



Seacliff Park Development **STRATEGY PROPOSAL-16 August 2019**

STRATEGY PROPOSAL

Current Policy

5049 CC support the Development in principle as a potentially positive contribution. We will continue to monitor and seek opportunity for influence within our capacity; and reserve the right to support direct action by the community if the need arises.

The 5049 Community Group's role is to represent the community in submitting their ideas/concerns by presenting submissions and recommendations to the State Planning Authority, City of Marion, City of Holdfast Bay and the Developer. We intend, with the support of the Councils and the Developer to conduct/participate in public meetings to gauge community support and ideas.

We also seek support from the local Member of Parliament particularly related to environmental issues.

It is our desire to work collaboratively and harmoniously in forming a consensus of decisions regarding the Development. We recognise that the final decisions rest with the State Planning Authority and hope that those decisions serve the best interest of all concerned.

Brief History

The site has experienced multiple uses over time:

- Adelaide Brighton Cement used it as a site for the production and storage of cement;
- Monier Tiles used the site for the making of coloured cement tiles;
- Lorenzin used the site for the storage of heavy machinery and earth moving equipment;
- Over the years, a portion of the site was used to dump rubbish; and
- The site was then sold to the Gasparin Group with the intent of developing it for housing.

Broad Issues for the Community as understood by 5049 CC

- Recognises the general support for a quality development and an understanding of what the community may influence.
- 5049 CC would like to ensure the DPA will set the standards and requirements of the development to meet the community's expectation of a 21st C major urban development.
 - Supports diverse and active communities;
 - Provides for high qualitative public open spaces for all;
 - Environmentally sustainable;
 - High quality urban design;

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- Major emphasis on WSUD (water sensitive urban design);
- Exceeds expectations on integrated transport strategies and accessibility;
- Effectively manages all of the infrastructure impacts including roads and services;
- Works closely with Boral on resolution of the mutual impacts on amenity and environment;
- Effective communications regarding the timeframes and stages, including impacts;
- Effective site management and presentation;
- Opportunities for community participation and engagement during the process; and
- Opportunities for direct community collaboration in an integrated community project.

As an example, the following site specific suggestions should be considered:

- The extent of water run-off generated by the development is likely to be very high. Consideration should be given for the extensive application of WSUD (water sensitive urban design) practices to be employed. This should apply to site wide urban design as well as individual dwellings. There is an opportunity to create a mini-wetland as part of the public open space. The installation of substantial rain water tanks to each dwelling should go beyond the current BCA standard to better manage the precious resource and reduce the load on the wider infrastructure. The site should set a new benchmark for WSUD including seeking Grant support.
- Another possibility is to utilise the area of the development which was once subject to land fill and seepage of methane. This area could be excavated and developed into a small water wetland where the water from it may be controlled.
- Within the Development there will be a requirement to provide for public open space. It is suggested that this open space could be aligned with the City of Holdfast Bay open space initiative. Adjacent land could be allocated for a reserve which we understand will be required for the Development. The City of Marion could provide a swap releasing its reserve south of the site to the Development for housing and the developer providing substitution land of equivalent size as open space near the wetlands. The size of the reserve could be quite substantial for the whole community.
- Passive Solar Design to be a feature of the Development.
- Opportunities for integrated artworks interpreting the local history could be incorporated.
- Internal Road Network and car parking provisions to reflect current trends and lifestyle choices regarding number of cars, boats and caravans. Emphasis should be given to reducing the impact of on street parking to ensure the streets are activated shared spaces for all.
- The impact of this development on access and egress from the existing road network is significant. The design solution will need to address all of the needs of the new development and the existing road and footpath users. There is already a good deal of pressure on the local road network west of Brighton Road so the community will want to see this development

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addressing its needs sensitively and that the approving authority ensures that it does not overload the existing infrastructure. If wider improvements are required as a result, that these are included in the strategy and implemented in an integrated way.

- Seek a commitment from Boral of when the access road to Majors Road will be completed and what effects from dust and blasting will affect the new Development on the proposed extension of their quarrying operations.
- Seek an indication of time lines for the whole Development.

Strategies

This position will be tested with our community in the near future but reflects the 5049 Coastal Committee's views taking into account previous engagements, surveys and interactions.

The vehicle for engagement in the development approval process will be predominantly via statutory public consultation and engagement with Marion and Holdfast Bay Councils.

Where practical, direct interactions with the Developer will be encouraged- where it is in the community interest and is considered beneficial to the Development Outcomes.

Our activities will include potential campaigns to promote and challenge any aspects of the Development that are not in the community interest.

We intend sharing this Submission with our Community, our elected Councillors and State and Federal MP's and seek constructive feed-back accordingly.

Please refer to Appendix 1 attached for further thoughts for consideration.

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Appendix 1-Thoughts and Ideas

The ideas listed below are catalysts for further thought and may be added to, modified or altered. It is accepted that some of these ideas may not be feasible but may lead to some innovation.

1. Types of Dwellings, parking, features and access

Are there plans to have multi story dwellings? If so, up to how many levels and are they to be attached or semi attached and where will they be located?

With dwellings, particularly with those on streets running east west, access lanes could be established at the back of each dwelling. The streets could then be narrower with parking on one side only. Every dwelling could provide at least two vehicles for off street parking. The lanes could have provision for sewerage, NBN, power, gas, storm water pipes and mains water.

2. Retaining Walls

Are the existing retaining walls to remain? If so, they could have art depicting the indigenous culture of the area, the history of the area or sea landscape.

3. Passive solar design

Passive Solar Design could be a feature of this development.

The maximum of streets could go east – west. In so doing, all houses would have their frontage facing north or south. Along the northern walls large windows with wide eaves could be constructed thus allowing each house to maximise winter sun for warmth and shade protection from the sun in summer. Energy bills could then be substantially reduced; and

On the northern slope of each roof, solar panels could be installed with batteries. This may be a pilot neighbourhood programme which could be established between the Developer, Government and suppliers where the costs could be subsidised.

3. Traffic access Brighton Road

Consideration will have to be given with the increased number of dwellings in the area and ever increasing traffic that comes from Hallett Cove. Access to Brighton Road from Scholefield Road will be a problem, especially for vehicles turning south.