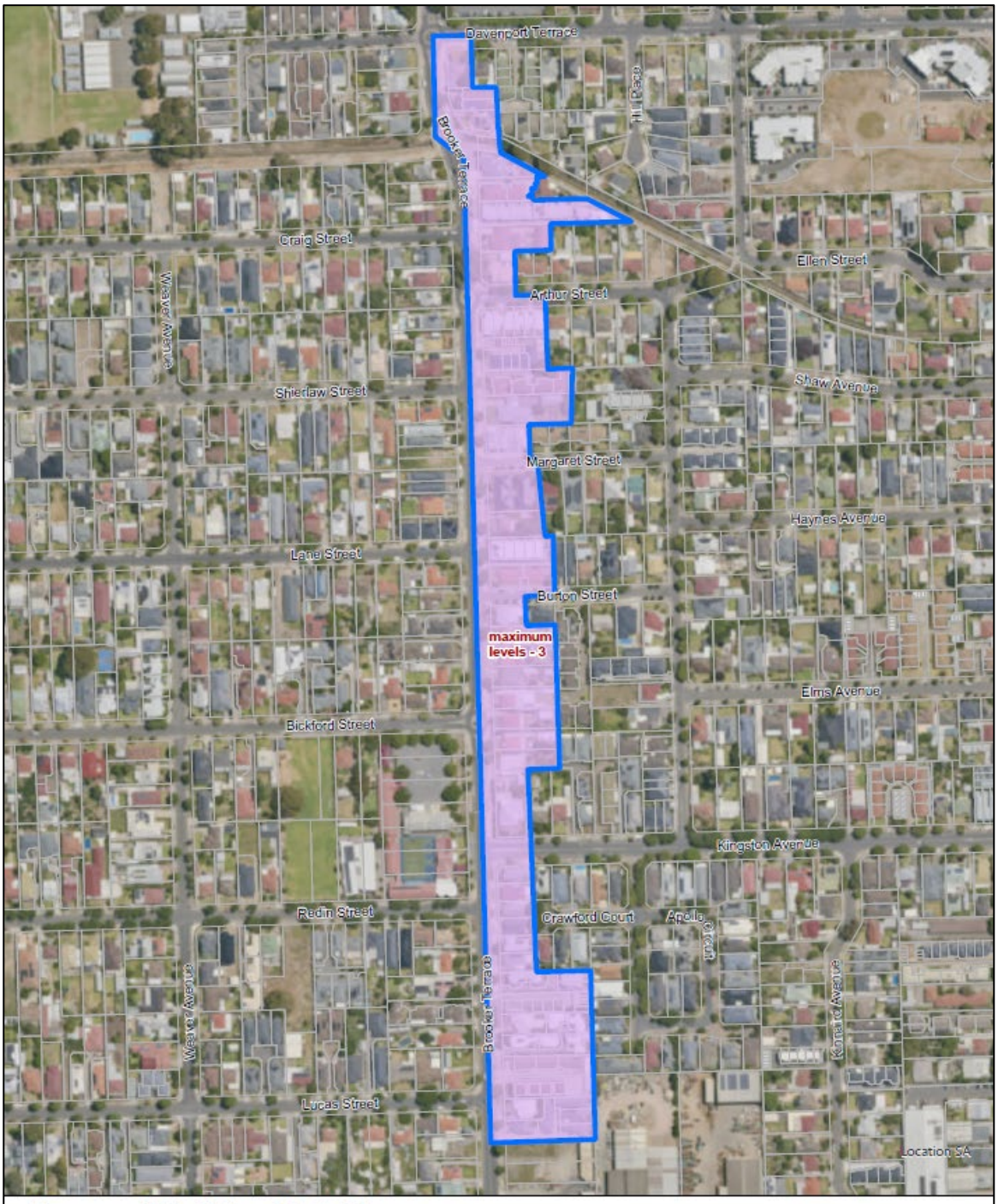

Norman Street
Fernleigh Street
Sheriff Street
Pearce Street
Harrys Road
HOLBROOKS ROAD
maximum
metres
12.5m
HENLEY BEACH ROAD
Chapman Street
MARION ROAD
Gifford Street
Wakefield Place
Elizabeth Street
Rihel Street
Barker Street
Keith Street
Beaford Street
Location SA
Proposed Building Heights
Technical and Numeric Variations
Inner West Code Amendment
Parcel Boundaries
Building Heights (maximum metres)
Affected Area
0 30 60 90 m
Government of South Australia
Department for Housing
and Urban Development

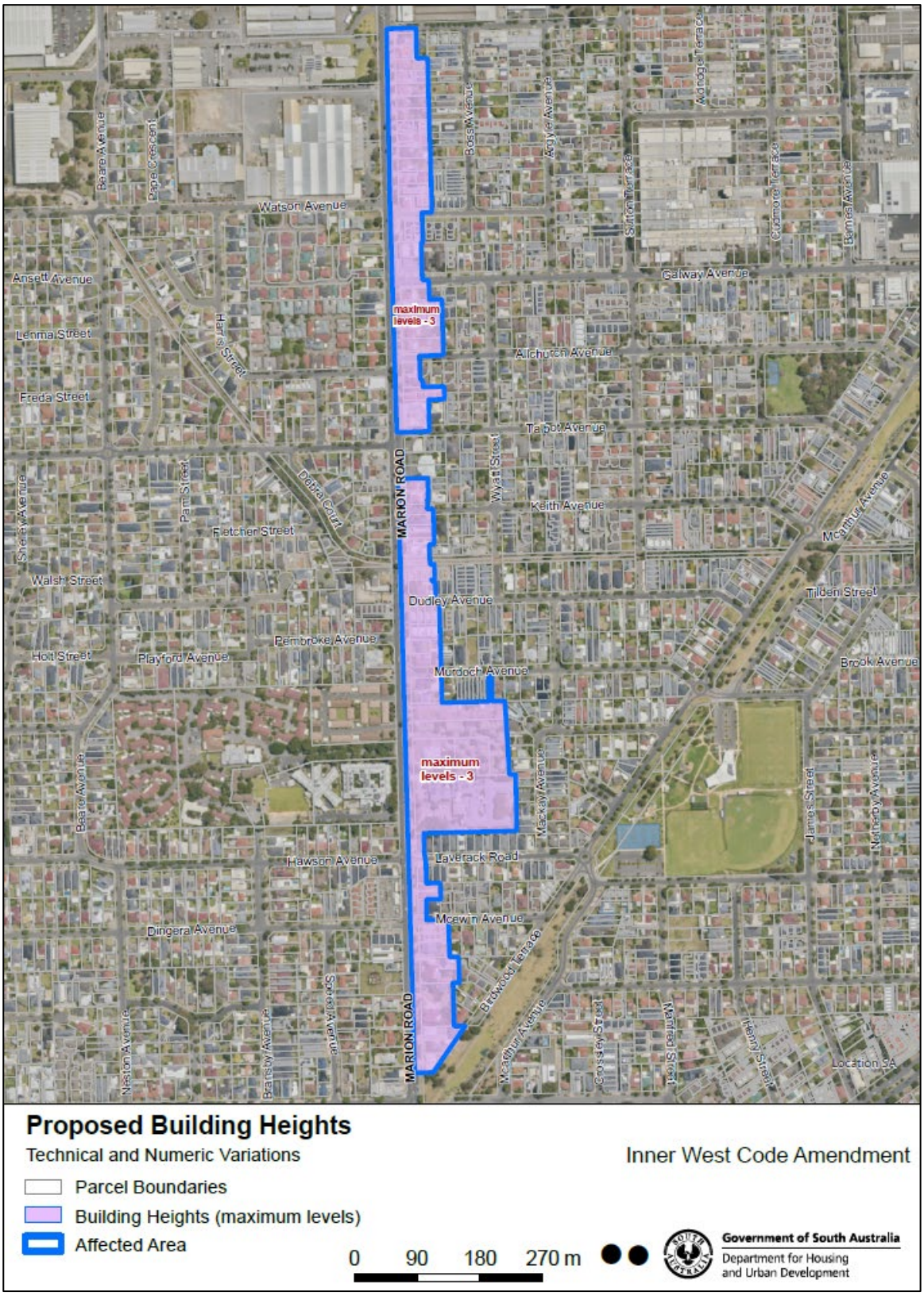

Davenport Terrace
Brooker Terrace
Craig Street
Weaver Ave
Shierlaw Street
Arthur Street
Ellen Street
Shaw Avenue
Margaret Street
Haynes Avenue
Lane Street
Burton Street
Elms Avenue
Bickford Street
Kingston Avenue
Redin Street
Crawford Court
Apollo Court
Weaver Avenue
Brooker Terrace
maximum metres 12.5m
Kimard Avenue
Lucas Street
Location SA
Proposed Building Heights
Technical and Numeric Variations
Inner West Code Amendment
Parcel Boundaries
Building Heights (maximum metres)
Affected Area
0 50 100 150 m
Government of South Australia
Department for Housing and Urban Development


Proposed Building Heights
Technical and Numeric Variations
Inner West Code Amendment
Parcel Boundaries
Building Heights (maximum metres)
Affected Area
0 90 180 270 m
Government of South Australia
Department for Housing and Urban Development
maximum metres 12.6m
maximum metres 12.5m
MARION ROAD
Watson Avenue
Ansett Avenue
Lenma Street
Freda Street
Harris Street
Galway Avenue
Allchurch Avenue
Talbot Avenue
Wyatt Street
Keith Avenue
Fletcher Street
Walsh Street
Dudley Avenue
Pembroke Avenue
Playford Avenue
Hort Street
Murdoch Avenue
Tilden Street
Brook Avenue
Hawson Avenue
Lavelack Road
Mcewin Avenue
Dingera Avenue
Location SA

11. Replace the Maximum Building Height (Levels) TNV of 4 building levels currently applied in the Housing Diversity Neighbourhood Zone along Henley Beach Road, Brooker Terrace and Marion Road in the area of West Torrens, with Maximum Building Height (Levels) TNV of 3 building levels.




Davenport Terrace
Brooker Terrace
Craig Street
Arthur Street
Ellen Street
Shierlaw Street
Shaw Avenue
Margaret Street
Haynes Avenue
Lane Street
Burton Street
maximum levels - 3
Elms Avenue
Bickford Street
Kingston Avenue
Redin Street
Crawford Court
Apollo Circuit
Lucas Street
Location 1A
Proposed Building Heights
Technical and Numeric Variations
Inner West Code Amendment
Parcel Boundaries
Building Heights (maximum levels)
Affected Area
0 50 100 150 m
Government of South Australia
Department for Housing and Urban Development


maximum
levels - 3
maximum
levels - 3
MARION ROAD
MARION ROAD
Watson Avenue
Ansett Avenue
Lenma Street
Freda Street
Harris Street
Galway Avenue
Alchuton Avenue
Talbot Avenue
Wyatt Street
Keith Avenue
Debra Court
Pam Street
Fletcher Street
Walsh Street
Dudley Avenue
Pembroke Avenue
Playford Avenue
Hoit Street
Murdoch Avenue
Tilden Street
Brook Avenue
Hawson Avenue
Lavelack Road
Mcewin Avenue
Dingera Avenue
Location SA
Proposed Building Heights
Technical and Numeric Variations
Inner West Code Amendment
Parcel Boundaries
Building Heights (maximum levels)
Affected Area
0 90 180 270 m
Government of South Australia
Department for Housing
and Urban Development

Other

14. Amend *Part 5 -Table 1 – Specified matters and areas identified under the Planning, Development and Infrastructure (General) Regulations 2017*, by including the “City of Chales Sturt” in part (a) of Column B, corresponding with “Areas identified for the purposes of clause 4(1) of Schedule 6 of the Regulations - Buildings exceeding 4 storeys” in Column A.

Attachment D – Strategic Planning Outcomes

D1. State Planning Policies

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

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

Principles of Good Planning	Relevance to Code Amendment
Urban renewal principles Preference should be given to accommodating the expected growth of cities and towns through the logical consolidation and redevelopment of existing urban areas. The encroachment of urban areas on places of rural, landscape or environmental significance is to be avoided other than in exceptional circumstances. Urban renewal should seek to make the best use (as appropriate) of underlying or latent potential associated with land, buildings and infrastructure.	*The affected area is identified as a state significant infill area in the GARP. The Hindmarsh triangle area is identified as urban renewal areas and therefore present an opportunity to consider suitable zoning to allow for mixed-use infill.* *The proposal seeks to ensure the affected area maximises opportunity for provision of new medium to high density housing, particularly in relation to areas that do not have an interface with neighbourhood-type zones.*
High-quality design principles Development should be designed to reflect the local setting and context, to have a distinctive identity that responds to the existing character of its locality, and strike a balance between built form, infrastructure and the public realm. Built form should be durable, adaptive (including the reuse of buildings or parts of buildings) and compatible with the relevant public realm. The public realm should be designed to be used, accessible and appropriately landscaped and vegetated. Built form and the public realm should be designed to be inclusive and accessible to people with differing needs and capabilities (including universal design practices).	*The proposal seeks to ensure development on key strategic sites can achieve optimal development outcomes.* *Proposed application of the Design Overlay to areas in Hindmarsh ensures medium to high rise buildings and state significant development demonstrate high quality design.*

Principles of Good Planning	Relevance to Code Amendment
Cities and towns should be planned and designed to be well connected in ways that facilitate the safe, secure and efficient movement of people within and through them.	
Activation and liveability principles Planning and design should promote mixed use neighbourhoods and buildings that support diverse economic and social activities. Urban areas should include a range of high-quality housing options with an emphasis on living affordability. Neighbourhoods and regions should be planned, designed and developed to support active and healthy lifestyles and to cater for a diverse range of cultural and social activities.	*The proposal seeks to ensure the affected area maximises opportunity for provision of new medium to high density housing, including through mixed use neighbourhoods. This objective contributes to housing diversity and affordability. Proposed application of the Affordable Housing Overlay also contributes to meeting housing affordability objectives.* *The affected area is well-connected to public transport, services/facilities, walking/cycling links and the Adelaide Park Lands, supporting new living opportunities in a manner that promotes active and healthy lifestyles.*
Sustainability principles Cities and towns should be planned, designed and developed to be sustainable. Particular effort should be focused on achieving energy efficient urban environments that address the implications of climate change. Policies and practices should promote sustainable resource use, reuse and renewal and minimise the impact of human activities on natural systems that support life and biodiversity	*The Code Amendment seeks to increase residential density within the existing urban area, thereby reducing pressure on fringe land through reduced urban expansion.*
Integrated delivery principles Policies, including those arising outside the planning system, should be coordinated to ensure the efficient and effective achievement of planning outcomes. Planning, design and development should promote integrated transport connections and ensure equitable access to services and amenities.	*The Hindmarsh Precinct is ideally positioned for new residential development to capitalise on access to public transport, as well as services and facilities in the immediate locality as well as in the CBD.*

Principles of Good Planning	Relevance to Code Amendment
Any upgrade of, or improvement to, infrastructure or public spaces or facilities should be coordinated with related development.	

SPP Key Principles

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

State Planning Policy	Code Amendment Outcome
SPP 1: Integrated Planning **Objective:** To apply the principles of integrated planning to shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future. **SPP 1.7** Regenerate neighbourhoods to improve the quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities. **SPP 1.8** Mixed-use development around activity centres, public transport nodes and strategic transit corridors to encourage greater use of active transport options such as walking, cycling and public transport.	*The proposal seeks to maximise development opportunities for mixed use development in a key state strategic infill area located close to the city thereby capitalising on access to existing infrastructure and services.*
SPP 6: Housing Supply and Diversity **SPP 6.1** A diverse range of housing types within residential areas that provide choice for different household types, life stages and lifestyle choices.	*The proposal seeks to ensure suitable built form parameters including building height that support achieving Urban Corridor zone desired outcomes, to maximise opportunity for a diverse range of residential development.*

D2. Regional Plans

The key policies and targets of the GARP which are most relevant to this Code Amendment.

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

Greater Adelaide Regional Plan	Code Amendment Outcome

PEOPLE HOUSING AND LIVEABILITY **State Significant Infill Areas** Long-term strategic objectives: 1. State government leadership to improve planning, coordination and delivery of state significant urban renewal and infill areas. 2. Urban renewal that creates walkable, connected neighbourhoods, reduces the need for car journeys and encourages public transport uptake to support emissions reduction. 3. Facilitate integrated mixed-use precincts where conflicts between land uses can be appropriately managed and a net community benefit can be achieved, particularly where a high concentration of employment land uses exist. 4. Allocate employment land in urban renewal areas, particularly complementary population-serving and knowledge-based industries, in locations well connected to a skilled workforce, to provide access to jobs and local conveniences for residents. 5. Maximise opportunities for new higher density housing along transit corridors, while managing the interface with more sensitive development such as adjacent established housing, heritage and character areas. 6. Maximise development opportunities in well-serviced, strategic locations through a range of planning and non-planning incentives to provide diverse and affordable housing opportunities **Strategic infill coordination and incentives** The role of the government in coordinating strategic infill development may include: • Establishing an appropriate planning framework– this may include structure plans, infrastructure schemes and Code amendments. This may be in partnership with, or led by councils, other agencies and private proponents.	*The Hindmarsh Precinct is identified as a state significant infill area in the Greater Adelaide Regional Plan.* *The proposal seeks to maximise development opportunities for mixed use development in the Hindmarsh Precinct, thereby capitalising on access to existing infrastructure, services, and public transport.* *The proposal incorporates zoning that maintains opportunities for commercial development in conjunction with medium to high density residential uses.* *Existing Employment Zone areas in the precinct are also maintained to preserve land for populating-serving employment uses.* *The Code Amendment proposes zoning that supports medium-high-density mixed-use development over most of the precinct.* *The proposed zoning includes:* • *Minimum building height policy* • *Capacity for employment /commercial uses through policy that requires non-residential land uses at ground level.* *The precinct has little direct interface with Neighbourhood-type (i.e. residential) zones*

• Government-led coordination and delivery of precinct planning - particularly where land is highly fragmented and state-level infrastructure coordination is required in key locations for strategic infill and urban renewal to be a success. A range of policies need to be investigated to ensure benefits are maximised in well-serviced strategic locations including *[relevant policies identified]*: • Minimum building heights and densities to capitalise on well-located land and good infrastructure and provide certainty to developers and community. • Planning for employment uses or capacity within new buildings. • Incentives to encourage diverse and affordable housing. • Improved management of interface between differing intensities of development and land uses.	*so is well positioned to support medium-high-density mixed-use development.* *The proposed Urban Corridor (Business) Zone encourages residential uses as part of mixed-use development. The Code Amendment also preserves existing Employment Zoned land in the Hindmarsh precinct.*

D3. Other Strategic Plans

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

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

Other Relevant Document	Code Amendment Outcomes
Inner Metro Rim Structure Plan (Sept 2012). The part of the Structure Plan that relates to the Hindmarsh Precinct identifies mixed use infill over the areas adjacent to Port Road and commercial infill (i.e. commercial at ground level, with residential above) over the current Strategic Employment Zone land and adjacent to South Road. It also identifies the Port Road / Park Terrace / Adam Street intersection as a gateway area. Envisaged building height is in the	*The Code Amendment proposes to use the Urban Corridor (Business) Zone over the current Strategic Employment Zoned areas and Urban Corridor (Main Street) Zone adjacent to Port Road, aligning with land use mix sought in the structure plan.* *Building heights proposed are greater than those contained in the structure plan, however heights seek to maximise available opportunity in light of the current housing crisis and capitalise on the precinct's location close to the CBD and public transport.*

order of 6 levels, up to 16 around the gateway area.	
City of Charles Sturt Employment Lands Strategy (2024)	*The City of Charles Sturt Employment Lands Strategy, which was prepared prior to the release of the Greater Adelaide Regional Plan, identifies Hindmarsh as a Prime Employment Precinct, and does not consider mixed use opportunities in Hindmarsh.* *The proposed zoning for the Hindmarsh area seeks to continue opportunities for commercial development through the application of the Urban Corridor (Business) Zone, as well as retaining existing Employment Zone areas in the Precinct exclusively for commercial land use purposes.*

Attachment E – Land Use Development Applications in the Hindmarsh Precinct

Application ID	Date Lodged	Address	Nature of Development	Zone	Proposed Land Use	Status
23029553	16/10/2023	LOT 21 ORSMOND ST HINDMARSH SA 5007; 90 ORSMOND ST HINDMARSH SA 5007	Change of use from warehouse to light industry, with associated plant and equipment including a dust extractor. The central part of the 'main' building is proposed to be used for low-impact manufacturing (production of ceiling, wall and door products). Other parts of the building are being used for warehousing and administration in connection with this activity.	Suburban Activity Centre	Light Industry	Refused 25/11/2024
25004876	27/03/2025	335 PORT RD HINDMARSH SA 5007	Change of use from workshop and office to consulting room.	Suburban Activity Centre	Consulting Room	Granted 24/04/2025
24042559	13/01/2025	325 PORT RD HINDMARSH SA 5007	Partial demolition and internal works to the existing building to change from training facility to office with associated carparking.	Suburban Activity Centre	Office / Car parking	Granted: 03/02/2025
22036929	4/11/2022	321 PORT RD HINDMARSH SA 5007	Change of use to a cooking school with modifications to the existing carparking and new sliding gate to the rear of the site.	Suburban Activity Centre	Cooking School	Granted 12/12/2022 Variation Endorsed: 06/07/2023
22007183	16/03/2022	283 PORT RD HINDMARSH SA 5007; 285 PORT RD HINDMARSH SA 5007	Establishment of café and shop within the existing building, alterations to existing building and redevelopment of carparking area and associated landscaping - amend cafe and shop to Consulting Rooms and alterations to elevations and floor plan.	Suburban Activity Centre	Consulting Rooms	Granted 01/04/2022
24027087	11/09/2024	259 PORT RD HINDMARSH SA 5007	Alterations and additions to existing shop (restaurant) and addition of consulting rooms with associated carparking and landscaping.	Suburban Activity Centre	Add Consulting Room	Granted 01/04/2025
23005487	1/03/2023	201-209 PORT RD HINDMARSH SA 5007	Alterations and additions to existing commercial tenancies to construct a 4-storey mixed use building comprising of 18 dwellings.	Suburban Activity Centre	Mixed Use Building / 18 Dwellings	Withdrawn

Application ID	Date Lodged	Address	Nature of Development	Zone	Proposed Land Use	Status
24020813	19/7/2024	252 PORT RD HINDMARSH SA 5007	partial change of land use to upper storey offices from associated to the Parish to separate office use, demolition of existing Parish Hall, construction of new Parish Hall to rear of Parish building and construction of additional parking - Stage 1: renovation of existing parish office building, construction of lift and new kitchen adjacent to parish office; Stage 2 - demolition of existing parish hall, construction of new parish hall, construction of new carpark over existing parish hall footprint.	Suburban Activity Centre	Separate Offices	Granted 7/08/2024
21002673	31/08/2022	192 PORT RD HINDMARSH SA 5007	Variation to development application Development Application 252/1630/17 - Change of use from bed and breakfast accommodation, beauty salon, office, retail to short term residential accommodation with home business.	Suburban Activity Centre	Beauty Salon / Office / Retail / Short Term Residential Accommodation	Granted 14/09/2022
24041921	7/5/2025	LOT 102 ORSMOND ST HINDMARSH SA 5007; LOT 103 PORT RD HINDMARSH SA 5007	Demolition of a portion of building to the rear of the representative building, change of use to office and construction of a three-storey office building to the rear with associated carparking and landscaping.	Suburban Activity Centre	Office / Car parking	Under Assessment
23029573	11/4/2024	UNIT CP 142-144 PORT RD HINDMARSH SA 5007; UNIT 1 142-144 PORT RD HINDMARSH SA 5007; UNIT 2 140 PORT RD HINDMARSH SA 5007	Change of land use including building alterations to short-term accommodation (24 rooms with communal facilities), associated office and rehabilitation area, parking and landscaping.	Suburban Activity Centre	short-term accommodation (24 rooms with communal facilities) / associated office and rehabilitation area, parking and landscaping	Granted 24/05/2024
23001492	14/2/2023	132-138 PORT RD HINDMARSH SA 5007	Change of use to “shop” (compounding pharmacy with associated laboratory).	Suburban Activity Centre	“shop” (compounding pharmacy with associated laboratory)	Planning Consent – Not Required Building Consent –

Application ID	Date Lodged	Address	Nature of Development	Zone	Proposed Land Use	Status
						Granted 14/02/2023
22029418	16/9/2022	25 MANTON ST HINDMARSH SA 5007; 27 MANTON ST HINDMARSH SA 5007	Change in land use of portion of existing office warehouse to include training kitchen and barista bar, expansion of existing staff kitchen.	Suburban Activity Centre	include training kitchen and barista bar	Granted 10/4/24
21041172	1/02/2022	33-35 MANTON ST HINDMARSH SA 5007	Change of use from warehouse to indoor recreation facility (dance studio), and internal modifications.	Suburban Activity Centre	indoor recreation facility (dance studio)	Granted 18/02/2022
23011194	21/04/2023	7 MILNER ST HINDMARSH SA 5007	Change of use from office to consulting room.	Suburban Activity Centre	Consulting room	Granted 27/04/2023
24017163	22/5/2025	70 ORSMOND ST HINDMARSH SA 5007; 72 ORSMOND ST HINDMARSH SA 5007	Four storey mixed use building comprising of an office and car parking on the ground level and 10 dwellings above.	Suburban Activity Centre	Four storey mixed use building	Under Assessment
21008838	24/3/2022	74 ORSMOND ST HINDMARSH SA 5007	Change from existing office to dwelling including two storey additions and fence - reduce two storey addition to single storey and include bathroom to studio.	Suburban Activity Centre	Dwelling	Granted 30/05/2022
21002076	30/3/2021	11 GEORGE ST HINDMARSH SA 5007	Change of use from warehouse to fitness studio - Variation to Conditions 4 and 5 - Condition 4 to doors be kept closed prior to 7:00am and Condition 5 to no training in carparking area prior to 7:00am.	Suburban Activity Centre	Fitness Studio	Refused 11/05/2022

Application ID	Date Lodged	Address	Nature of Development	Zone	Proposed Land Use	Status
23038124	23/5/2022	13-27 HOLDEN ST HINDMARSH SA 5007	Four storey mixed Use Development comprising ground level commercial tenancies, upper-level tourist accommodation, residential dwellings including resident swimming pool and roof mounted solar panels. Staged Development: Stage 1 Earthworks, footings, bulk excavation and basement construction; Stage 2 Superstructure and balance of all remaining development works.	Suburban Business	Four storey mixed Use Development	Granted 18/09/2024
23007069	15/3/2023	41-53 HOLDEN ST HINDMARSH SA 5007; 55 HOLDEN ST HINDMARSH SA 5007	change the use of the existing building from warehousing to an indoor recreation facility comprising an electric go-kart facility, golf simulators and ancillary bar and café.	Strategic Employment	Indoor recreation facility (indoor go-cart facility, golf simulators, ancillary bar and cafe)	Granted 23/05/2023 Endorsed Variation: 16/01/2024
21019729	16/07/2021	80 BACON ST HINDMARSH SA 5007	Change of use to motor repair station.	Strategic Employment	Motor repair station	Granted 06/04/2021
25007700	20/3/2025	36 -38 ADAM ST HINDMARSH SA 5007	Change of Use from Warehouses to Light Industry.	Strategic Employment	Light Industry	Granted 11/04/2025
22025859	12/9/2022	19 RICHARD ST HINDMARSH SA 5007	Change of use to warehouse, office with associated car wrecking yard (light industry) and outdoor storage.	Strategic Employment	Light Industry - warehouse, office with associated car wrecking yard and outdoor storage	Granted 12/10/2022
25017450	14/7/2025	321 PORT RD HINDMARSH SA 5007	Change of use to office with proposed illuminated signage to the front façade.```````````	Suburban Activity Centre	Office with illuminated sign at front facade	Granted 4/9/2025
24017163	22/5/2025	70 ORSMOND ST HINDMARSH SA 5007;72 ORSMOND ST HINDMARSH SA 5007	Four storey mixed use building comprising of an office and car parking on the ground level and 10 dwellings above.	Suburban Activity Centre	Mixed use: Office, residential flat building	Under Assessment

Application ID	Date Lodged	Address	Nature of Development	Zone	Proposed Land Use	Status
26024732	9/9/2026	13 HOLDEN STREET HINDMARSH, SA 5007	Construct a multi-level mixed-use building four levels in height consisting of two shops, eight offices and two three-bedroom dwellings, together with at-grade carparking.	Strategic Employment Zone	Mixed use	Under Assessment
25017450	14/07/2025	321 PORT RD HINDMARSH SA 5007	Change of use to office with proposed illuminated signage to the front facade	Suburban Activity Centre Zone	Office	Granted 24/11/2025
26019130	25/06/2026	184 PORT ROAD HINDMARSH SA 5007	Change in land use from office to educational facility (technical institute) with associated ancillary services and a salon/barber shop within the existing building.	Suburban Activity Centre Zone	Educational facility	Planning consent granted