Development Plan Amendment

By the Minister

Marion Council Development Plan
Mitcham (City) Development Plan
Onkaparinga Council Development Plan

Southern Innovation Area Development Plan Amendment

THE AMENDMENT – *For Approval*

Declared by the Minister for Planning to be an approved amendment under Section 26 (8), of the *Development Act 1993.*

.....
Minister's Signature

20 FEB 2018
.....
Date of Gazette

Government of South Australia
Department of Planning, Transport and Infrastructure

PART 1

APPROVAL DPA

Background

The Southern Innovation Area Development Plan Amendment (DPA) by the Minister amends the Marion Council, Mitcham (City) and the Onkaparinga (City) Development Plan.

This DPA was undertaken in accordance with DPA process B, which included:

- an Initiation Document agreed on 16 September 2015
- a DPA released for concurrent agency, council and public consultation from 4 July 2017 and 29 August 2017
- a Public Meeting conducted by a Panel of the State Planning Commission (SPC) on 12 September 2017.

Consultation

A total of 38 public submissions, 3 council submissions and 6 agency submissions were received in relation to the DPA during the consultation period.

In addition, 14 verbal representations were made at the Public Meeting conducted by a Sub-committee of the SPC.

Approval Stage

Based on a review of all submissions and the recommendations of SPC, the following key alterations have been made to the Amendment:

1. **Mitcham - Regional Activity Zone – Core Area**

   A new 'Flinders Village Area' is introduced as part of the Regional Activity Zone for Mitcham (City) Development Plan to support development of a medium to high density, residential and mixed use development, incorporating the new Flinders Link Station at Bedford Park. This provides improved policy clarity for the Regional Activity Zone – Core Area to better guide primary land use development for that area.

   Strengthening of the Regional Activity Zone – Flinders Village Area Desired Character statement with regards to delivery of safe and efficient movement for public transport, private and emergency vehicles, pedestrians and cyclists throughout the Flinders Village Area; the provision of land uses that provide day and night activation around the Flinders Link Station to promote safe movement and convenient access to goods and services; and provision of a safe and pleasant public environment to better reflect the strategic directions of *The 30-Year Plan for Greater Adelaide*.

2. **Mitcham - Regional Activity Zone – Transition Area (Bedford Park South)**

   The boundary for the Mitcham Residential (Foothills) Zone is retained and the proposed Regional Activity Zone – Transition Area to the west of the Flinders Medical precinct has been removed.

3. **Mitcham – Regional Activity Zone – Open Space Area – boundary review**

   Two land areas adjacent the Flinders University Ring Road in the Mitcham Regional Activity Zone – Core Area / Open Space Area are rezoned as follows:

   a. Western site – be rezoned as RAZ – Open Space Area to reflect land form

   b. South-eastern site - consisting of carpark and water tank infrastructure - be zoned as RAZ - Core Area to provide for future development opportunities

   to reflect the strategic directions of the Flinders University Masterplan.

In addition, the Regional Activity Zone – Open Space Area has been applied to cover the majority of the three ovals that front Sturt Road to retain them for open space / recreational purposes.

4. Mitcham – Regional Activity Zone – Open Space Area – Private land holdings

a. Two privately held land parcels within the proposed Mitcham Regional Activity Zone – Open Space Area (CT6149/999 and CT6181/496) will retain their existing Institutional zoning.

5. Marion – Regional Activity Zone – Commercial Area (Tonsley) - encroachment

a. Concept Plan Map Mar/8 – Tonsley is amended to identify a buffer area between the Regional Activity Zone – Transition Area and Commercial Area to mitigate impacts between land uses.

b. The Regional Activity Zone – Transition Area Desired Character Statement is amended to strengthen policy in relation to interface impacts between residential and commercial / light industry land uses in the Zone.

6. Marion – Regional Activity Zone – Transition Area (Tonsley) – public open space provision

Policy in the Marion Regional Activity Zone is strengthened to address safe, efficient and pleasant movement of access ways for public transport and private vehicles, pedestrians and cyclists throughout the Tonsley site as well as to adjacent areas and key sites; incorporation of the adjacent (relocated) rail station; development of gateways at the main ingresses; provision of public open spaces throughout the area that are enable a variety of experiences and activities and public realm design to ensure a cohesive, amenable and safe environment to better reflect the strategic directions of *The 30-Year Plan for Greater Adelaide.*

7. Marion - Suburban Activity Node Zone – Core Area (Laffer's Triangle) retail floor space

Policy in the Marion Suburban Activity Node Zone – Core Area (Laffer's Triangle) is amended to provide for a neighbourhood-scale centre development, reflecting the strategic directions of *The 30-Year Plan for Greater Adelaide.*

8. Marion - Suburban Activity Node Zone – Tonsley

Two areas of land proposed to be rezoned to Suburban Activity Node Zone have been split from the DPA:

- Alawoona Avenue – from Marion Road to the western boundary of the Tonsley precinct
- An area directly south of the Tonsley precinct (bordered by Main South Road, Sturt Road and the rail line).

These will form the basis for Part 2 of the DPA. Separate investigations will be undertaken of both these sites, together with the broader vicinity with a view to providing a more comprehensive, strategic rezoning that recognises the potential for uplift in a manner that enables cohesive development, appropriate design and ultimately, community consensus.

9. Other – expansion of affected area to include lands in Darlington and Mitchell Park and Sturt

Lot 803, Bedford Park (City of Marion) is rezoned to Open Space Zone to reflect its current open space use adjacent the Warriparinga Wetlands and Council ownership.

Amendment Instructions Table

Name of Local Government Area: City of Marion

Name of Development Plan: Marion Council Development Plan

Name of DPA: Southern Innovation Area DPA

The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 28 November 2017.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Amend • Replace • Delete • Insert	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Centres and Retail Development				
1.	Insert	In PDC 7 before the words 'Suburban Activity Node Zone……', the following words: ***'Regional Activity Zone** and'*	N	N
Industrial Development				
2.	Delete	In PDC 2 the words: "(other than industrial development on or near the boundary between the Urban Employment Zone and Suburban Activity Node Zone)"	N	N
Land Division				
3.	Insert	In PDC 3 under the sub-heading 'Design and Layout' and before the words 'Suburban Activity Node Zone……', the following words: ***'Regional Activity Zone** and'*	N	N
Orderly and Sustainable Development				
4.	Replace	In the list associated with PDC 10, the following: *Concept Plan Map Mar/7 - Sturt Triangle (Marion)* With: *Concept Plan Map Mar/7 - Laffer's Triangle* *Concept Plan Map Mar/8 - Tonsley*	N	N

Residential Development				
5.	Insert	In PDC 15 under the sub-heading 'Site Coverage' and before the words 'Suburban Activity Node Zone……', the following words: ***'Regional Activity Zone** and'*	N	N
OVERLAY SECTION (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **No**				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Commercial Zone				
6.	Replace	The following words in the list associated with PDC 1: *'shop with a gross leasable area of 250 square metres or less'* with: *'shop with a gross leasable area of 250 square metres or less, except within the **Darlington Policy Area 6'***	N	N
7.	Delete	The entirety of PDC4	Y	N
8.	Insert	Immediately after **Sturt/Marion Road Corner Policy Area 3** module**,** new **Darlington Policy Area 6** contained in **'ATTACHMENT MAR 1'**:	N	N
9.	Insert	In the row commencing with 'Shop or groups of shops' of the Non-complying Development table, the following additional clause in the column headed 'Exceptions': *(e) the shop is located within **Darlington Policy Area 6**.*	N	N
Industry Zone				
10.	Delete	The following words at the beginning of PDC 8: *Except within **Light Industry Policy Area 6**,*	N	N
11.	Delete	The whole of **Light Industry Policy Area 6**.	N	N
12.	Delete	The whole of **Research Policy Area 7**.	N	N
13.	Delete	In the Non-complying Development table, the following: *General industry located within **Light Industry Policy Area 6**.*	N	N
Open Space Zone				
14.	Insert	Immediately after **Objective 2,** new **Desired Character** statement contained in **'ATTACHMENT MAR 2'**:	N	N
Regional Activity Zone (new)				
15.	Insert	Immediately after the **Racecourse (Morphettville) Zone**, new **Regional Activity Zone** contained in **'ATTACHMENT MAR 3'**.	N	N

Residential Zone – Hills Policy Area 11				
16.	Insert	After PDC 2 in **Hills Policy Area 11**, insert the following new PDC: 3 Land formerly zoned for industry at the eastern end of Graham Road and Grace Road, Darlington should only be developed for dwellings or other sensitive uses if it can be demonstrated that the sites are suitable for the intended use.	Y	N
Residential Zone – Northern Policy Area 13				
17.	Replace	In PDC 5 the words: **"Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6"** **with the words** "and **Industry/Commerce Edwardstown Policy Area 5"**	N	N
18.	Replace	In PDC 6 the words: **"Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6"** **with the words** "and **Industry/Commerce Edwardstown Policy Area 5"**	N	N
19.	Replace	In PDC 7the words: **"Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6"** **with the words** "and **Industry/Commerce Edwardstown Policy Area 5"**	N	N
Suburban Activity Node Zone				
20.	Replace	The whole of the Suburban Activity Node Zone with the contents of '**ATTACHMENT MAR 4'**	N	N
Urban Employment Zone				
21.	Delete	The entire contents of the Urban Employment Zone	N	N
TABLES				
Amendments required (Yes/No): **Yes**				
Table Mar/1 – Building Setbacks from Road Boundaries				
22.	Delete	The entire Table Mar/1 – Building Setbacks from Road Boundaries.	N	N
Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas				
23.	Replace	The whole of **Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas** with the contents of **'ATTACHMENT MAR 5'.**	N	N
Table Mar 5 – Bicycle Parking Requirements for Designated Areas				
24.	Insert	New Table Mar/5 – Bicycle Parking Requirements for Designated Areas – with the contents of **'ATTACHMENT MAR 6'.**		
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): **Yes**				
Map Reference Tables – Zone Maps				

25.	Insert	In the column headed 'Zone Name', the words 'Regional Activity Zone' (in alphabetical order) and in the same row 'Mar/8' in the column headed 'Zone Map Numbers'.	N	N
26.	Delete	In the column headed 'Zone Name', the words 'Urban Employment Zone' and 'Mar/8' in the same row.		
Map Reference Tables – Policy Area Maps				
27.	Replace	'Light Industry Policy Area 6' and associated Policy Area Map Numbers with the following: In the column headed Policy Area Name: *'Darlington Policy Area 6'* In the same row in the column headed 'Policy Area Map Numbers': *'Mar/8, Mar/11'*	N	N
28.	Delete	In the column headed 'Policy Area Name', the words 'Research Policy Area 7' and 'Mar/8' in the same row.	N	N
29.	Delete	In the row commencing 'Regeneration Policy Area 16', the reference to 'Mar/8'.	N	N
Map Reference Tables – Overlay Maps				
30.	Insert	In the row commencing 'Strategic Transport Routes', the following additional Overlay Map Number: *',Mar/11'*	N	N
Map Reference Tables – Concept Plan Maps				
31.	Replace	In the column headed 'Concept Plan Title', the words 'Sturt Triangle (Marion)' with: *'Laffer's Triangle'*	N	N
32.	Replace	In the column headed 'Concept Plan Title', the words 'Tonsley Park' with: *''Tonsley'*	N	N

Spatial Extent Maps				
33.	Replace	The following maps with the contents of **'ATTACHMENT MAR 7'**: • Council Index Map • Overlay Map Mar/1 – Transport* • Location Map Mar/8* • Overlay Map Mar/8 – Transport* • Overlay Map Mar/8 – Development Constraints* • Overlay Map Mar/8 – Heritage* • Overlay Map Mar/8 – Noise and Air Emissions • Overlay Map Mar/8 – Strategic Transport Routes • Overlay Map Mar/8 – Affordable Housing • Zone Map Mar/8 • Policy Area Map Mar/8 • Location Map Mar/11* • Overlay Map Mar/11 – Transport* • Overlay Map Mar/11 – Development Constraints* • Overlay Map Mar/11 – Heritage* • Zone Map Mar/11 • Policy Area Map Mar/11 (***Note***: Replacement maps indicated by '*' are included for the purpose of updating cadastre)	N	N
34.	Insert	The following new map contained in '**ATTACHMENT MAR 8'**: • Overlay Map Mar/11 – Strategic Transport Routes Immediately after Overlay Map Mar/11 – Heritage.	N	N
Concept Plan Maps				
35.	Replace	Replace the following Concept Plan Maps with corresponding new maps contained in '**ATTACHMENT MAR 9'**: • Concept Plan Map Mar/7 – Laffer's Triangle • Concept Plan Map Mar 8 – Tonsley	N	N

ATTACHMENT MAR 1

New Darlington Policy Area 6

Darlington Policy Area 6

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area providing a range of facilities to meet the shopping and business needs of the surrounding neighbourhood and commercial and light industry activities.

2 Development that does not compromise the arterial road function of Main South Road.

3 Development that enhances the appearance of the policy area.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the area along Main South Road at Darlington is highly commercialised and provides an important local and regional service role. It contains a mixture of commercial, retail and service trade premises located between Main South Road and the Southern Expressway. New development is encouraged to intensify activity while improving the appearance of the policy area to passing traffic.

Retail development should be of a neighbourhood scale and provide a maximum gross leasable floor area of 4500 square metres across the policy area, not including the floor area associated with bulky goods outlets.

Due of the importance of Main South Road as a major arterial road, new development must be consistent with its arterial road function.

The architectural style and finishes of building development will be varied and display high aesthetic qualities to enhance the visual character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- bulky goods outlet
- light industry
- motor vehicle related activities
- office
- service industry
- service trade premises
- shop, other than a bulky goods outlet, with a gross leasable floor area less than 500 square metres
- store
- storage uses
- transport related activities
- warehouse.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 Buildings should not exceed 3 storeys or 12 metres in height above natural ground surface level.

4 Development should be undertaken in accordance with the following parameters and requirements:

(a) no additional vehicle access points should be created onto Main South Road

(b) minimise its impact on the existing traffic network

(c) improve the level of integration and visual amenity within the zone

(d) non-residential buildings are setback at least 6 metres from the boundary of any zone with more sensitive envisaged uses.

5 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1 metre.

Land Division

6 Land division should create allotments that:

(a) are of a size and shape suitable for the intended use

(b) have an area of 1200 square metres or more, unless intended for a specific purpose consistent with the zone provisions and for which a suitable lesser site area requirement can be demonstrated

(c) have a frontage to a public road of at least 20 metres.

ATTACHMENT MAR 2

Amendment to Open Space Zone

DESIRED CHARACTER

The zone encapsulates a number of Council owned reserves that are located across the Council area. These open spaces provide important structured and unstructured recreational opportunities, as well as community and education facilities for the community of Marion and beyond. It includes a length of the Sturt River which retains its natural form, including floodplain and vegetation.

Development will ensure that the aesthetic qualities and open space character of these reserves are preserved and enhanced through conservation and revegetation. Development will be appropriate to the current and envisaged public function of the spaces and their local setting. Landscaping should ensure that any remnant native vegetation is incorporated into the landscape design and that locally indigenous vegetation is utilised wherever possible.

Warriparinga Wetlands

The Warriparinga Wetlands is an important ecological site consisting of the Sturt River and wetlands that help manage stormwater flows and improve water quality for the area. The surrounding landscape contains native vegetation that provides an important refuge for birds and animals, as well as open spaces and pedestrian and cycle paths.'

The Warriparinga Wetlands is culturally important to the local Kaurna people and contains the Living Kaurna Cultural Centre and associated activities; items of Aboriginal heritage and Fairford House, a state heritage listed place.

Any further development in the Warriparinga Wetlands area will be cognisant of the important ecological and cultural priorities of the site.

ATTACHMENT MAR 3

New Regional Activity Zone

Regional Activity Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone that has a focus of land uses that are state wide, national and international attractors supported by a mix of compatible land uses including shops, entertainment, medium and high density residential.

2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

3 The design and layout of development to encourage walking and cycling and promote public transport use and healthy neighbourhoods.

4 A mixed use zone with a variety and concentration of day-time and night-time activity close to key focal points such as an education or health facility, a fixed transit stop, an activity centre or high quality open space areas.

5 Development that minimises environmental health impacts upon human health, local amenity and the environment.

6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is part of a larger destination that includes land within the City of Mitcham and takes in a range of education, health, research and employment facilities of regional significance. While these activities will be the focus for development in the zone, other activities will be encouraged to provide a supporting role such as clusters of medium to high density housing and other forms of accommodation, mixed use developments, quality public open spaces and public transport infrastructure.

A limited range of complementary activities such as shops, consulting rooms and entertainment venues will also be encouraged to meet the day to day needs of workers, students, residents and visitors.

Key entry points to the Tonsley precinct will incorporate a ‘gateway’ design that creates an entrance statement and experience that highlights the unique environment and community of Tonsley.

Development will be of high quality urban design and will contribute to the provision of a coherent public realm by framing streets. Buildings at the interface of the zone will create an appropriate transition of development in terms of design, scale, massing and intensity of land use.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques, transition of building heights, design and siting of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access.

Building entrances will be oriented to the street, large parking areas will be minimised and on-site parking areas will be located behind buildings. Landscaping will unify the public realm and encourage outdoor activities and support ecological biodiversity.

Sharing of facilities, including communal open space, parking areas and access ways, is encouraged.

A high quality public realm will be incorporated with a pedestrian and cycle network that delivers a cohesive, amenable and safe pedestrian environment through landscaping, surface treatments, street furniture, wayfinding and public art and building design. Colonnades, courtyards, awnings and street furniture will be encouraged, together with wide footpaths and street trees to shade the footpath and soften the built form. Consistency in the use of these elements will visually connect different areas within the zone. A hierarchy of open spaces will be provided across the precinct, designed in a manner to enable a variety of experiences and functions, including play and activation, and incorporate stormwater

management functions where appropriate. Safe, efficient and pleasant movement and access ways will be provided for public transport, private vehicles, pedestrians and cyclists throughout the Tonsley precinct and particularly to key destinations, as well as to adjacent areas including the adjacent rail station and Flinders University.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the zone. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

The integration of vegetation and water into the design of developments is encouraged to reduce the urban heat island effect, including landscaping (particularly if actively or passively irrigated), living architecture (green roofs and walls), and water bodies or features.

Some parts of the zone are known to be affected by site contamination, including within the former Mitsubishi Motors Australia facility. Further investigations to determine the nature and extent of site contamination and remediation will be considered, as required, to ensure that land is suitable for the intended use. Development will occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development. Environmental assessment of areas intended for less sensitive uses, such as commercial uses, is also essential to ensure the land is suitable for the intended use.

Development within any Environment Protection Authority Evaluation Distances (via EPA document: *'Evaluation Distances For Effective Air Quality And Noise Management'*) will not proceed until adverse impacts of adjacent industrial activities that affect the proposed development have been satisfactorily addressed. Development will also be designed and orientated to mitigate environmental impacts where possible.

The zone will include Regional Activity Core Area (Tonsley), Core Area (Laffer's Triangle), a Transition Area, and Commercial Area (Tonsley) as identified on *Concept Plan Map Mar/7 - Laffer's Triangle* and *Concept Plan Map Mar/8 - Tonsley.*

Core Area (Laffer's Triangle)

The form, scale and mix of development will be at its greatest intensity in the Core Area. Land uses will primarily be education, health, office and research facilities, but will include, formal outdoor recreation areas, medium to high density residential, consulting rooms and a mix of secondary land uses including shops, tourist accommodation, and entertainment facilities. Secondary uses will cater for the day to day needs of local residents, workers and students. Features and activities that attract people and add vitality to the area, such as display windows, retail shopfronts and outdoor dining areas are desirable at street level.

Land adjacent to the Warriparinga Wetlands will predominantly cater for medium to high density residential uses, shops with outdoor dining areas, and tourist accommodation to maximise the outlook over this important regional open space, but may include other low impact uses such as offices and consulting rooms. Development will be separated from the Warriparinga Wetlands with a shared access path to enable the public to enjoy the interface with the open space.

Core Area (Tonsley)

The form, scale and mix of development will be at its greatest intensity in the Core Area. Land uses in the Core Area (Tonsley) will be focused on education, research, commerce, service industry and light industry, combined with clusters of residential uses (where compatible) in an innovative, alternative and intense urban form concentrated within MAB Circuit and reinforcing the reuse of the former Main Assembly Building (MAB) area.

A core retail area and higher density housing will be focused around the western end of Tonsley Boulevard and adjacent the rail corridor to create an active, vibrant focus for community activity. Residential development will be located and designed in a manner that does not prejudice the ongoing operations of commercial or industrial activities.

Some areas within the Core Area (Tonsley) were previously used for industrial purposes (motor vehicle manufacturing). As such, development in the Core Area is expected to occur on a precautionary basis where a site contamination audit will be required to verify that a site or sites are suitable for the intended use, particularly for sensitive uses like residential development.

Commercial Area (Tonsley)

The Commercial Area (Tonsley) will be developed as a mixed use area with a focus on commercial, light industry and service trade premises that provide, and capitalise on, frontage to Main South Road. Road access between Selgar Avenue and the broader Commercial Area will be provided to improve accessibility and connectivity,

Buildings fronting Tonsley Boulevard will be designed to frame the street to create an attractive entranceway from South Road. This will be achieved through buildings designed with minimal setbacks and that incorporate verandas and awnings. Whilst commercial, and industrial uses will be the focus for this area, residential mixed use development is also appropriate fronting Tonsley Boulevard, subject to compatibility with commercial and light industrial uses.

Transition Area

Land uses in the Transition Area will be predominantly medium to high density residential, together with open space recreation areas, but may include other low impact uses such as offices and consulting rooms. The density and intensity of development will be less than that of the adjacent Core Areas but will be greater than neighbouring residential zones.

Residential development will primarily be in the form of row dwellings and residential flat buildings. Student accommodation, serviced apartments and diverse housing forms that cater for students, professionals and families which are adaptable, are encouraged in the Transition Area.

Higher density residential development in medium to high rise buildings will be located along the rail corridor and adjacent the 'Core' Area with lower density and low to medium rise forms transitioning towards existing lower density residential areas to the north.

The general design and layout of buildings and activities, in combination with open space areas, are expected to foster a sense of identity and create vehicle, pedestrian and cycle connections to and between major activity hubs, transport facilities, and local destinations (eg shops, schools, local parks) within and beyond the zone's boundaries. The Tonsley rail line extension, public transport facilities and upgrades to road infrastructure and pedestrian/cycle paths across the Main South Road and Sturt Road corridors, will be used to guide development and encourage a pedestrian oriented environment.

Residential development in proximity to the Commercial Area (Tonsley) will be cognisant of and compatible with nearby commercial activities and built in a manner that enables nearby commercial activities to continue operations without prejudice. An open space area consisting of landscaping and / or fencing as a visual and acoustic barrier will be provided to the eastern boundary of the Transition Area, where adjacent the Commercial Area, to provide a buffer between sensitive and commercial land uses to mitigate potential impacts.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged as primary land uses in the zone:

- affordable housing, excluding the Commercial Area
- aged persons accommodation, excluding the Commercial Area
- conference facility, excluding the Transition Area
- community centre
- consulting room
- educational establishment
- entertainment venue
- mixed use building, excluding the Commercial Area
- multiple dwelling, excluding the Commercial Area
- office
- parking facility, excluding the Transition Area
- place of worship
- recreation area
- residential flat building, excluding the Commercial Area
- service industry – excluding the Transition Area

- shop or group of shops (excluding a bulky goods outlet), excluding the Transition Area and Commercial Area
- student accommodation, excluding the Commercial Area
- supported accommodation, excluding the Commercial Area
- special events
- tourist accommodation, excluding the Commercial Area.

2 The following additional types of development, or combination thereof, are envisaged as primary land uses in the certain areas with the Zone:

- **Core Area (Laffer's Triangle)** –hospital, indoor recreation centre, parking facility and semi-detached dwelling(where adjacent the Open Space Zone)
- **Core Area (Tonsley)** – light industry, parking facility and service trade premises
- **Transition Area** – group dwelling and row dwelling
- **Commercial Area** – indoor recreation centre, light industry, service industry, service trade premises, warehouse.

3 Secondary land uses are supported where they are of a local or neighbourhood scale with a design, intensity and sensitivity that is compatible with and which does not inhibit the development or operations of envisaged primary land uses, and may include:

(a) **Transition Area** – shop or group of shops (excluding a bulky goods outlet), and tourist accommodation

(b) **Commercial Area** – affordable housing, aged persons accommodation, entertainment venue, mixed use building, multiple dwelling, residential flat building, shop or group of shops, student accommodation, supported accommodation and tourist accommodation.

4 Development listed as non-complying is generally inappropriate.

5 Development should be undertaken in accordance with the Core, Commercial (Tonsley) and Transition Areas as identified on *Concept Plan Map Mar/7 – Laffer'sTriangle* and *Concept Plan Map Mar/8 - Tonsley*.

6 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

7 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development in both land use intensity and built form bulk and scale.

8 Sensitive uses within the zone should be designed and located to ensure the ongoing operation of any existing activity within or adjacent to the zone is not impeded.

9 Sensitive development, including residential development at the interface with non-residential development should seek to mitigate impacts of noise and air emissions, including odour, from adjoining non-residential development through built form, design and orientation.

10 Non-residential development at the interface with sensitive development, including residential development, should seek to minimise impacts of visual appearance, building bulk and scale, overshadowing, noise, vibration, chemical over-spray, air quality, odour, dust, hours of operation and on–street car parking.

Form and Character

11 Development should be consistent with the desired character for the zone.

12 Development should transition from medium and high-rise along Tonsley Boulevard and within the area bound by MAB Circuit, to medium to low-rise where the development site abuts the zone boundary.

13 Residential development should achieve a residential density in accordance with the following:

Designated area	Minimum net residential density
Core Area	80 dwellings per hectare
Transition Area	50 dwellings per hectare

14 New development should not have direct vehicular access to Main South Road.

Building Envelopes

Building Height

15 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment; rooftop garden or entertainment and associated structures) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area (Laffer's Triangle)		
Land adjacent zone boundary:	2 storeys	4 storeys and up to 16.5 metres
Any area not designated by the above:	3 storeys	10 storeys and up to 40.5 metres
Core Area (Tonsley)		
Land bound by MAB Circuit:	3 storeys	15 storeys and up to 60.5 metres
Land adjacent Residential Zone boundaries:	2 storeys	4 storeys and up to 16.5 metres
Any area not designated by the above:	3 storeys	10 storeys and up to 40.5 metres
Transition Area		
Land adjacent zone boundary:	2 storeys	4 storeys and up to 16.5 metres
Any area not designated by the above:	2 storeys	6 storeys and up to 24.5 metres

Designated area	Minimum building height	Maximum building height
Commercial Area (Tonsley)		
Land adjacent Tonsley Boulevard:	3 storeys	10 storeys and up to 40.5 metres
Land adjacent zone boundary (except where fronting Main South Road or the **Industry Zone**):	2 storeys	4 storeys and up to 16.5 metres
Any area not designated by the above:	3 storeys	6 storeys and up to 24.5 metre

16 Development should generally not exceed the heights specified for the zone, unless it meets all of the following criteria:

(a) the site area is greater than 1500 square metres and has side or rear vehicle access

(b) the design provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining area

(c) the building demonstrates design excellence (6 star greenstar), is mixed use and incorporates key sustainability initiatives including green roofs and green walls.

Building Setbacks

17 Except where the Metropolitan Adelaide Road Widening Plan applies, buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value
Primary road frontage	No minimum except where it also abuts the Southern Expressway or Main South Road: 10 metres. Maximum setback: 2 metres, except where it abuts the Southern Expressway or Main South Road.
Secondary road frontage	No minimum, except where it also abuts the Southern Expressway or Main South Road: 10 metres.
Side or rear boundary	No minimum, except where: (a) it is also the zone boundary: 4 metres (b) it is also abutting the Southern Expressway or Main South Road: 10 metres.

Private Open Space

18 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square meters)	Minimum dimension (metres)	Minimum area provided at rear or side of dwelling, directly accessible from a habitable room (square metres)
150-250	15, of which 5 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2	10
≤150	10, of which 5 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2	8

19 Student accommodation should provide private open space in accordance with the following table:

Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
2 square metres per bedroom per dwelling	1	1

20 Private open space for student accommodation may be substituted by communal open space at ground level where it meets all of the following criteria:

(a) a variety of use opportunities, including both individual and shared areas

(b) access to direct light and natural ventilation

(c) at least 50 per cent of the communal open space is visually screened from public areas of the development

(d) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance

(e) it contains landscaping and facilities that are functional, attractive and encourage recreational use

(f) provided cumulatively at the rate of 2 square metres per bedroom per dwelling.

Design and Appearance

21 Buildings should be orientated towards public open space and defined pedestrian and cycle routes as illustrated on *Concept Plan Map Mar/7 – Laffer'sTriangle* and *Concept Plan Map Mar/8 - Tonsley*.

22 In Core and Commercial Areas, the ground and first floor of buildings of 4 or more storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

23 Where vehicle parking is to be provided at ground level or above, it should be designed to:

(a) minimise the extent of parking that is visible from public areas to that which is required for emergency service vehicles, temporary event parking and set down (drop off) functions

(b) not detract from the provision of active street frontages

(c) complement the surrounding built form in terms of height, massing and scale

(d) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings and screen vehicle parking from view from public areas and other buildings

(e) be comprehensively integrated with high quality landscaping that includes large trees.

24 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

(a) on frontages to Main South Road

(b) where they materially conflict with existing or projected pedestrian movement and / or activity

(c) where they would cause undue disruption to traffic flow.

25 Boundary walls and fences should be no more than 1**.**2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Off Street Parking

26 Vehicle parking should be provided in accordance with the rates set out in Table Mar/2 – Off Street Vehicle Parking Requirements or *Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies)*.

27 Bicycle parking should be provided in accordance with the rates set out in *Table Mar/5 - Bicycle Parking Requirements for Designated Areas*.

Land Division

28 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.
In addition, the following forms of development are designated as complying subject to the conditions contained in *Table Mar/2A - Off-street Vehicle Parking Requirements*:

(a) change in the use of land from residential to office less than 250 square metres on the ground or first floor of a building

(b) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Bulky goods outlet	Except where the gross leasable floor area is less than 500 square metres.
Fuel depot	
General industry	
Public service depot	Alterations or additions to an existing public service depot.
Road transport terminal	
Store	Where associated with a service industry or light industry within the Core Area (Tonsley) or Commercial Area (Tonsley) of the **Regional Activity Zone** as identified on *Concept Plan Map Mar/8 - Tonsley*.
Special industry	
Transport depot	Where it is a public transport interchange
Warehouse	Where either of the following apply: (a) it is within the Commercial Area (Tonsely) of the the **Regional Activity Zone** (b) where associated with a light industry, service industry or service trade premises within the Core Area of the **Regional Activity Zone**.
Waste reception storage treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination thereof (except where the development is non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation within the Core Area or Transition Area of the **Regional Activity Zone**	
All forms of development that are ancillary and in association with residential development	
Community centre	
Conference facility	
Consulting room	
Dwelling within the Core Area or Transition Area of the **Regional Activity Zone**	

Category 1	Category 2
Dependent accommodation within the within the Core Area or Transition Area of the **Regional Activity Zone**	
Educational establishment	
Entertainment venue within the Core Area (Tonsley) and Commercial Area (Tonsley)	
Hospital within the Core Area (Laffer's Triangle) of the **Regional Activity Zone**	
Light industry within the Regional Activity Commercial Area or Core Area (Tonsley) as identified on *Concept Plan Map Mar/8 - Tonsley*.	
Mixed use building within the Core Area or Transition Area of the **Regional Activity Zone**	
Office	
Place of worship	
Public infrastructure	
Residential flat building within the Core Area or Transition Area of the **Regional Activity Zone**	
Service trade premises within the Core Area (Tonsley) of the **Regional Activity Zone** or Commercial Area as identified on *Concept Plan Map Mar/8 - Tonsley*.	
Shop or group of shops (except bulky goods outlet)	
Student accommodation within the Core Area or Transition Area of the **Regional Activity Zone**	
Supported accommodation within the Core Area or Transition Area of the **Regional Activity Zone**	
Special events	
Tourist accommodation within the Core Area or Transition Area of the **Regional Activity Zone**	
Warehouse within the Commercial Area of the **Regional Activity Zone**	

ATTACHMENT MAR 4

Replacement: Suburban Activity Node Zone

Suburban Activity Node Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone that includes a range of medium and high density residential development supported by a mix of compatible land uses.

2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

3 The design and layout of development to encourage walking and cycling and promote public transport use.

4 A mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space.

5 To identify and remediate contaminated land to a level appropriate for its intended use.

6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone will be developed predominantly for medium to high density housing and accommodation with integrated mixed use activities at an appropriate scale.

Residential development will be primarily in the form of residential flat buildings, row dwellings, semi-detached dwellings, serviced apartments and other forms of accommodation that meet the needs of a diverse community, including students and aged persons. The location of high density housing and other forms of targeted accommodation will take into account its proximity to education and employment facilities, and public transit services.

The form, scale and mix of development will be at its greatest intensity in 'Core Areas' as shown on *Concept Plan Map Mar/7 – Laffer's Triangle*. Non-residential activities in 'Core Areas' may include shops, community services, offices, consulting rooms, cafes and restaurants that provide for day-to-day needs of residents and workers and reduce the need for multiple trips. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are encouraged.

Outside of 'Core Areas', smaller scale non-residential uses will be encouraged at street level, with residential units and / or other forms of accommodation located on upper floors.

The height of buildings will transition down from 'Core Areas'. Buildings on land adjacent to a residential zone accommodating low rise development will create an appropriate transition of development scale, massing and land use intensity.

Development in the zone will create an appropriate interface between residential development in the zone and established incompatible uses outside the zone such as industrial activities. Additional scope in the use of land at the interface of such areas will be provided to encourage a pattern of development that achieves a suitable level of amenity and minimisation of environmental health impacts for residents and will enhance residential areas located further away from the interface.

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian oriented development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings.

Amalgamation of adjacent allotments or sharing of facilities including communal open space, parking areas and access ways is encouraged.

Streets will be highly connected to surrounding areas (acknowledging the physical constraints imposed by the Sturt River and Warriparinga Wetlands at Laffer's Triangle) and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations such as shops, public transport stops and local parks.

Development in the zone will achieve high quality urban design in both the public and private realm through building design, landscaping, surface treatments and street furniture. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Streets will incorporate traffic calming measures.

Front fences will be minimised to ensure visual permeability and avoid large blank walls to encourage passive surveillance, active streetscapes and a visually interesting public realm.

Residential buildings will sit within a landscaped public realm environment that provides high quality amenity for residents. A range of setbacks will be provided to achieve physical and/or visual activation to the streetscape, and provide sufficient space between individual buildings for landscaping, car parking areas, building entries, pedestrian entries and movement networks, and create a pleasant, short range visual outlook.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the Zone at the neighbourhood, street, site and building level. Stormwater management will address potential water quality impacts from site contamination and other factors while improving the aesthetic and functional value of open spaces, including public access ways and greenways.

Laffer's Triangle

Laffer's Triangle will be developed as a predominantly medium to high density residential area with land uses adjacent to the Warriparinga Wetlands designed and sited to maximise the outlook over the wetlands and open spaces. Land uses in this locality will include aged care accommodation.

Non-residential land uses are encouraged along the Marion Road frontage and will be designed to integrate with residential development within the area.

The number of access points to Marion Road will be limited, with access to individual sites achieved through service roads, internal driveways and shared parking areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- advertisement
- affordable housing
- aged persons accommodation
- all forms of development that are ancillary to and in association with residential development
- community centre
- consulting room
- dwelling
- educational establishment
- mixed use building
- office
- pre-school
- recreation area

- residential flat building
- shop or group of shops, other than larger scale bulky goods outlets that exceed a maximum gross leasable floor area in the order of 250 square metres
- stormwater detention/retention basin
- student accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Development should be undertaken in accordance with *Concept Plan Map Mar/7 – Laffer's Triangle* and primarily take the form of:

(a) in the Core Area - residential flat buildings, row dwellings, non-residential buildings and mixed use buildings comprising two or more land uses with non-residential land uses on the ground floor

(b) in all other areas - residential flat buildings, row dwellings, detached and semi-detached dwellings and including aged care and student accommodation.

4 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

5 Except in Core Areas where a higher intensity of development may be appropriate, non-residential development should:

(a) have a local focus to their scale of activity and intended market catchment

(b) encourage walking to local shopping, community services and other activities

(c) not detrimentally impact on the amenity of nearby residents.

6 Shops or groups of shops and offices should have the following maximum gross leasable areas.

Designated area	Office (square metres)	Shop or group of shops (square metres)	Consulting Room (square metres)
Core Area (Laffer's Triangle)	500	2000 (consisting of 1500 square metres for a supermarket and 500 square metres for specialty shops)	500
Any area not designated by the above	100	100	100

Form and Character

7 Development should be consistent with the desired character for the zone.

8 Residential development, should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density (dwellings per hectare)
Core Area	70
Any area not designated by the above	50

Building Envelopes

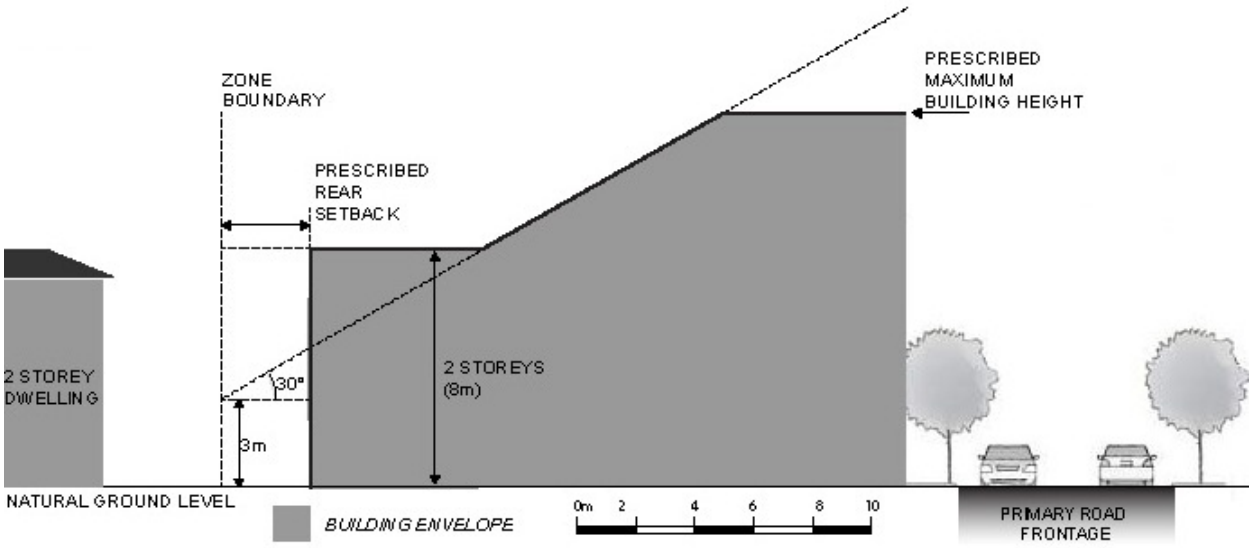
Building Height

9 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment; rooftop garden or entertainment and associated structures) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	2 storeys	6 storeys and up to 24.5 metres
Other Area	1 storey or	4 storeys and up to 16.5 metres
Area adjacent a lower density residential zone boundary	1 storey	3 storeys and up to 12.5 metres

Interface Height Provisions

10 To minimise building massing at the interface with residential development located in a residential zone, components of buildings over two storeys in height should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone, as illustrated in **Figure 1**:



Building Setbacks

11 A zero minimum setback applies for the primary road frontage and / or side boundary(ies) of buildings, except where it also abuts the Southern Expressway or Main South Road, in which case there is a minimum 10 metre setback, or where contrary to another provision in the zone.

12 Unless contrary to another provision in the zone, buildings (excluding verandas, porticos and the like) should be set back a minimum of 10 metres where it abuts the Southern Expressway or Main South Road, and otherwise in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage	No minimum
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Minimum setback from the rear allotment boundary	4 metres where the rear allotment boundary abuts a residential allotment within a residential zone No minimum in all other circumstances

Design and Appearance

13 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in *Concept Plan Map Mar/7 – Laffer's Triangle.*

14 In Core Areas, the ground floor of buildings of 4 or more storeys should be built to dimensions (including a target minimum ceiling height of 3.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

15 Boundary walls and fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Private Open Space

16 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

17 Student accommodation should provide private open space in accordance with the following table:

Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
2 square metres per bedroom per dwelling	1	1

18 Private open space for student accommodation may be substituted by communal open space at ground level where it meets all of the following criteria:

(a) a variety of use opportunities, including both individual and shared areas;

(b) access to direct light and natural ventilation

(c) at least 50 per cent of the communal open space is visually screened from public areas of the development

(d) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance

(e) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

(f) provided cumulatively at the rate of 2 square metres per bedroom per dwelling.

Off Street Parking

19 Vehicle parking should be provided in accordance with the rates set out in *Table Mar/2 – Off Street Vehicle Parking Requirements* or *Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas* (whichever applies).

20 Bicycle parking should be provided in accordance with the rates set out in T*able Mar/5 - Bicycle Parking Requirements for Designated Areas.*

Land Division

21 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Fuel depot	
Industry	

Form of development	Exceptions
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	
Special industry	
Store	
Transport depot	
Warehouse	
Waste reception storage treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. In addition, the following forms of development, or any combination thereof (except where the development is non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Affordable housing	
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Residential flat building	
Shop or group of shops, excluding a bulky goods outlet or retail showroom	
Stormwater detention/retention basin	

ATTACHMENT MAR 5

Replacement Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

1 The vehicle parking rates table applies to Designated Areas listed below except where:

(a) any applicable condition(s) is/are not met

(b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

2 The following are Designated Areas:

Designated Area	Conditions
Regional Activity Zone **Suburban Activity Node Zone**	None
District Centre Zone **Local Centre Zone** **Neighbourhood Centre Zone** **Regional Centre Zone**	Any part of the development site is located in accordance with at least one of the following: (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) within 400 metres of a bus interchange(1) that is part of a high frequency public transit service(2) (c) within 400 metres of an O-Bahn interchange(1) (d) within 400 metres of a passenger rail station(1) that is part of a high frequency public transit service(2) (e) within 400 metres of a passenger tram station(1) (f) within 400 metres of the Adelaide Parklands.

(1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles
(2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

1 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times

(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas

(c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

(d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)

(e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening

(f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes

(g) development that involves the reuse of the Main Assembly Building (MAB) at Tonsley which includes significant infrastructure to support cycling: where a reduction of up to 20 percent may be acceptable.

Tables Vehicle Parking Rates

Table 1: Non-residential development (excluding light industry and tourist accommodation)

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All **Designated Areas** (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area as shown on *Concept Plan Map Mar/7 – Laffer's Triangle* and *Concept Plan Map Mar/8 - Tonsley* of the **Regional Activity Zone** and **Suburban Activity Node Zone**	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Table 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

Table 3: Residential development in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Core Area as shown on *Concept Plan Map Mar/7 – Laffer's Triangle and Concept Plan Map Mar/8 - Tonsley* of the **Regional Activity Zone** and **Suburban Activity Node Zone**	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
Transition Area / Any other area not designated as shown on *Concept Plan Map Mar/7 – Laffer's Triangle and Concept Plan Map Mar/8 - Tonsley* of the **Regional Activity Zone** and **Suburban Activity Node Zone**	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling	0.25 per dwelling

Table 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	1 or 2 bedrooms	1
	3 + bedrooms	2

Table 5: Student accommodation

Location of development	Number of required vehicle parking spaces	Number of required visitor parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	0.25 per bedroom per dwelling	0.03 per bedroom per dwelling

ATTACHMENT MAR 6

New Table Mar/5 - Bicycle Parking Requirements for Designated Areas

Table Mar/5 - Bicycle Parking Requirements for Designated Areas

Interpretation

1 The bicycle parking rates table applies to Designated Areas listed below except where:

(a) any applicable condition(s) is/are not met

(b) the zone provisions require a lesser amount of bicycle parking spaces than the amount determined using the bicycle parking rates tables below.

Designated Areas

2 The following are Designated Areas:

Designated area	Conditions
Regional Activity Zone **Suburban Activity Node Zone**	None

3 In mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

4 Residential and mixed use development, in the form of multi-storey buildings, should provide bicycle parking in accordance with the following rates:

Form of development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces)
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Student accommodation	1 for every 8 bedrooms per dwelling	1 for every 20 bedrooms per dwelling
Office	1 for every 200 squre metres of gross leasable floor area	2 - plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms.

5 In residential and mixed use developments, the provision of bicycle parking may be reduced in number where the following end-of journey facilities are provided:

(a) changing facilities and secure lockers for residents, staff and visitors

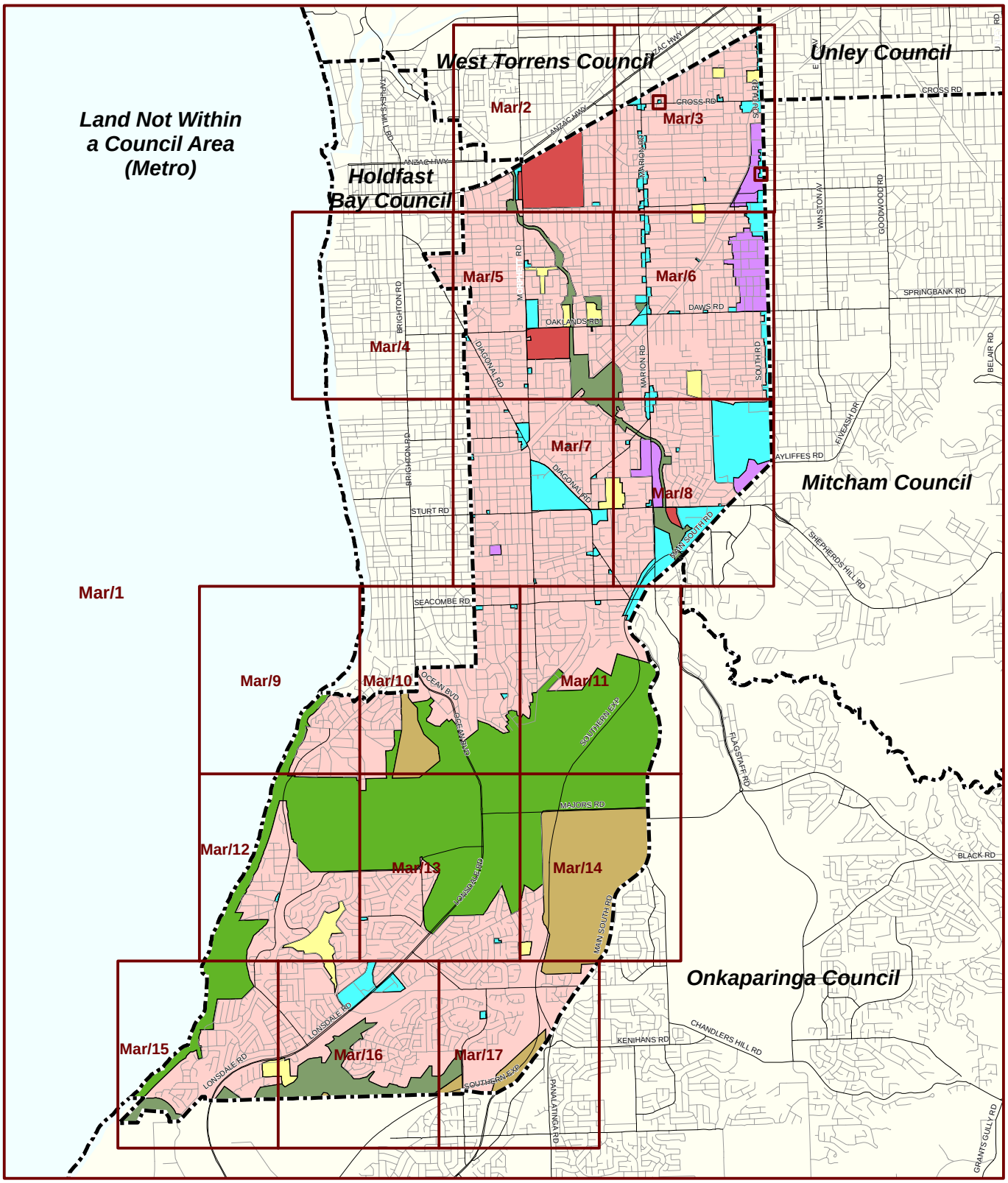
(b) signage indicating the location of bicycle facilities

(c) provision of a dedicated bike parking area that is safe, secure and attractive.

ATTACHMENT MAR 7

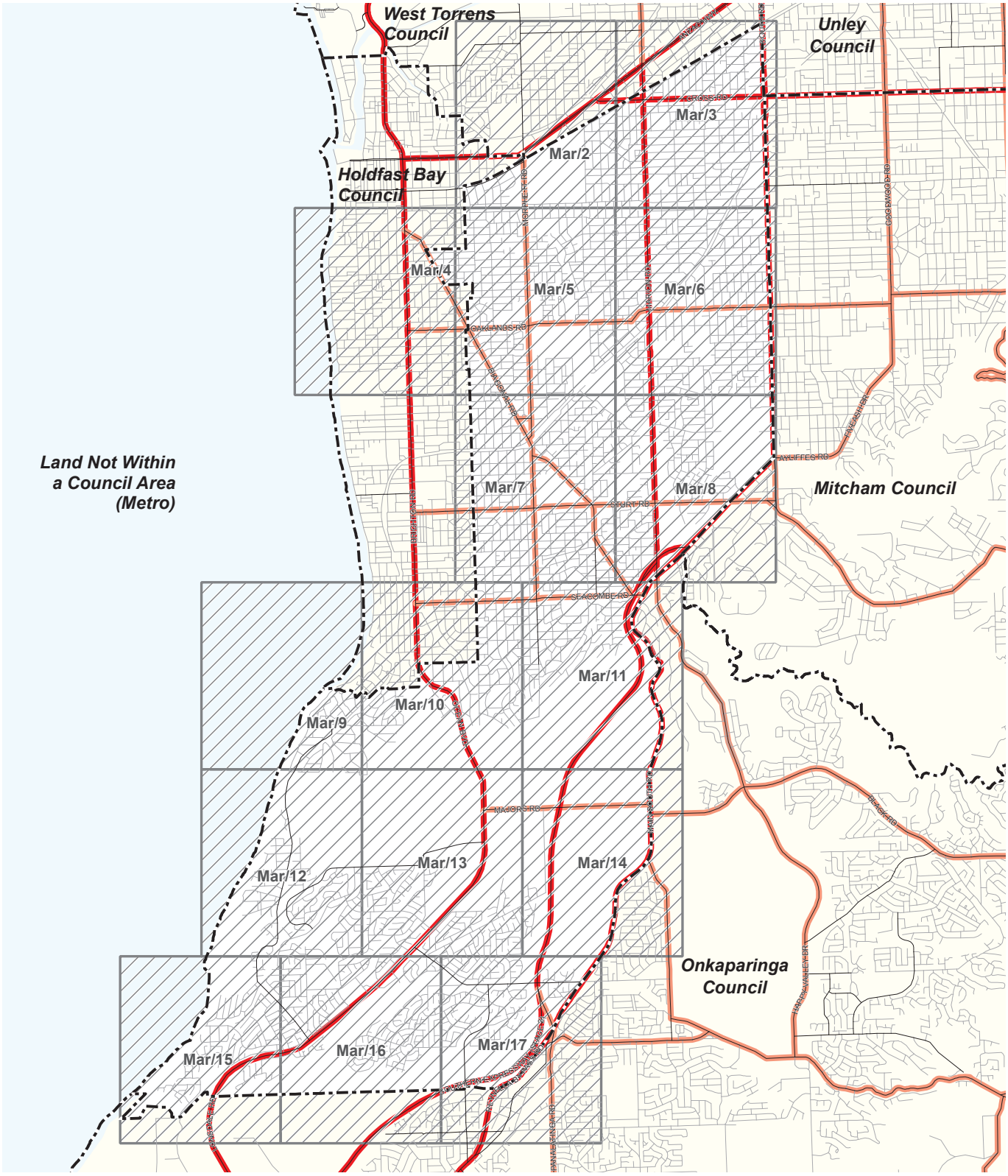
Replacement Maps:

- **Council Index Map**
- **Overlay Map Mar/1 – Transport**
- **Location Map Mar/8**
- **Overlay Map Mar/8 – Transport**
- **Overlay Map Mar/8 – Development Constraints**
- **Overlay Map Mar/8 – Heritage**
- **Overlay Map Mar/8 – Noise and Air Emissions**
- **Overlay Map Mar/8 – Strategic Transport Routes**
- **Overlay Map Mar/8 – Affordable Housing**
- **Zone Map Mar/8**
- **Policy Area Map Mar/8**
- **Location Map Mar/11**
- **Overlay Map Mar/11 – Transport**
- **Overlay Map Mar/11 – Development Constraints**
- **Overlay Map Mar/11 – Heritage**
- **Zone Map Mar/11**
- **Policy Area Map Mar/11**



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map



Overlay Map Mar/1

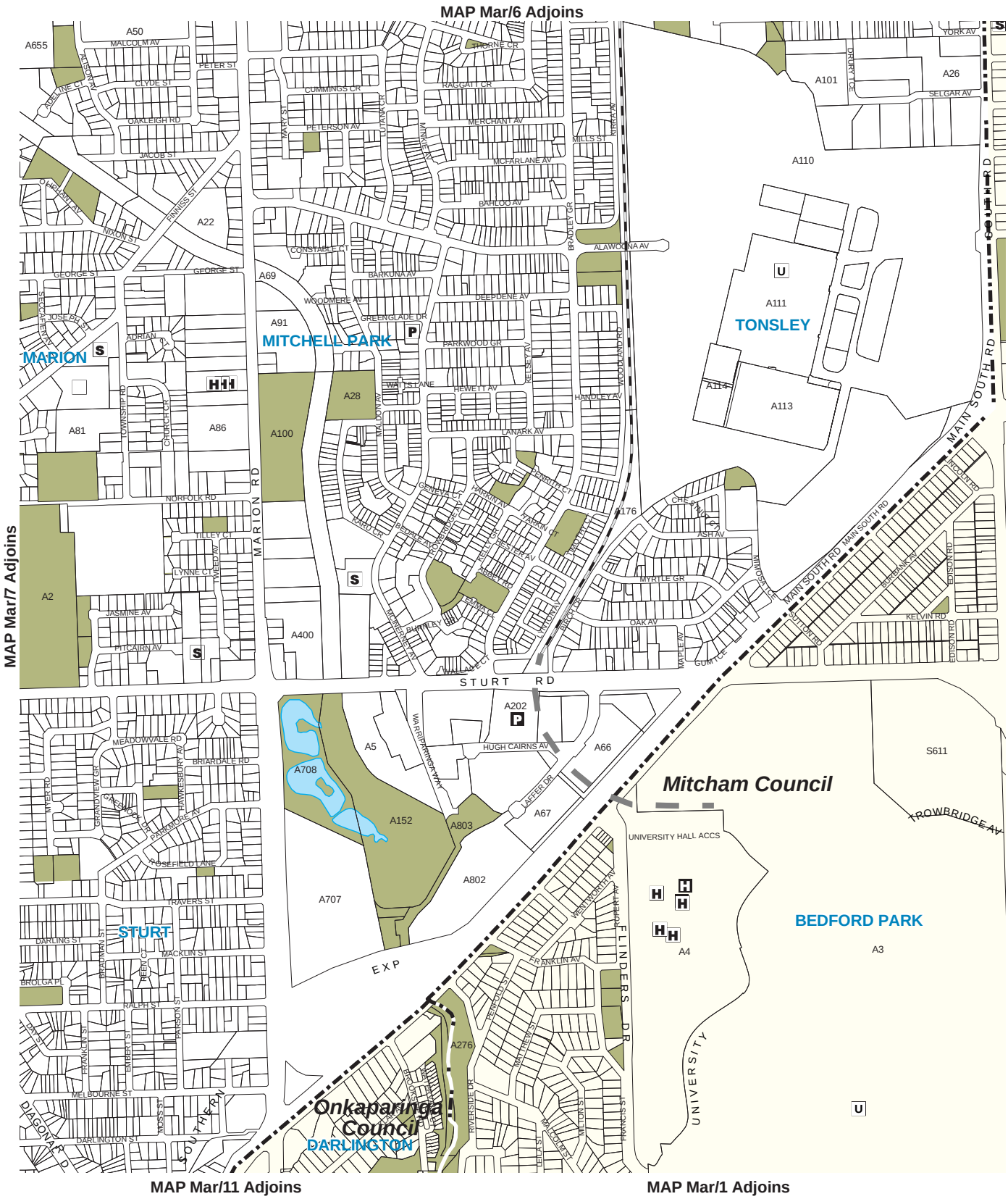
TRANSPORT

MARION COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary



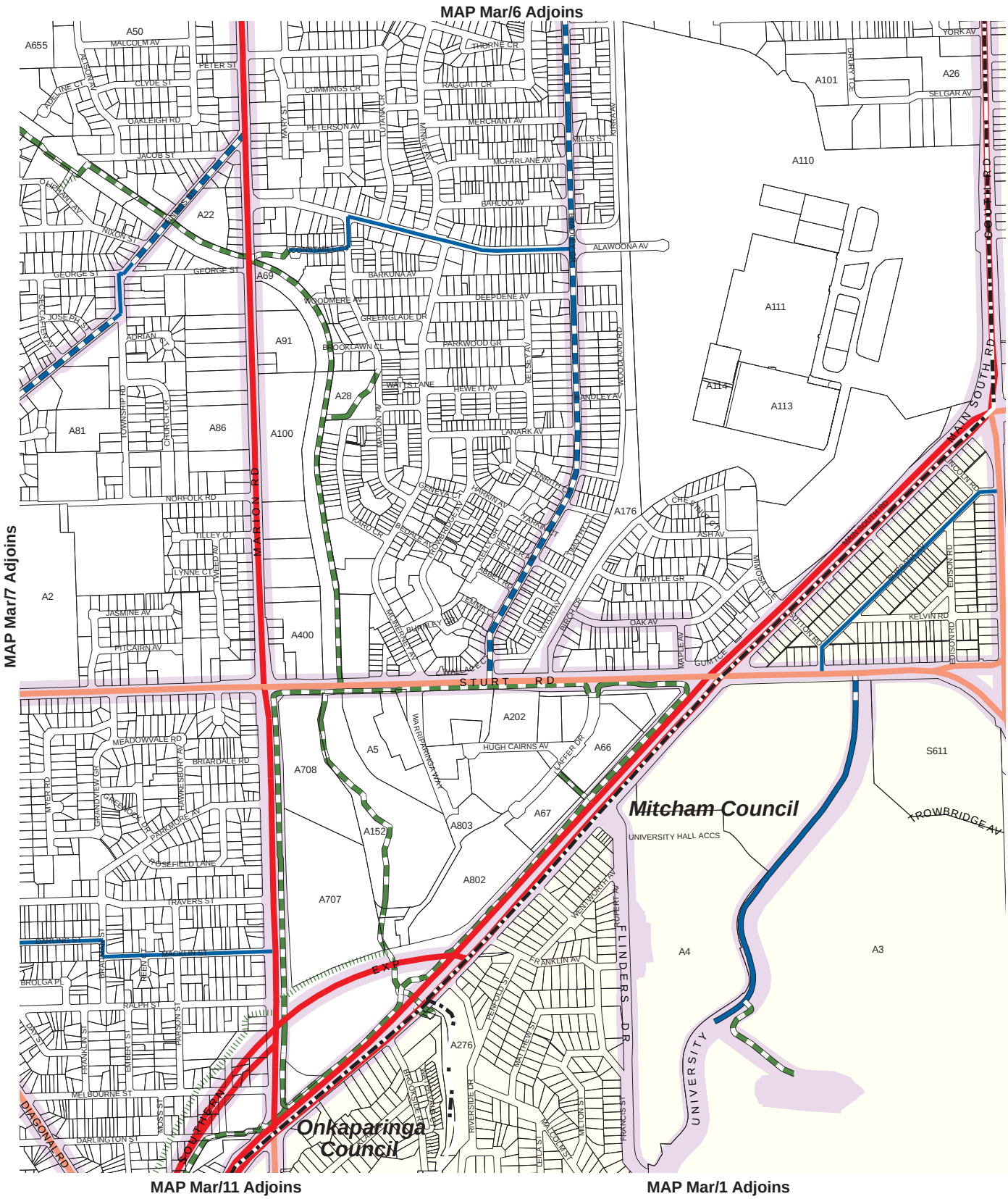
- U University
- S School
- P Post Office
- H Other Health Services
- H Hospital
- P Police Station
- Planned Railway Extension
- Railways
- Local Reserves
- Waterbodies
- Development Plan Boundary

N

0 500 m

Location Map Mar/8

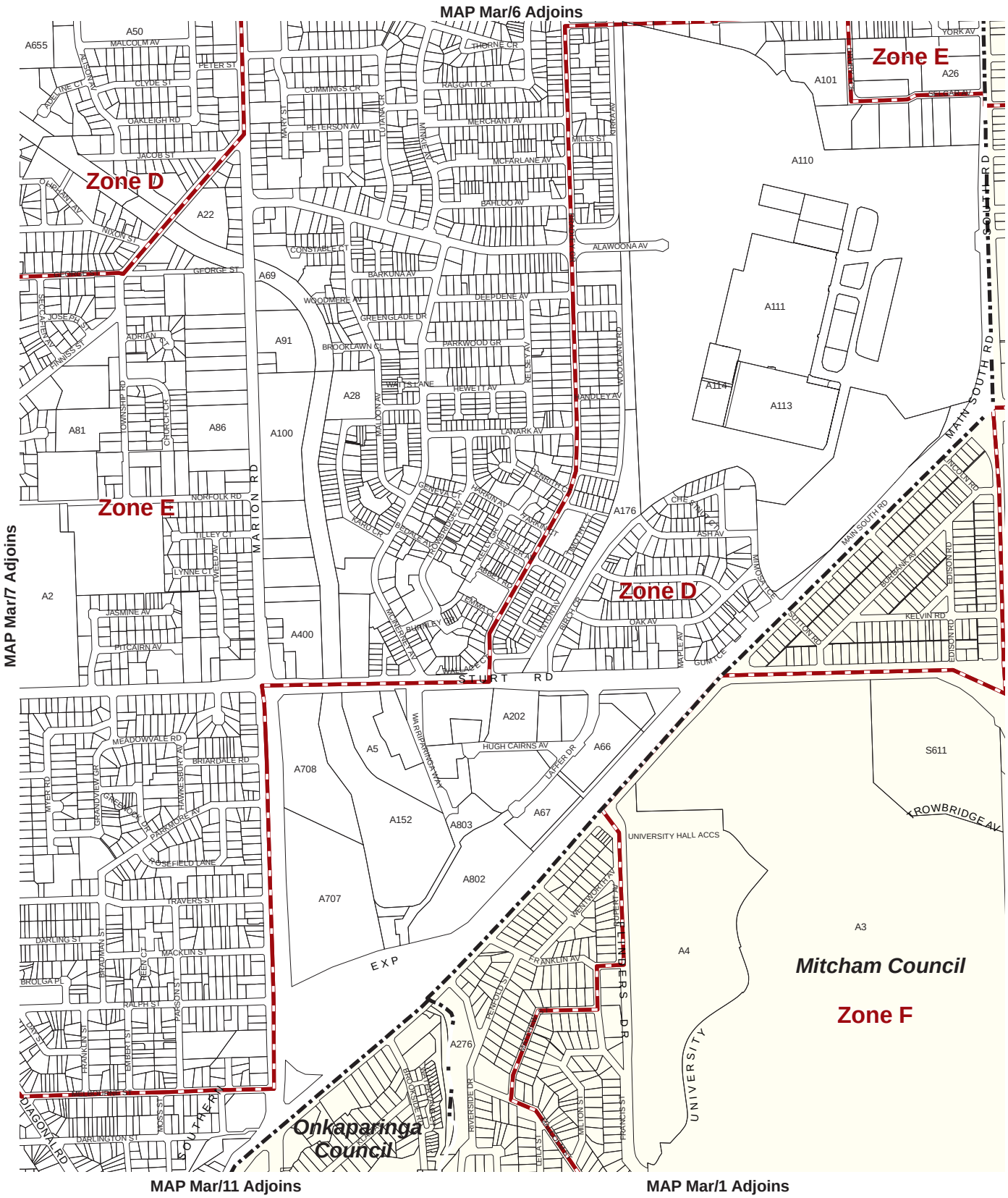
MARION COUNCIL



Overlay Map Mar/8

TRANSPORT

MARION COUNCIL



Airport Building Heights

Zone D	All Structures Exceeding 45 metres above existing ground level
Zone E	All Structures Exceeding 100 metres above existing ground level
Zone F	APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

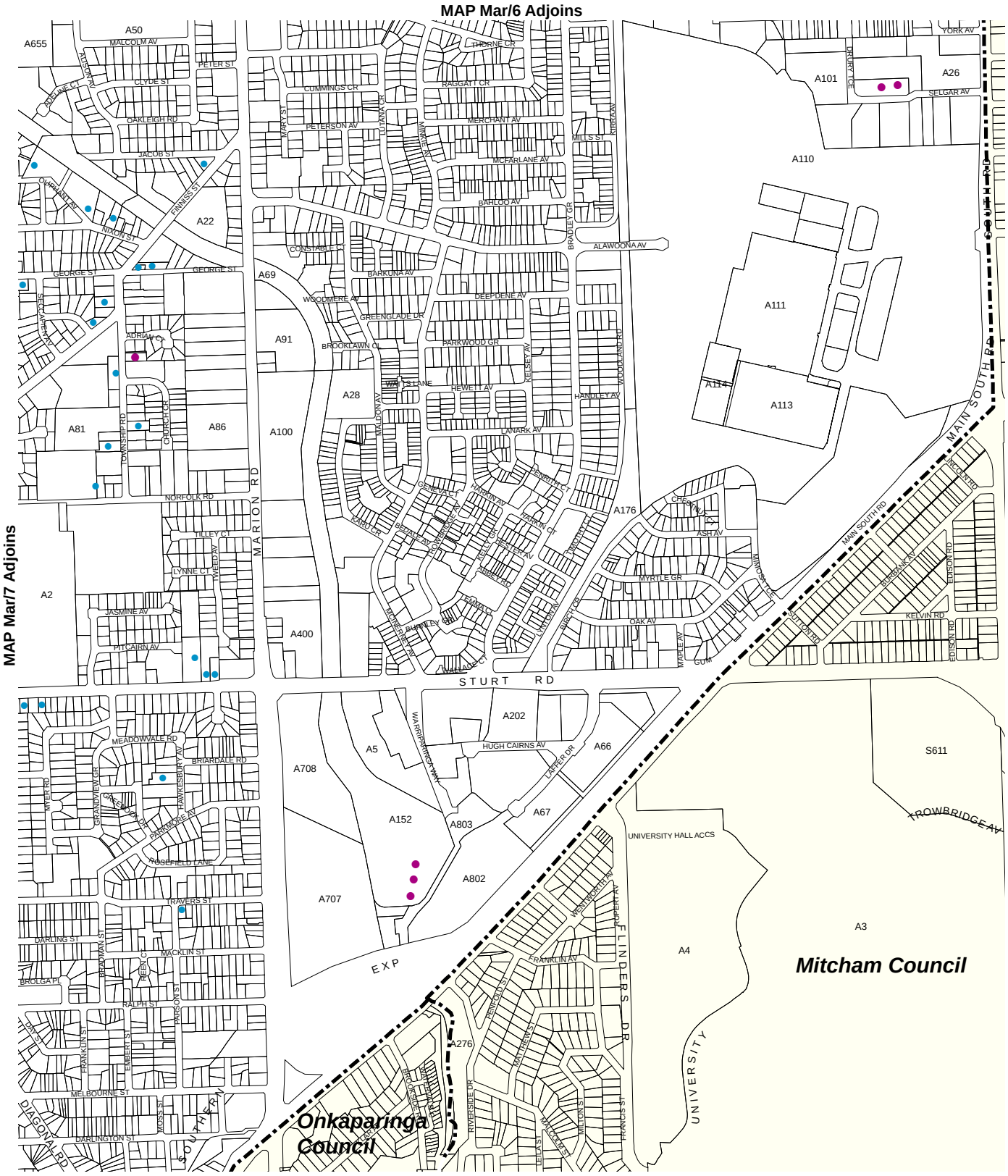
Overlay Map Mar/8

DEVELOPMENT CONSTRAINTS

Airport Building Heights

Development Plan Boundary

MARION COUNCIL



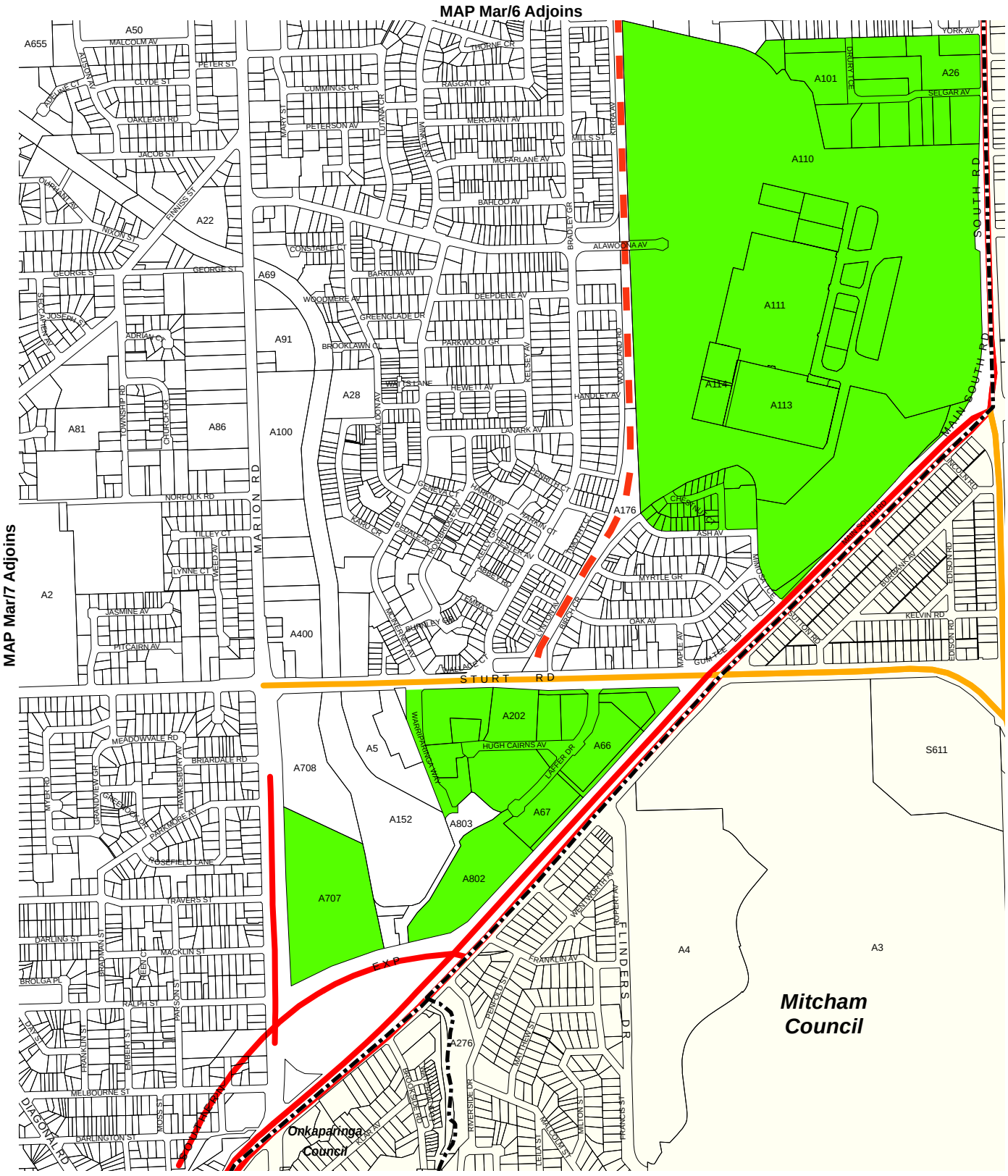
Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.

Overlay Map Mar/8

HERITAGE

- State heritage place
- Local heritage place
- Development Plan Boundary

MARION COUNCIL



N

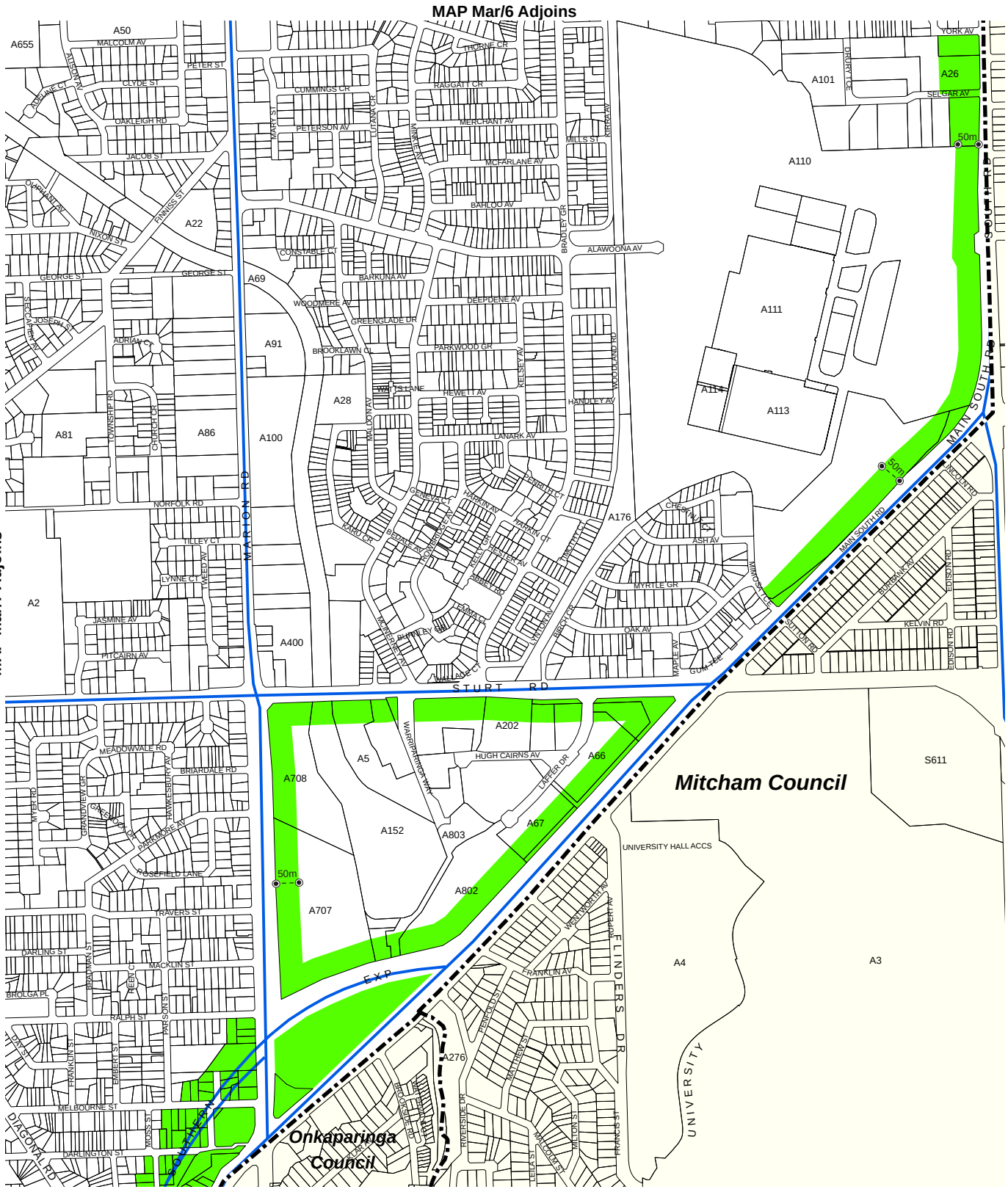
0 500 m

Overlay Map Mar/8

NOISE AND AIR EMISSIONS

MARION COUNCIL

- Designated Road: type A road
- Designated Road: type B road
- Train Line
- Noise and Air Emissions Designated Area
- Development Plan Boundary

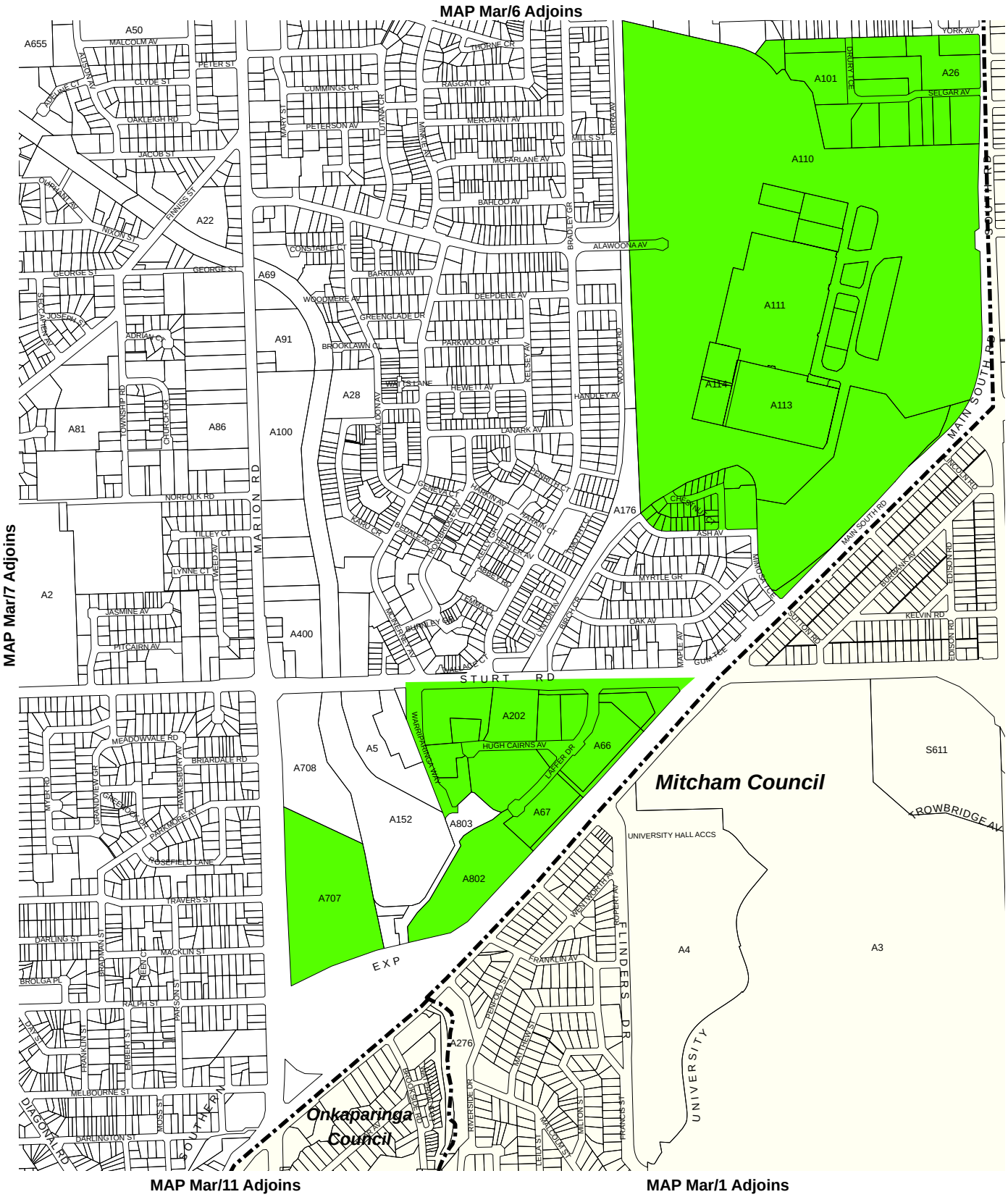


Overlay Map Mar/8

STRATEGIC TRANSPORT ROUTES

MARION COUNCIL

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary



Overlay Map Mar/8

AFFORDABLE HOUSING

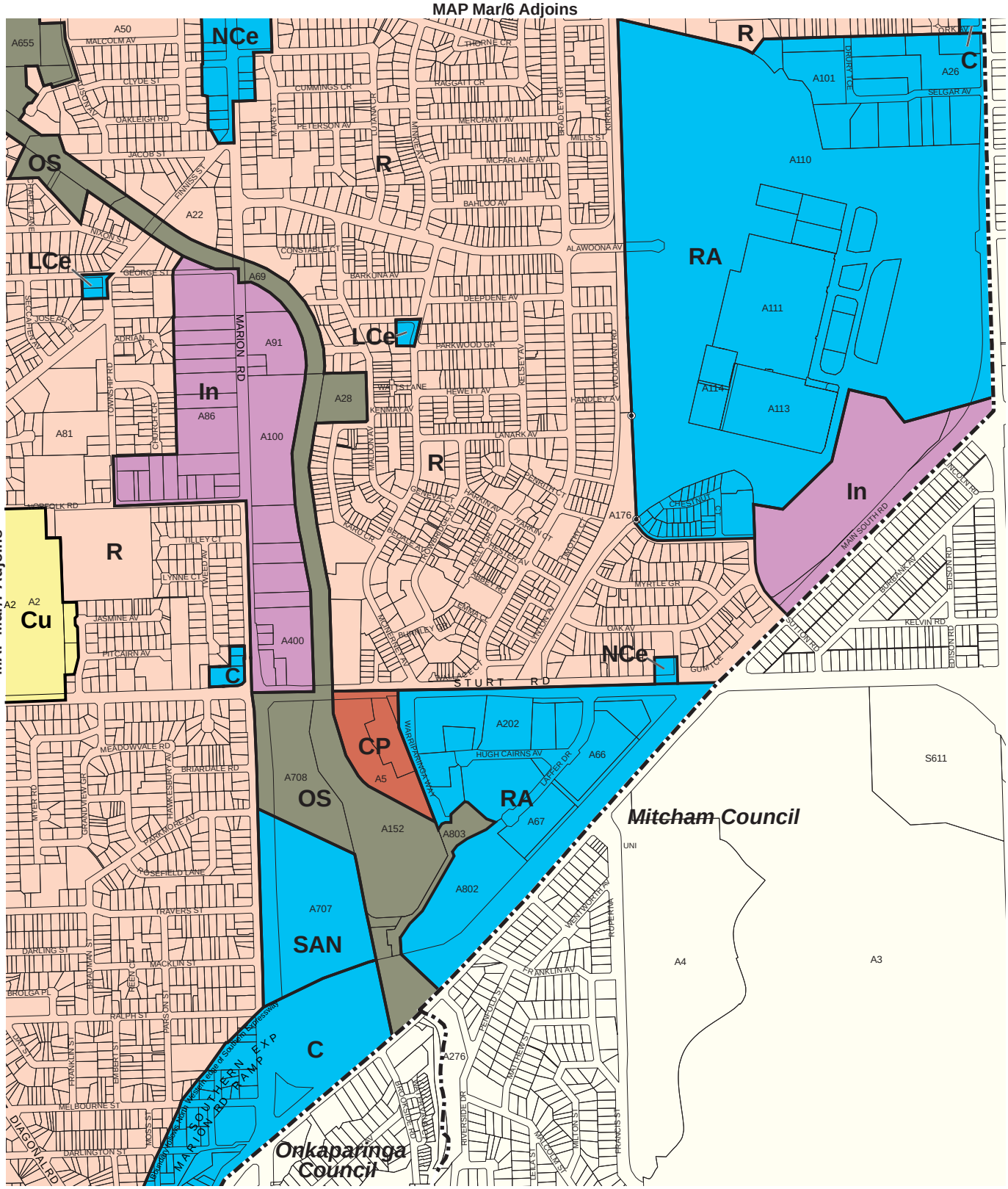
Affordable Housing Designated Area

Development Plan Boundary

MARION COUNCIL

MAP Mar/6 Adjoins

MAP Mar/7 Adjoins



MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

CP	Caravan and Tourist Park
C	Commercial
Cu	Community
In	Industry
LCe	Local Centre
NCe	Neighbourhood Centre
OS	Open Space
RA	Regional Activity
R	Residential
SAN	Suburban Activity Node
	Zone Boundary
	Development Plan Boundary

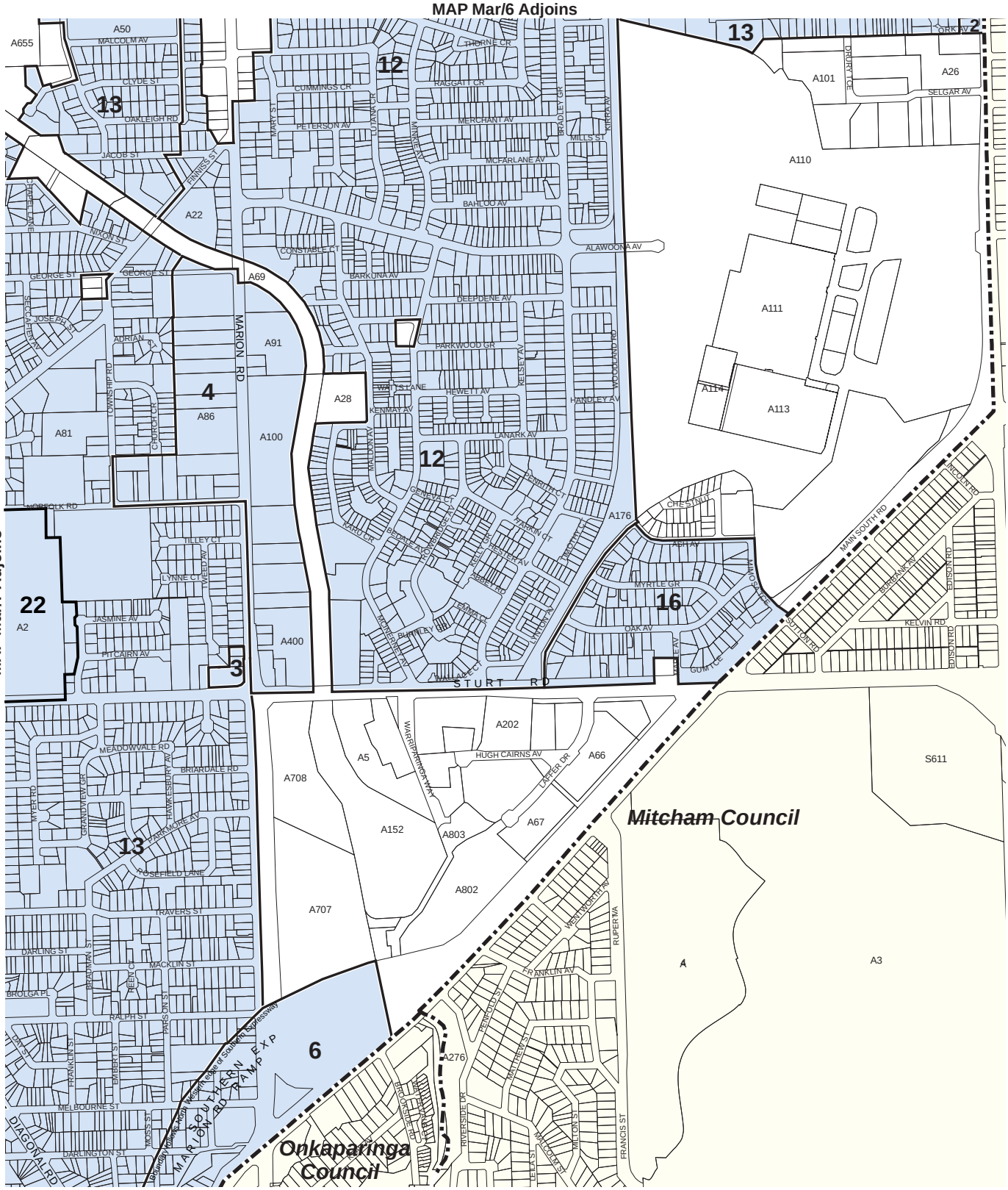
N

0 500 m

Zone Map Mar/8

MARION COUNCIL

MAP Mar/6 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

- **2** South Road
- **3** Sturt/Marion Road Corner
- **4** Industry/Commerce
- **6** Darlington
- **12** Medium Density
- **13** Northern
- **16** Regeneration
- **22** Recreation

N

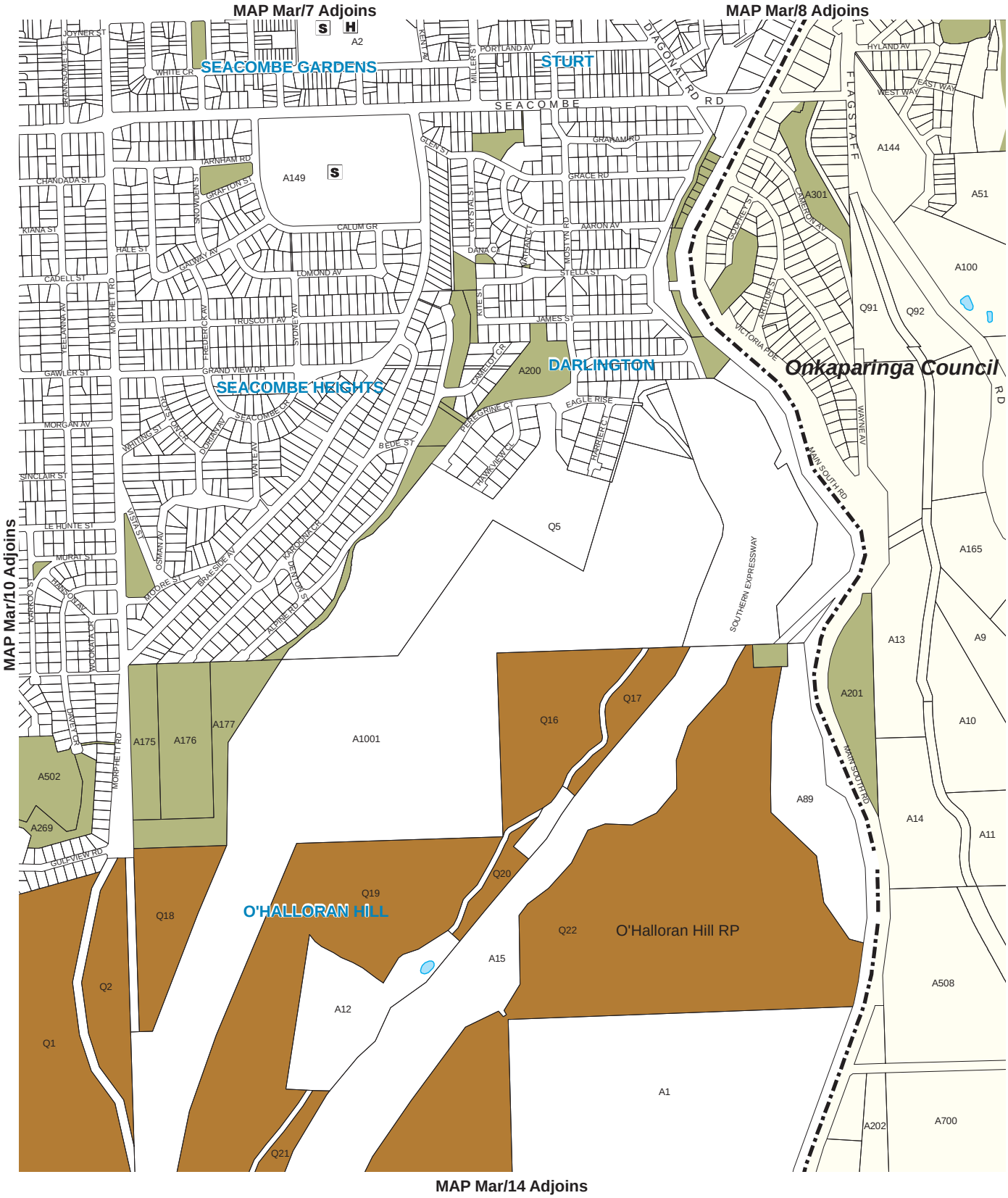
0 500 m

Policy Area Map Mar/8

Policy Area Boundary

Development Plan Boundary

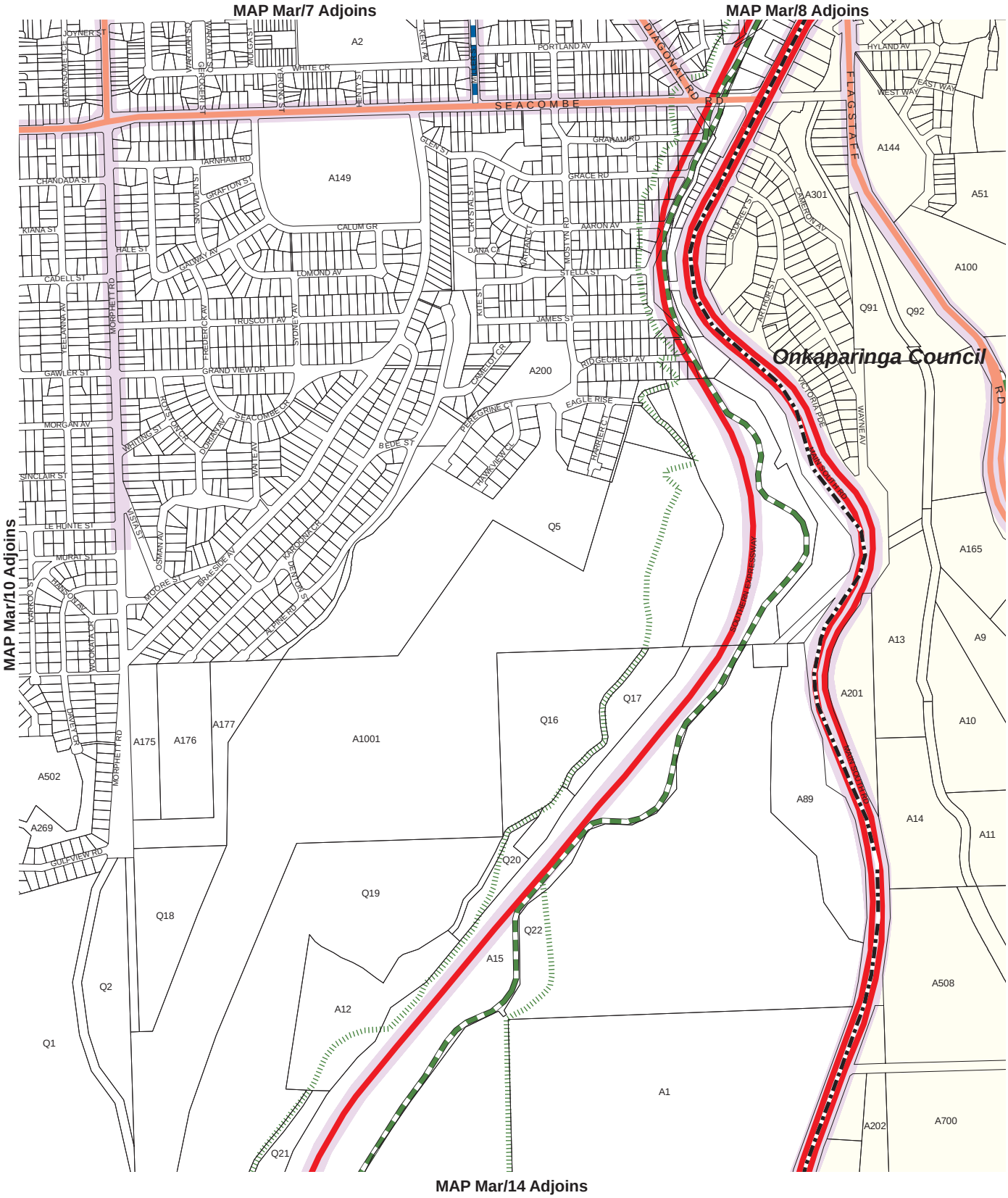
MARION COUNCIL



- School
- Other Health Services
- Local Reserves
- Recreation Park
- Waterbodies
- Development Plan Boundary

Location Map Mar/11

MARION COUNCIL



- Primary Arterial Roads
- Secondary Arterial Roads

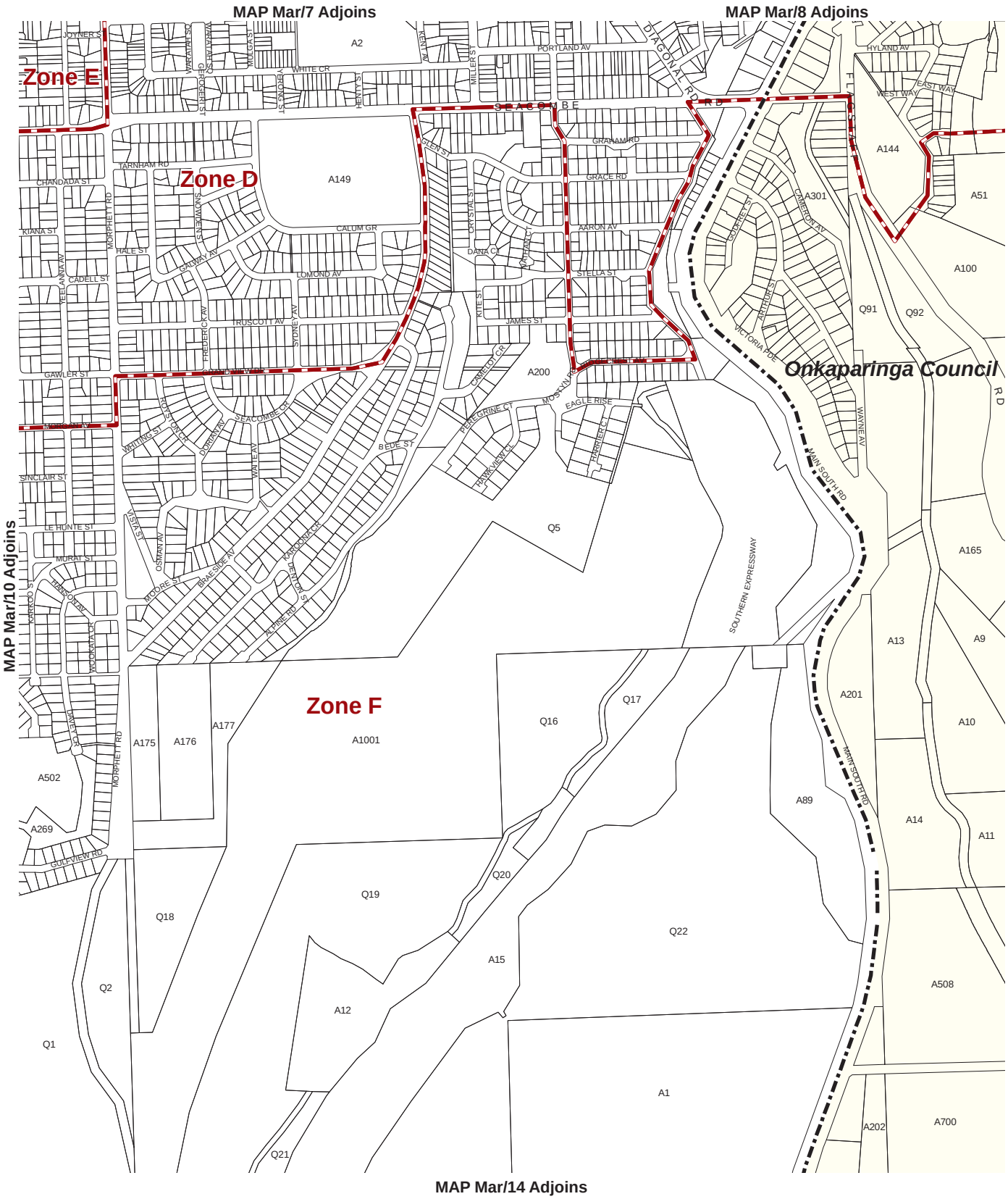
Bikedirect Network

- Secondary Road - Bike Lane
- Secondary Road
- Off Road Sealed Path
- Off Road Track
- Public Transport
- Development Plan Boundary

Overlay Map Mar/11

TRANSPORT

MARION COUNCIL



Airport Building Heights

Zone D	All Structures Exceeding 45 metres above existing ground level
Zone E	All Structures Exceeding 100 metres above existing ground level
Zone F	APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

N

0 500 m

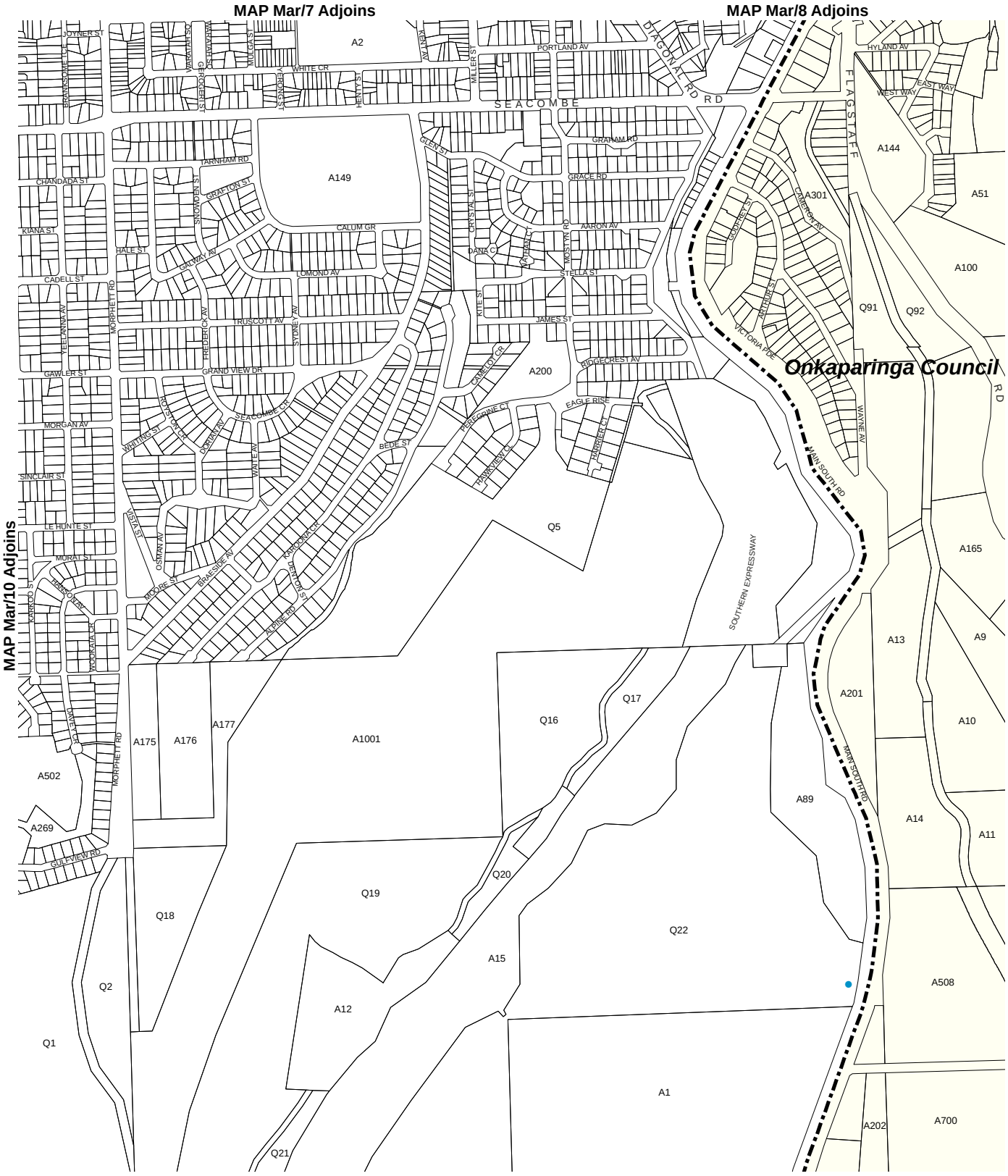
Overlay Map Mar/11

DEVELOPMENT CONSTRAINTS

Airport Building Heights

Development Plan Boundary

MARION COUNCIL



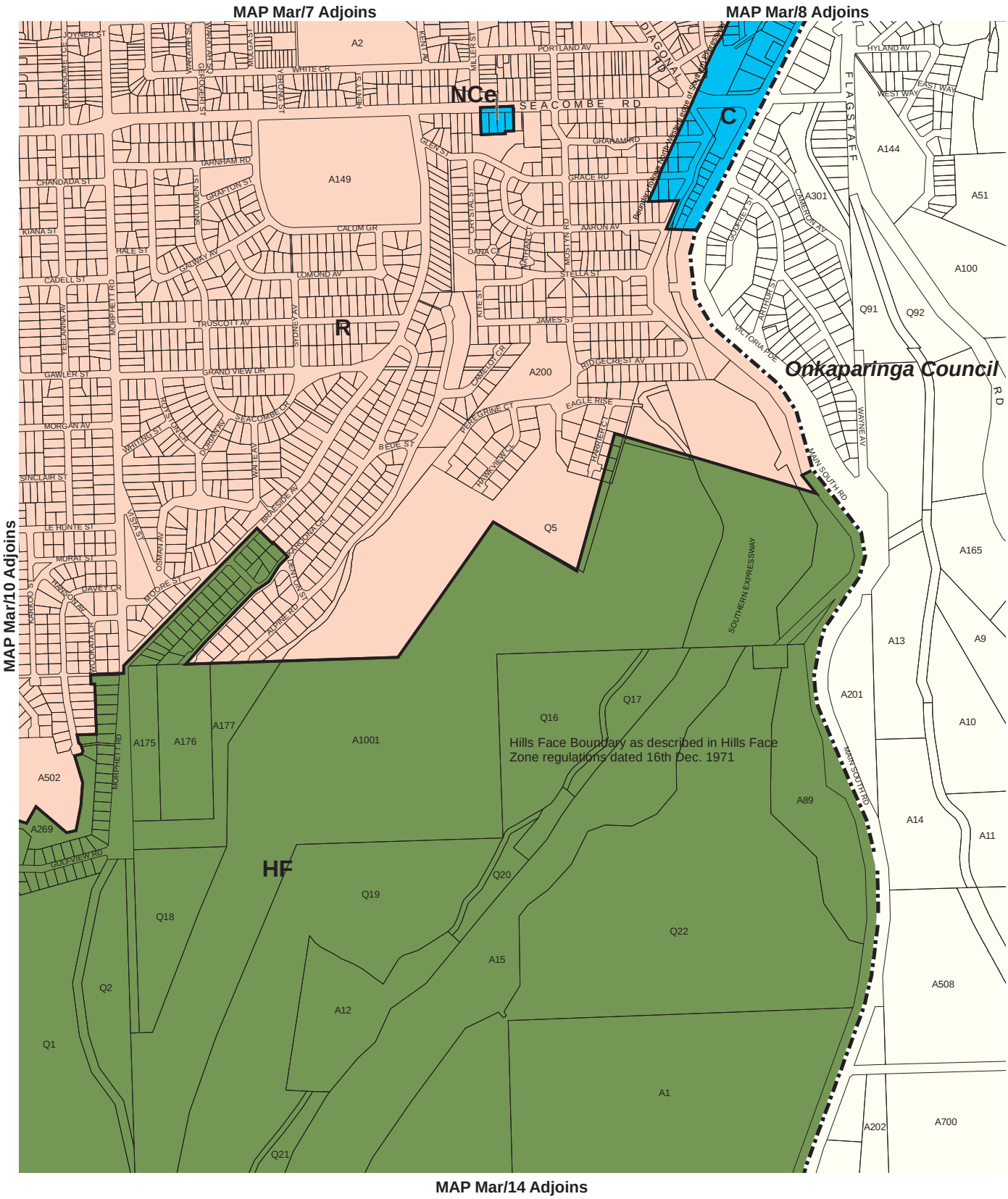
Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.

Overlay Map Mar/11

HERITAGE

- Local heritage place
- Development Plan Boundary

MARION COUNCIL



Lamberts Conformal Conic Projection, GDA94

N

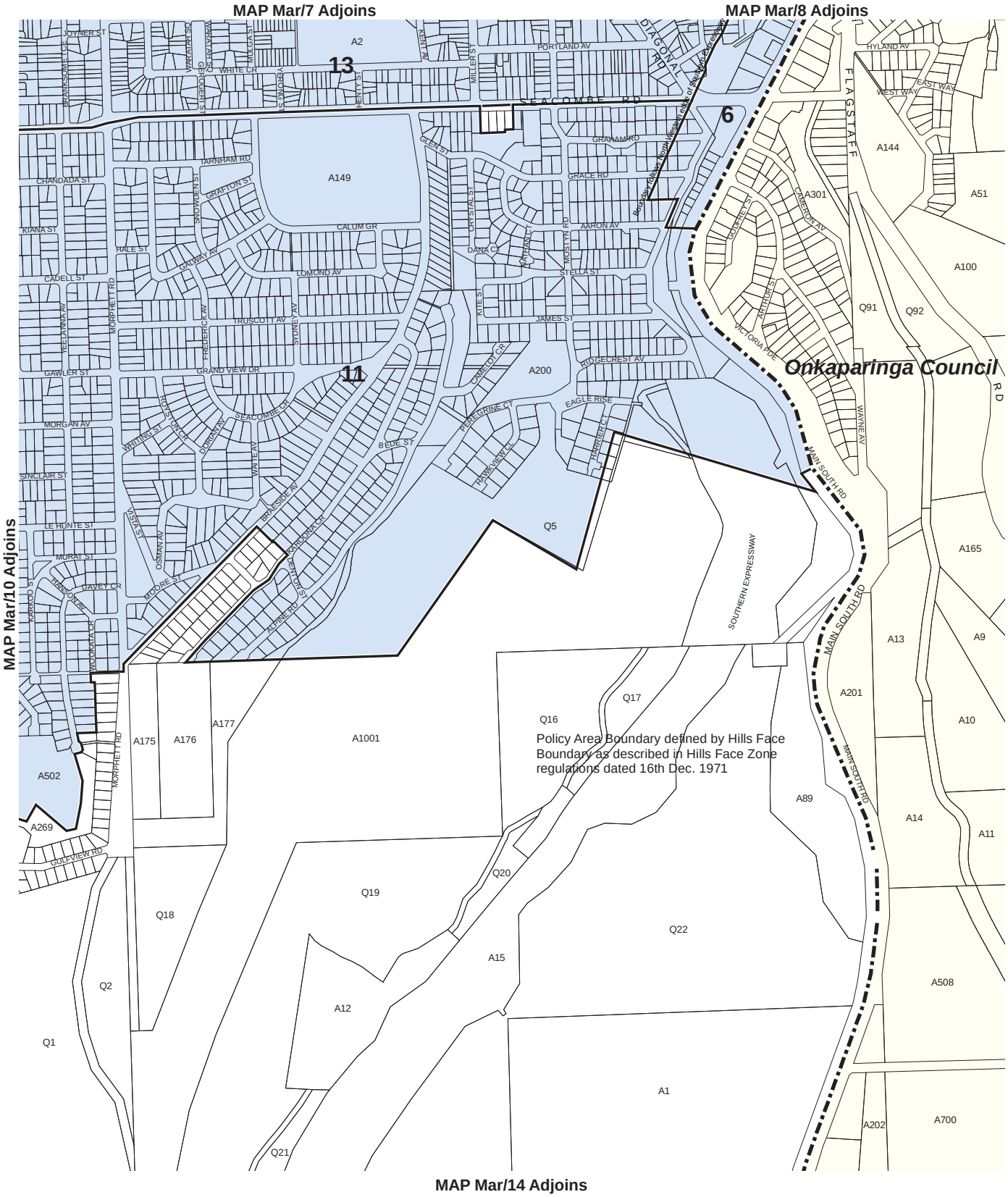
0 500 m

Zones

- C Commercial
- HF Hills Face
- NCe Neighbourhood Centre
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map Mar/11

MARION COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

11 Hills
13 Northern
6 Darlington

N

0 500 m

Policy Area Map Mar/11

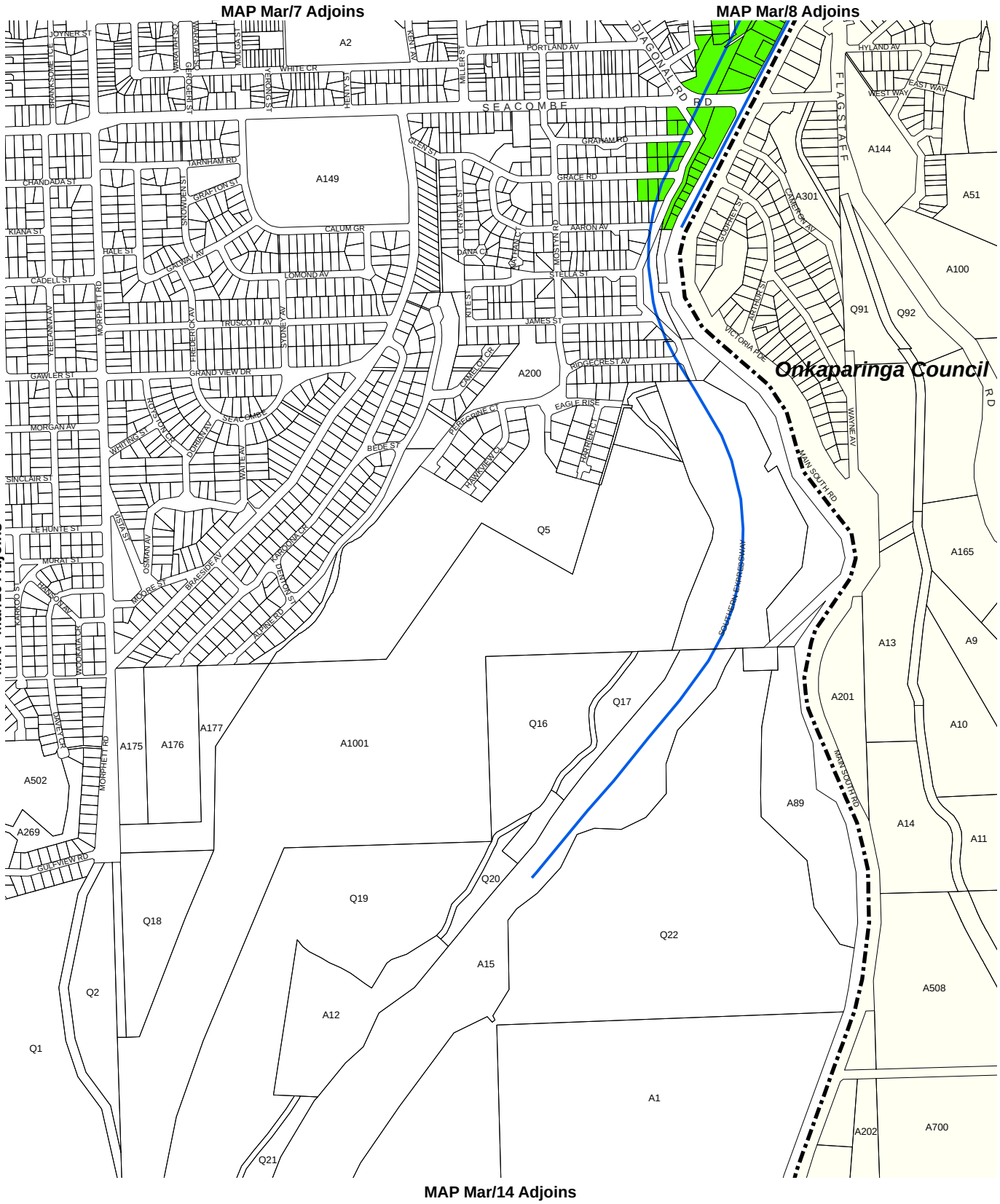
Policy Area Boundary
Development Plan Boundary

MARION COUNCIL

ATTACHMENT MAR 8

New Map:

- **Overlay Map Mar/11 – Strategic Transport Routes**



Overlay Map Mar/11

STRATEGIC TRANSPORT ROUTES

MARION COUNCIL

Strategic Transport Route

Strategic Transport Routes Designated Area

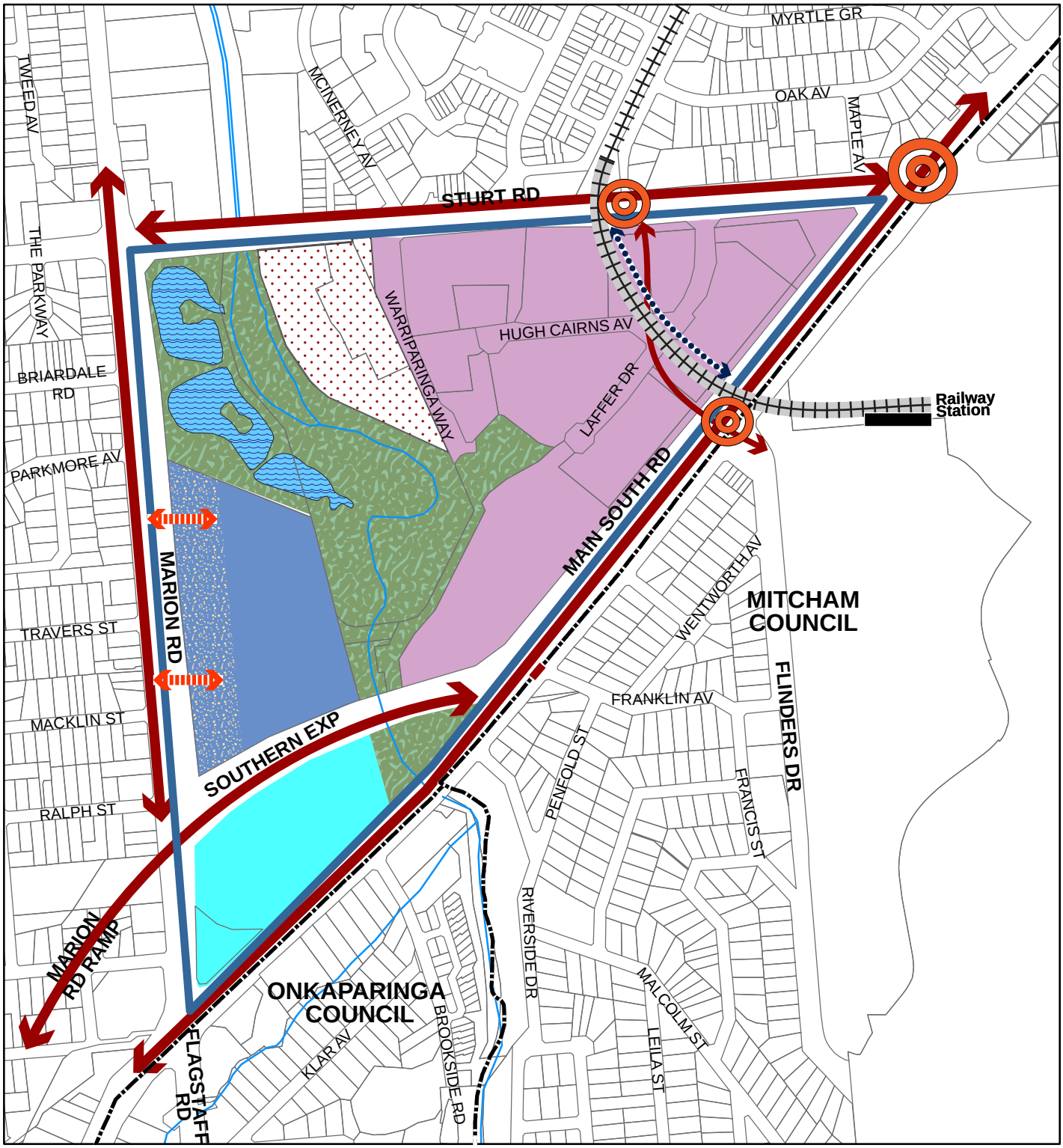
Development Plan Boundary

ATTACHMENT MAR 9

Replacement Concept Plan Maps:

- **Concept Plan Map Mar/7 - Laffer's Triangle**
- **Concept Plan Map Mar/8 - Tonsley**

CONCEPT PLAN MAP/8 ADJOINS



Open Space
Caravan Park
Suburban Activity Node Zone
Suburban Activity Node Core Area
Regional Activity Zone Core Area
Commercial
Waterways
Water Retention
Future Local Connector Roads
Strategic Transport Routes
Future Road Access

Railway
Future Rail Line
Future Train Station
Future Pedestrian/Cycle Link
Future Intersection Upgrade

Concept Plan Boundary
Development Plan Boundary

N

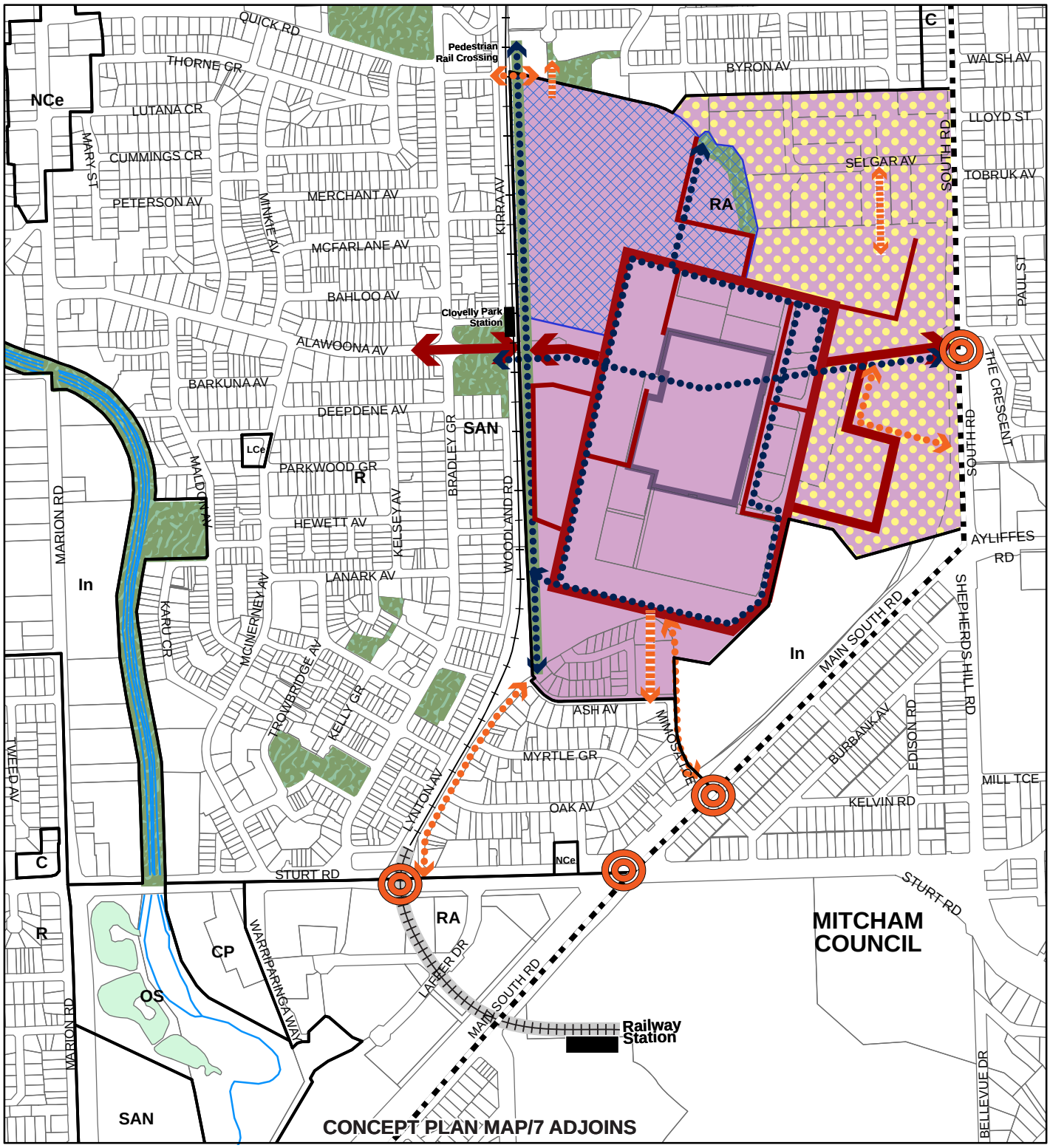
0 100 200 300 400 500 metres

MARION

Concept Plan Map Mar/7

LAFFER'S TRIANGLE

MARION COUNCIL



- Regional Activity Transition area
- Regional Activity Zone Core
- Regional Activity Commercial area
- Open Space
- Main Assembly Building (MAB)
- Greenway and bike/pedestrian path
- Pedestrian / Cycle Link
- Potential Pedestrian / Cycle Link
- Potential Future Connections
- Primary Vehicular Route
- Secondary Vehicular Route
- Tonsley Rail Line
- Future Train Station
- Proposed Intersection Upgrade
- Future Rail Line
- Waterways
- Development Plan Boundary

N

0 100 200 300 400 500 m

Concept Plan Map Mar/8

TONSLEY

MARION COUNCIL

Amendment Instructions Table

Name of Local Government Area: City of Mitcham

Name of Development Plan: Mitcham (City) Development Plan

Name of DPA: Southern Innovation Area DPA

The following amendment instructions (at the time of drafting) relate to the Mitcham (City) Development Plan consolidated on 23 January 2018.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Amend • Replace • Delete • Insert	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Metropolitan Adelaide Section				
1.	Replace	Under the heading 'OBJECTIVES', the sub-heading 'Centres and Shops' and all the associated text up to the sub-heading 'Community Facilities' with the contents of **'ATTACHMENT MIT 1'.**	Y	N
2.	Replace	Under the heading 'PRINCIPLES OF DEVELOPMENT CONTROL', the sub-heading 'Centres and Shops' and all the associated text up to the sub-heading 'Metropolitan Open Space System (MOSS)' with the contents of '**ATTACHMENT MIT 2'**.	Y	N
Council Wide Section				
3.	Replace	Objective 18 under the heading 'Residential Development' which states: *The establishment of medium density residential development in proximity to district centres at Mitcham, Cumberland Park and Blackwood, public transport routes and areas of public open space.* with the following new Objective 18: *The establishment of medium density residential development in proximity to: district centres at Mitcham, Cumberland Park and Blackwood; public transport routes; areas of public open space and; major sources of employment and services.*	N	N

4.	Replace	In the section containing the 'Principles of Development Control' the sub-heading 'Residential Development', with the following: **Residential Development (Except where otherwise specified in a zone or policy area)**	N	N
5.	Insert	In PDC 103, under the sub-heading 'Centres and shops' after the words '…….within centre zones', the following: *', the Regional Activity Zone or the Suburban Activity Node Zone.'*	N	N
6.	Insert	In sub clauses (a) and (b) of PDC 104, under the sub-heading 'Centres and shops' after the words '…….a centre zone', the following: *'a Regional Activity Zone.'*	N	N
7.	Replace	Sub clause (d) of PDC 104 with the following: *(d) Retail showrooms should be located in centre zones, the Mixed Use (Belair Road) Zone, the Mixed Use (Goodwood Road) Zone, the Commercial (Main Road) Zone, the Commercial (South Road) Zone the Regional Activity Zone or the Suburban Activity Node Zone.*	N	N
8.	Insert	In PDC 106, after the words '……located outside centre zones', the following: *', the Regional Activity Zone or the Suburban Activity Node Zone'*	N	N
9.	Replace	The introduction of PDC 108, which states: *Development within centre zones should conform to the following access, movement and car parking principles:* with: *Development within centre zones, the Regional Activity Zone or the Suburban Activity Node Zone should conform to the following access, movement and car parking principles (except where otherwise stated in the zone):*	N	N
10.	Replace	The introduction of PDC 109, which states: *Development within centre zones should conform with the following design principles:* with: *Development within centre zones, the Regional Activity Zone or the Suburban Activity Node Zone should conform with the following design principles (except where otherwise stated in the zone):*	N	N

OVERLAY SECTION (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
11.	Insert	Before the heading Residential (East Plains) Zone, the contents of **ATTACHMENT MIT 3** containing: • Strategic Transport Routes Overlay.	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Commercial (South Road) Zone				
12.	Delete	The whole of **Objective 6**.	Y	N
Suburban Activity Node Zone (new)				
13.	Insert	After the District Centre Zone, new Suburban Activity Node Zone as contained in **'ATTACHMENT MIT 4'**.	N	N
Regional Activity Zone (new)				
14.	Insert	After the new Suburban Activity Node Zone, new Regional Activity Zone as contained in '**ATTACHMENT MIT 5'**.	N	N
Institutional Zone				
15.	Replace	The paragraph under the sub-heading 'Introduction' with the following: *The objectives and principles of development control that follow apply in the Institutional Zone shown on Maps Mit/5, 6, 8, 9, 11, 13 and 19 to 21. They are additional to those expressed for the whole of the council area.*	N	N
16.	Delete	The whole of **Objective 4**.	Y	N
17.	Insert	After the Rural Landscape Zone, new Open Space Zone as contained in **ATTACHMENT MIT 6**.		
TABLES				
Amendments required (Yes/No): **Yes**				
Table Mit/9 - Off-street Vehicle Parking Requirements for Designated Areas				
18.	Replace	The whole of the table with the contents of **'ATTACHMENT MIT 7'.**	N	N
New Table Mit/10 - Off-street Vehicle Parking Requirements for Designated Areas				
19.	Insert	After Table Mit/9 - the whole of the table with the contents of **'ATTACHMENT MIT 8'.**	N	N

MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): **Yes**				
Map Reference Tables - NA				
Map(s)				
20.	Replace	The following with corresponding maps contained in **'ATTACHMENT MIT9'**: • Map Mit/1* • Structure Plan Map Mit/1 (Overlay 1) • Noise and Air Emissions Map Mit/1 (Overlay 4A) • Noise and Air Emissions Map Mit/1 (Overlay 4B) • Affordable Housing Map Mit/1 (Overlay 5A) • Affordable Housing Map Mit/1 (Overlay 5B) • Zones Map Mit/12 • Zones Map Mit/13 • Zones Map Mit/18 • Policy Areas Map Mit/33 (***Note***: Replacement maps indicated by '*' are included for the purpose of updating cadastre)	N	N
21.	Insert	New Overlay Maps after Map Mit/1 (Overlay3) contained in '**ATTACHMENT MIT 10'** for: • Strategic Transport Routes Map Mit/1 (Overlay 6)	N	N

ATTACHMENT MIT 1

Replacement Objectives: Centres and Retail Development

Centres and Retail Development

Objective 10: Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres and mixed use zones.

Objective 11: Centres that ensure rational, economic and convenient provision of goods and services and provide:

(a) a focus for community life

(b) safe, permeable, pleasant and accessible walking and cycling environments.

Objective 12: The provision of a safe pedestrian and cycling environments within centres which gives high priority to pedestrians, public and community transport.

Objective 13: Increased vitality and activity in centres through the introduction and integration of housing.

Objective 14: The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

ATTACHMENT MIT 2

Replacement Principles of Development Control: Centres and Retail Development

Centres and Retail Development

17 Development within centres should:

(a) integrate facilities within the zone

(b) allow for the multiple use of facilities and the sharing of utility spaces

(c) allow for the staging of development within the centre

(d) be integrated with public and community transport.

18 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

19 Development within centres should provide:

(a) public spaces such as malls, plazas and courtyards

(b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character

(c) unobtrusive facilities for the storage and removal of waste materials

(d) public facilities including toilets, infant changing facilities for parents, telephones and community information boards

(e) access for public and community transport and sheltered waiting areas for passengers

(f) lighting for pedestrian paths, buildings and associated areas

(g) a single landscaping theme

(h) safe and secure bicycle parking.

20 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.

21 Centre development straddling an arterial road should:

(a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection

(b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

22 Bulky goods outlets located within centres zones should:

(a) complement the overall provision of facilities

(b) be sited towards the periphery of those centres where the bulky goods outlet has a gross leasable area of 500 square metres or more.

ATTACHMENT MIT 3

Overlay - Strategic Transport Routes

OVERLAY – STRATEGIC TRANSPORT ROUTES

The following objectives and principles of development control that follow apply to the 'designated area' marked on Map Mit/1 (Overlay 6). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Strategic Transport Routes Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

Objective 1: Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development adjacent to a strategic transport route should:

(a) avoid the provision of parking on the main carriageway

(b) be accessible via service roads, where possible, that provide:

(i) parking off the main carriageway

(ii) a buffer from the main carriageway for pedestrian and cycle activity

(c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.

3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

ATTACHMENT MIT 4

(New) Suburban Activity Node Zone

SUBURBAN ACTIVITY NODE ZONE

Introduction

The objectives and principles of development control that follow apply in the Suburban Activity Node Zone shown on Map Mit/13. They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone that includes a range of medium and high density residential development supported by a mix of compatible land uses.

Objective 2: Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

Objective 3: The design and layout of development to encourage walking and cycling and promote public transport use.

Objective 4: A mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space.

Objective 5: To identify and remediate contaminated land appropriate for its intended use.

Objective 6: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone comprises land in the north of Bedford Park (bounded by Main South Road, Sturt Road and Shepherds Hill Road) as shown on Concept Plan Map Mit/1 – Bedford Park. This zone will be developed with medium to high density residential development with integrated mixed use development at an appropriate scale.

Mixed use and small scale non-residential development, consisting of a mix of shops, offices and commercial activities, with residential uses generally located on upper floors, will primarily be focused along the proposed extension of University Drive, which will connect with the Tonsley Precinct located in the adjoining Marion Council area, as well as in the Core Area fronting Sturt Road .

Buildings in the Core Area will have zero or minimal setbacks except where providing space for communal activities such as outdoor dining. The use and design of such buildings should activate the street frontage through the provision of spaces for outdoor dining and display purposes and for residential land uses through the placement of foyers, windows, entries and the like.

Residential development in the zone will be primarily in the form of residential flat buildings, row dwellings and semi-detached dwellings containing a mix of 1, 2 and 3 bedroom dwellings for a diverse community including students and aged persons that take advantage of the zone's proximity to education, health and employment facilities and public transport services.

The role of the zone will be enhanced through design that provides a safe and highly permeable environment that is easily accessible to people from within the zone and the surrounding areas.

Development in the zone will achieve high quality urban design in both the public and private realm through building design, landscaping, surface treatments and street furniture. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment, particularly along the extension of University Drive.

Streets will incorporate traffic calming measures, as required, and be highly connected to surrounding areas (acknowledging the physical constraints imposed by South Road) to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link Flinders University with the Tonsley Precinct.

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian orientated development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings.

The sharing of facilities including communal open space, parking areas and access ways will also be encouraged.

Sensitive development, including residential development, at the interface with non-residential development should seek to mitigate the human health and amenity impacts of air emissions from adjoining non-residential development through location, built form, design and orientation.

Development within any Environment Protection Authority Evaluation Distances (via EPA document: *'Evaluation Distances For Effective Air Quality And Noise Management'*) will not proceed until adverse impacts of adjacent industrial activities that affect the proposed development have been satisfactorily addressed. Development will also be designed and orientated to mitigate environmental impacts where possible.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- advertisement
- affordable housing
- aged persons accommodation
- all forms of development that are ancillary to and in association with residential development
- community centre
- consulting room
- dwelling
- mixed use building
- office
- pre-school
- residential flat building
- shop or group of shops, excluding a bulky goods outlet or a retail showroom
- student accommodation
- supported accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

4 Development should primarily take the form of:

(a) residential flat buildings, row dwellings, detached and semi-detached dwellings, aged persons accommodation and student accommodation

(b) in the area along the potential extension of University Drive and on Sturt Road, residential flat buildings, row dwellings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor.

5 Non-residential development should:

(a) have a local focus to their scale of activity and intended market catchment

(b) be located to encourage walking between activities

(c) not detrimentally impact on the amenity of nearby residents.

6 Shops or groups of shops and offices should have the following maximum gross leasable areas.

Designated area	Office (square metres)	Consulting room (square metres)	Shop or group of shops (square metres)
Core Area – land fronting the extension of University Drive and Sturt Road	250	250	250
Any other area not designated by the above	50	50	0

Form and Character

7 Development should be consistent with the desired character for the zone.

8 Development in the area shown on Concept Plan Map Mit/1 – Bedford Park should comprise low to medium-rise development.

9 Residential development (other than residential development in mixed use buildings), should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density
Core Area – land fronting the extension of University Drive or Sturt Road	70 dwellings per hectare
Any other area not designated by the above	50 dwellings per hectare

Building Height

10 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment; rooftop garden or entertainment and associated structures) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area – land fronting the extension of University Drive or Sturt Road	2 storeys	6 storeys and up to 20.5 metres
Any other area not designated by the above	1 storey	3 storeys and up to 12.5 metres

Design and Appearance

11 Development should ensure that:

(a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space; or

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Private Open Space

12 Private open space should be provided for exclusive use by residents of each dwelling, and should be sited and designed:

(a) to be accessed directly from the internal living rooms of the dwelling

(b) to be generally at ground level (other than for dwellings without ground level internal living rooms)

(c) to be located to the side or rear of a dwelling and screened for privacy

(d) to take advantage of, but not adversely affect, natural features of the site

(e) to minimise overlooking from adjacent buildings

(f) to achieve separation from bedroom windows on adjacent sites

(g) to have a northerly aspect to provide for comfortable year round use

(h) to not be significantly shaded during winter by the associated dwelling or adjacent development

(i) to be partly shaded in summer

(j) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality

(k) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

13 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	**Minimum area excluding any area at ground level at the front of the dwelling (square metres)**	**Minimum dimension (metres)**	**Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)**
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

14 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

15 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:

(a) assist with ease of drainage

(b) allow for effective deep planting

(c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.

16 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	**Minimum area of private open space**
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres
Student accommodation	2 square metres per bedroom per dwelling

17 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room**.**

18 Private open space for student accommodation may be substituted by communal open space at ground level where it meets all of the following criteria:

(a) a variety of use opportunities, including both individual and shared areas;

(b) access to direct light and natural ventilation

(c) at least 50 per cent of the communal open space is visually screened from public areas of the development

(d) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance

(e) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

(f) provided cumulatively at the rate of 2 square metres per bedroom per dwelling.

Off Street Parking

19 Vehicle parking should be provided in accordance with *Table Mit/9 - Off Street Vehicle Parking Requirements for Designated Areas.*

20 Bicycle parking should be provided in accordance with the rates set out in Table Mit/*10* - Bicycle Parking Requirements for Designated Areas.

Land Division

21 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

22 Allotments along the extension of University Drive and Sturt Road should be amalgamated to facilitate co-ordinated and efficient development.

23 The following kinds of development are **complying** in the Suburban Activity Node Zone subject to compliance with conditions comprising, where applicable:

(a) the conditions prescribed in *Table Mit/1;* and

(b) the development not being located on a site, or abutting a site, containing an item of heritage significance listed in *Table Mit/3*

(c) Advertisements - only those listed in *Table Mit/1.*

24 The following kinds of development (including building work, a change in the use of land or division of an allotment) are **non-complying** in the Suburban Activity Node Zone:

Bulky goods outlet (except where the gross leasable floor area is less than 500 square metres)
Fuel Depot
Industry
Hotel
Petrol Filling Station
Public Service Depot
Road Transport Terminal
Service Trade Premises
Special Industry
Store
Transport Depot
Warehouse
Waste Reception Storage Treatment or Disposal.

25 The following forms of development, or any combination thereof (except where the development is non-complying), are designated **Category 1** in the Suburban Activity Node Zone:

Advertisement
Affordable Housing
Aged Persons Accommodation
All forms of development that are ancillary and in association with residential development
Community Centre
Consulting Room
Dwelling
Educational Establishment
Office
Pre-school
Residential Flat Building
Shop or Group of Shops
Stormwater Detention/Retention Basin.

26 The following forms of development, or any combination thereof (except where the development is non-complying), are designated **Category 2** in the Suburban Activity Node Zone:

All forms of development not listed as Category 1

ATTACHMENT MIT 5

(New) Regional Activity Zone

REGIONAL ACTIVITY ZONE

Introduction

The objectives and principles of development control that follow apply in the Regional Activity Zone shown on Maps Mit/12, 13 and 18. They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone that has a focus of land uses that are state wide, national and international attractors supported by a mix of compatible land uses.

Objective 2: Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

Objective 3: The design and layout of development to encourage walking and cycling and promote public transport use and healthy neighbourhoods.

Objective 4: A mixed use zone with a variety and concentration of activity close to key focal points such as education or health facilities, fixed transit stops, or high quality open space areas.

Objective 5: Development that ensures the long-term operational, safety, and aviation requirements of helicopter landing sites continue to be met.

Objective 6: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is part of a larger destination that includes land within the City of Marion and takes in a range of education, health, research and employment facilities of regional significance. While these activities will be the focus for development in the zone, other activities will be encouraged to provide a supporting role such as medium to high density housing and other forms of accommodation, mixed use developments and quality public open spaces.

A range of complementary activities such as shops, consulting rooms, offices and entertainment facilities and the like will also be encouraged to meet the day to day needs of workers, students, residents and visitors, and create vibrant and interesting places to visit and linger. Areas of mixed use development will be encouraged to provide places where people can meet and socialise that are vibrant, interesting and safe.

The general design and layout of buildings and activities, in combination with open space areas, are expected to foster a sense of identity and create vehicle, pedestrian and cycle connections to and between major activity hubs, transport facilities, and local destinations (eg shops, schools, local parks) within and beyond the zone's boundaries. The Tonsley rail line extension, railway station north of the Flinders Medical Centre station, and upgrades to road infrastructure and pedestrian/cycle paths across the Main South Road and Sturt Road corridors, as identified on *Concept Plan Fig Mit/1 – Bedford Park*, will be used to guide development and encourage a pedestrian oriented environment.

Sharing of facilities including communal open space, vehicle and bicycle parking facilities and access ways is encouraged.

Building design will be of a high quality, contemporary and innovative design that integrates with the landscape setting. It will, promote a high amenity public realm and contribute to a coherent, legible, safe and well-connected pedestrian friendly environment through a range of techniques including: orientating building entrances to the street; minimising large parking areas; placing on-site parking behind buildings: landscaping and surface treatments; street furniture; building design; provision of wide footpaths; use of trees to shade pedestrian areas and soften built form and; the integration of colonnades, courtyards and awnings. Consistency in the use of these elements will visually connect different areas within the zone.

Some parts of the zone are framed by established low rise residential development located in adjacent residential zones.

Development at the interface of the Regional Activity Zone and lower density residential zones will create an appropriate transition in terms of design, scale and massing to limit potential for detrimental impacts. Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques, transition of building heights, design and siting of windows and balconies, and use of landscaping. In cases where the boundary of the zone is formed by a local residential road, development will take cues from the road setback of existing dwellings in the adjacent zone to promote cohesive streetscapes.

Building design and height will need to ensure the ongoing safety of emergency aircraft accessing the Flinders Medical Centre. Sensitive land uses, particularly residential development within 150 metres of the Flinders medical precinct helipad/s will be developed in a manner that is cognisant of and mitigates the environmental impacts of helicopter and emergency vehicles activity in the vicinity.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the zone. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways. Development will incorporate innovative technologies, alternative power generation and associated testing facilities that complement the research and education focus on the Flinders precinct.

Sensitive development, including residential development, at the interface with non-residential development should seek to mitigate the human health and amenity impacts of air emissions from adjoining non-residential development through location, built form, design and orientation.

Development within any Environment Protection Authority Evaluation Distances (via EPA document: *'Evaluation Distances For Effective Air Quality And Noise Management'*) will not proceed until adverse impacts of adjacent industrial activities that affect the proposed development have been satisfactorily addressed. Development will also be designed and orientated to mitigate environmental impacts where possible.

The zone will consist of a Core Area, Flinders Village Area and Open Space Area as identified on *Concept Plan Fig Mit/1 – Bedford Park*.

Core Area

This area will continue to develop as the key focus and destination for education, health and research facilities and services at an intensive scale. A range of associated or secondary land uses will provide support for the development and function of core activities, including open space and recreation areas, small scale retail, entertainment and hospitality activities to meet the daily needs of the residential and visiting population. Secondary land uses will be developed with a scale, design and intensity that does not hamper or conflict with the primary land uses within or primary objectives of the Core Area.

Flinders Village Area

The Flinders Village Area will be focused around the Flinders Link rail station. It will cater for medium to high density, inter-generational residential developments including multi-storey dwellings, residential flats, student accommodation, aged care and affordable housing, as well as tourist accommodation. The Area will also be the focus for a variety of mixed uses that support the daily needs of on-site residents such as retail, entertainment and community facilities; together with offices and consulting rooms that complement the health, education and research activities of the Core Area. Ground level land uses such as entertainment and retail, which provide night and day activation will be concentrated around the Flinders Link station to promote interest, safe movement and convenient access to goods and services. In the short term, this will be provided with temporary activation which will be transitioned to permanent development over the medium to long term. Features and activities that attract people and add vitality to the area such as display windows, retail shopfronts and outdoor dining areas will generally be at street level.

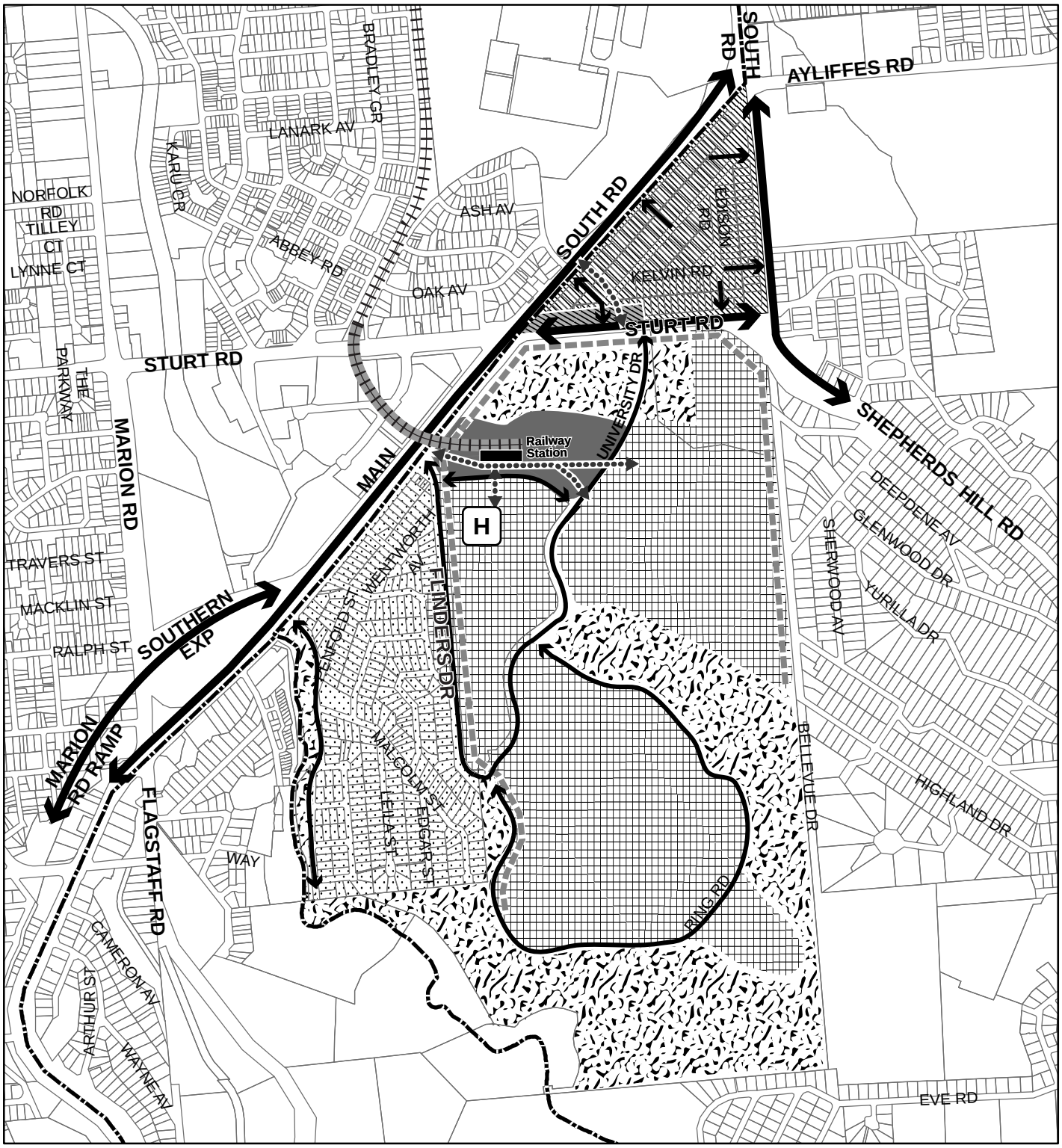
The Flinders Link rail station will provide an important public transport link between the Flinders site, Tonsley and the Adelaide central business district. There will be a significant focus on safe and efficient

movement for vehicles (including emergency vehicles and helicopters), pedestrians and cyclists throughout the Area as well as to adjacent areas and key sites. Building design will emphasise movement between the rail station and the Flinders Medical precinct, potentially via a pedestrian overpass, and the Flinders University.

Public open space will play an important role by providing a variety of safe, amenable and functional areas for social, recreational and environmental opportunities. It will incorporate public art and community facilities. Extensive landscaping will be provided throughout the site to ensure a cohesive environment.

Open Space Area

The Open Space Area will comprise open space and informal vegetated areas that contribute to the open character of the zone. These areas may also form visual linkages to sites within the zone through the use of common landscaping themes.



- Residential
- Mixed Use/Residential
- Core Area (Employment/Education/Health/Accommodation)
- Transition to scale
- Open Space Area
- Flinders Village Area
- Suburban Activity Node Core Area
- H — Hospital
- Strategic Roads
- Local Connector Road
- Future Pedestrian/Cycle Link
- Development Plan Boundry
- Railway
- Future Rail Line
- Future Train Station

N

0 150 300 450 600 750 metres

MITCHAM (CITY)
BEDFORD PARK
CONCEPT PLAN
Fig Mit/1

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged as primary land uses in the Core Area and Flinders Village Area of the zone:

- active outdoor recreation
- consulting room
- community centre
- educational establishment
- hospital
- office
- parking facility
- recreation area
- student accommodation.

2 The following additional types of development, or combination thereof, are envisaged in the Flinders Village Area of the zone:

- affordable housing
- aged persons accommodation
- community centre
- educational establishment
- entertainment venue
- indoor recreation centre
- multiple dwelling
- place of worship
- residential flat dwelling
- restaurant
- row dwelling
- shop or group of shops (excluding a bulky goods outlet)
- tourist accommodation.

3 The following types of development, or combination thereof, are envisaged in the Open Space Area of the zone:

- active outdoor recreation
- conservation work
- passive recreation area.

4 Secondary land uses are supported where they are of a local or neighbourhood scale with a design, intensity and sensitivity that is compatible with envisaged primary land uses and do not inhibit the development or operations of envisaged primary land uses. They may include:

(a) Core Area - entertainment venue, indoor recreation centre, place of worship, shop or groups of shops (excluding bulky goods outlet)

(b) Flinders Village Area - hospital, supported accommodation

(c) Open Space Area – sporting club facility, playground, lighting.

5 Development listed as non-complying is generally inappropriate.

6 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use, provide opportunities for multi-purpose trips and passive surveillance of the station.

7 Shops or groups of shops and offices should generally have maximum gross leasable areas in the order of the amounts shown in the table below:

Designated area	Office (square metres)	Consulting Room (square metres)	Shop or groups of shops (square metres)
Core Area	No maximum	No maximum	500
Flinders Village Area	No maximum	No maximum	No maximum
Open Space Area	0	0	0
Land adjacent lower density residential	250	250	250

Form and Character

8 Development should be consistent with the desired character for the zone.

9 Development should graduate from medium to high-rise in the Core Area and the Flinders Village Area, to low rise development where the development site abuts a residential zone boundary.

12 Residential development (other than residential development in mixed use buildings), should achieve a residential density in accordance with the following:

Designated area	Minimum net residential density
Core Area	80 dwellings per hectare
Flinders Village Area	80 dwellings per hectare
Development adjacent a lower density residential Area	50 dwellings per hectare

13 Development should not have a primary frontage to Main South Road.

Building near Helicopter landing sites

14 The height and location of buildings and structures should not adversely affect the long-term operational, safety and aviation requirements of helicopter landing sites.

15 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:

(a) lighting glare

(b) smoke, dust and exhaust emissions

(c) air turbulence

(d) storage of flammable liquids

(e) attraction of birds

(f) reflective surfaces (eg roofs of buildings, large windows)

(g) materials that affect aircraft navigational aids.

16 Dwelling or buildings providing accommodation should not be located within areas affected by airport noise unless they are designed and sited to ensure noise generated by helicopter take-off and landings at helicopter landing sites achieves an acceptable internal noise level.

17 Development within areas affected by helicopter noise should be consistent with *the Environment Protection (Noise) Policy 2007*.

Building Envelopes

Building Height

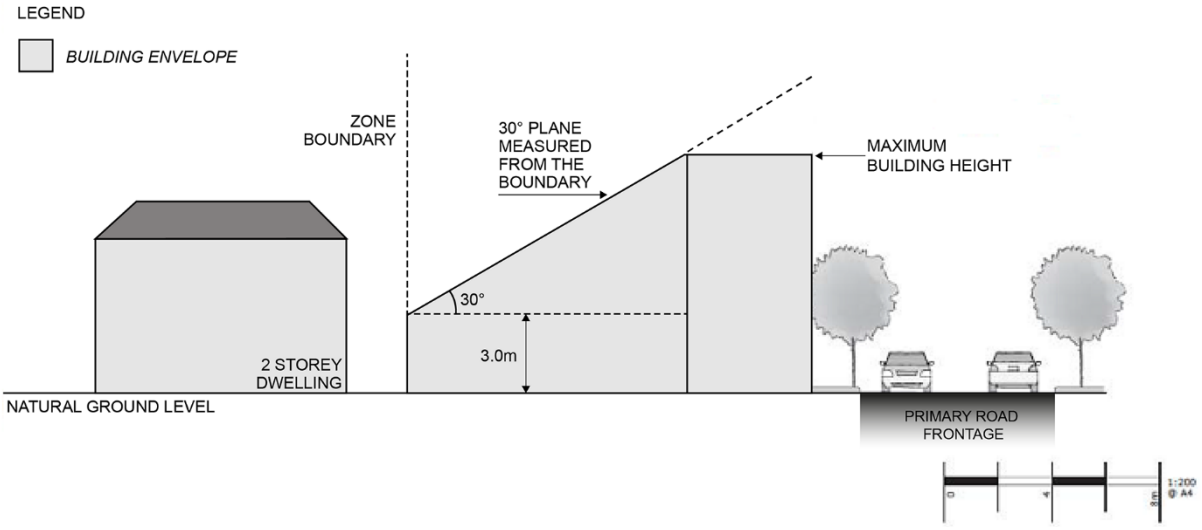
18 Except where airport building height restrictions prevail, and where the ongoing safety of emergency aircraft accessing the Flinders Medical Centre needs to be ensured, building heights (excluding any rooftop located mechanical plant or equipment, rooftop garden or entertainment and associated structures) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	3 storeys	10 storeys and up to 40.5 metres
Flinders Village Area	3 storeys	10 storeys and up to 40.5 metres
Land adjacent lower density residential zone boundary	2 storeys	4 storeys and up to 16.5 metres
Open Space Area	Nil	1 storey and up to 4.5 metres

Interface Height Provisions

19 To minimise building massing at the interface with residential development located in a lower density residential zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone, as illustrated in Figure 1:

Figure 1



Setbacks from the Primary Road Frontage

20 Buildings (excluding verandas, porticos and the like) should be set back 10 metres from the Southern Expressway or Main South Road, four metres from any zone boundary and zero metres in any other case, unless contrary to another provision in the zone.

Design and Appearance

21 To minimise overshadowing of sensitive uses outside of the zone, development should ensure that:

(a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space; or

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

22 Buildings should be oriented towards public open space and defined pedestrian and cycle routes as illustrated in *Concept Plan Fig Mit/1 – Bedford Park*.

23 In the Core Area and Flinders Village Area, the ground and first floor of buildings of 4 or more storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

25 Where vehicle parking is to be provided at ground level or above, it should be designed to:

(a) minimise the extent of parking that is visible from public areas to that which is required for emergency service vehicles, temporary event parking and set down (drop off) functions;

(b) not be located at ground floor street frontages or detract from the provision of active street frontages;

(c) complement the surrounding built form in terms of height, massing and scale;

(d) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings and screen vehicle parking from view from public areas and other buildings; and

(e) be comprehensively integrated with high quality landscaping that includes large trees.

26 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

(a) on frontages to Main South Road;

(b) where they conflict with existing or projected pedestrian movement and/or activity;

(c) where they would cause undue disruption to traffic flow.

27 Boundary walls and fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Private Open Space

28 Private open space should be provided for exclusive use by residents of each dwelling, and should be sited and designed:

(a) to be accessed directly from the internal living rooms of the dwelling

(b) to be generally at ground level (other than for dwellings without ground level internal living rooms)

(c) to be located to the side or rear of a dwelling and screened for privacy

(d) to take advantage of, but not adversely affect, natural features of the site

(e) to minimise overlooking from adjacent buildings

(f) to achieve separation from bedroom windows on adjacent sites

(g) to have a northerly aspect to provide for comfortable year round use

(h) to not be significantly shaded during winter by the associated dwelling or adjacent development

(i) to be partly shaded in summer

(j) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality

(k) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

29 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	**Minimum area excluding any area at ground level at the front of the dwelling (square metres)**	**Minimum dimension (metres)**	**Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)**
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

30 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

31 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:

(a) assist with ease of drainage

(b) allow for effective deep planting

(c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.

32 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres
Student accommodation	2 square metres per bedroom per dwelling

33 Private open space for student accommodation may be substituted by communal open space at ground level where it meets all of the following criteria:

(a) has a variety of use opportunities, including both individual and shared areas;

(b) has access to direct light and natural ventilation;

(c) has at least 50 per cent of the communal open space is visually screened from public areas of the development;

(d) the ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance;

(e) it contains landscaping and facilities that are functional, attractive and encourage recreational use;

(f) is provided cumulatively at the rate of 2 square metres per bedroom per dwelling.

Off Street Parking

34 Vehicle parking should be provided in accordance with *Table Mit/9 - Off Street Vehicle Parking Requirements for Designated Areas*.

35 Bicycle parking should be provided in accordance with the rates set out in *Table Mit/9 - Bicycle Parking Requirements for Designated Areas*.

Land Division

36 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

37 The following kinds of development are **complying** in the Regional Activity Zone subject to compliance with conditions comprising, where applicable:

(a) the conditions prescribed in *Table Mit/1*; and

(b) the development not being located on a site, or abutting a site, containing an item of heritage significance listed in *Table Mit/3*:

(c) Advertisements - only those listed in Table *Mit/1*

(d) Change in the use of land from residential to office on the ground or first floor of a building

(e) Change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

38 The following kinds of development (including building work, a change in the use of land or division of an allotment) are non-complying in the Regional Activity Zone:

Bulky goods outlet (except where the gross leasable floor area is less than 500 square metres)
General Industry
Fuel Depot
Public Service Depot
Road Transport Terminal
Service Trade Premises
Special Industry
Store
Transport Depot
Warehouse
Waste reception storage treatment or disposal.

Public Notification

39 The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 1 in the Regional Activity Zone:

Advertisement
Aged persons accommodation (where more than 150 metres from a helicopter landing facility)
All forms of development that are ancillary and in association with residential development
Community Centre
Consulting Room
Dwelling (where more than 150 metres from a helicopter landing facility)
Dependent Accommodation (where more than 150 metres from a helicopter landing facility)
Educational Establishment
Hall
Hospital
Place of Worship
Pre-school
Primary school
Residential Flat Building (where more than 150 metres from a helicopter landing facility)
Retirement Village (where more than 150 metres from a helicopter landing facility)
Shop or Group of Shops
Student Accommodation (where more than 150 metres from a helicopter landing facility)
Supported Accommodation (where more than 150 metres from a helicopter landing facility)
Tourist Accommodation (where more than 150 metres from a helicopter landing facility).

40 The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 2 in the Regional Activity Zone:

All forms of development not listed as Category 1.

ATTACHMENT MIT 6

Open Space Zone

OPEN SPACE ZONE

Introduction

The objectives and principles of development control that follow apply in the Open Space Zone shown on Map Mit/12. They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone:

(a) in which the open space character is preserved to provide a visual contrast to the surrounding urban area

(b) comprising open space that accommodates a range of public and private activities in an open and natural setting, including:

(i) passive and active recreation land uses

(ii) habitat conservation and restoration.

Objective 2: A linear park that:

(a) provides an open space corridor across Greater Adelaide

(b) promotes the use, awareness and preservation of the riverine environment and enhancement of natural or semi natural habitats for the movement of wildlife and conservation of biodiversity.

Objective 3: A river system which provides for the maintenance of stormwater capacity and flood mitigation measures for adjoining areas.

Objective 4: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The area along the Sturt River is primarily an open space with aesthetic, stormwater management and passive recreation functions. Development within the zone is appropriate where it is integral to any of these functions provided any structures are not a dominant feature.

It will provide for the establishment and maintenance of a linear open space and biological corridor based on the existing watercourse channel, associated floodplains and vegetation.

Water quality of the river and the recreational opportunities will be retained and enhanced.

Pedestrian, cycle and recreation facilities, such as drinking fountains and barbecues, will be incorporated into the Linear Park; however, facilities for sports competitions or events are inappropriate.

Landscaping should ensure that any remnant native vegetation is incorporated into the landscape design and that locally indigenous vegetation is utilised wherever possible.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- conservation work
- recreation area

- toilet block and barbeque facility.

2 Development listed as non-complying is generally inappropriate.

3 Development should allow for unstructured passive and active recreation.

Form and Character

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should only occur where it is integral to the aesthetic, drainage or recreation function of the zone.

6 Buildings should be:

(a) restricted in size and number

(b) sited so as not to detract from the open natural character of the zone

(c) constructed of materials which blend with the riverine landscape.

7 Development should ensure coordinated design with an emphasis on the creation of pedestrian areas.

8 Landscaped buffers should be provided around the perimeter of recreation or sporting facilities.

9 Landscaping should comprise locally indigenous species and incorporate existing remnant vegetation.

10 Development, landscaping, and paths for pedestrians and cyclists should

(a) take into account the changing flow regime and width of waterways and

(b) be constructed of permeable material where practical to reduce stormwater runoff.

Land Division

11 Land division should not be undertaken except where:

(a) it will facilitate the development of an envisaged uses in the zone

(b) no additional allotments are created.

12 Complying developments are prescribed in Schedule 4 of the Development Regulations 2008.

13 The following kinds of development (including building work, a change in the use of land or division of an allotment) are **non-complying** in the Open Space Zone:

Advertisement and/or Advertising Hoarding
Amusement Machine Centre
Consulting Room
Crematorium
Dairy
Dwelling
Educational Establishment
Fuel depot
Horticulture
Hospital
Hotel

Industry
Intensive Animal Keeping
Land Division, except where no additional allotments are created partly or wholly within the zone.
Motel
Motor Repair Station
Nursing Home
Office, except where in association with recreation facilities
Petrol Filling Station
Place of Worship
Pre-school
Prescribed Mining Operations
Public Service Depot
Residential Flat Building
Restaurant
Road Transport Terminal
Service Trade Premises
Shop or group of shops, except where the gross leasable area is 80 square metres or less.
Stock Sales Yard
Stock Slaughter Works
Store
Tourist Accommodation
Warehouse
Waste Reception, Storage, Treatment or Disposal
Wrecking yard.

Public Notification

14 Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

ATTACHMENT MIT 7

Replacement Table Mit/9

TABLE Mit/9

Off-street Vehicle Parking Requirements for Designated Areas

Interpretation

1. The vehicle parking rates table applies to Designated Areas listed below except where:

(a) any applicable condition(s) is/are not met

(b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

2. The following are Designated Areas:

Designated Area	Conditions
Regional Activity Zone Suburban Activity Node Zone	None
District Centre Zone Neighbourhood Centre Zone Local Centre Zone Mixed Use (Belair Road) Zone Commercial (Main Road) Zone	Any part of the development site is located in accordance with at least one of the following: (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) within 400 metres of a bus interchange(1) that is part of a high frequency public transit service(2) (c) within 400 metres of an O-Bahn interchange(1) (d) within 400 metres of a passenger rail station(1) that is part of a high frequency public transit service(2) (e) within 400 metres of a passenger tram station(1) (f) within 400 metres of the Adelaide Parklands.

(1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

(2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

3. Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times

(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas

(c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

(d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)

(e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening

(f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES

Table 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All ***Designated Areas*** *(unless otherwise stated)*	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

Table 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

Table 3: Residential development in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Regional Activity Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling 0.25 per bed for student accommodation	0.25 per dwelling
Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling	0.25 per dwelling

Table 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	1 or 2 bedrooms	1
	3 + bedrooms	2

Table 5: Student accommodation

Location of development	Number of required vehicle parking spaces	Number of required visitor parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	0.25 per bedroom per dwelling	0.03 per bedroom per dwelling
	0.25 per bedroom per dwelling	0.03 per bedroom per dwelling

ATTACHMENT Mit 8

(New) Table Mit/10 - Bicycle Parking Requirements for Designated Areas

TABLE Mit/10

Bicycle Parking Requirements For Designated Areas

Interpretation

1. The bicycle parking rates table applies to Designated Areas listed below except where:

   (a) any applicable condition(s) is/are not met

   (b) the zone provisions require a lesser amount of bicycle parking spaces than the amount determined using the bicycle parking rates tables below.

Designated Areas

2. The following are Designated Areas:

Designated Area	Conditions
Regional Activity Zone **Suburban Activity Node Zone**	None

3. In mixed use development, the provision of bicycle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

4. Residential and mixed use development, in the form of multi-storey buildings, should provide bicycle parking in accordance with the following rates:

Form of development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces)
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Student accommodation	1 for every 8 bedrooms per dwelling	1 for every 20 bedrooms per dwelling
Office	1 for every 200 squre metres of gross leasable floor area	2 - plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms.

5. In residential and mixed use developments, the provision of bicycle parking may be reduced in number where the following end-of journey facilities are provided:

   (a) changing facilities and secure lockers for residents, staff and visitors

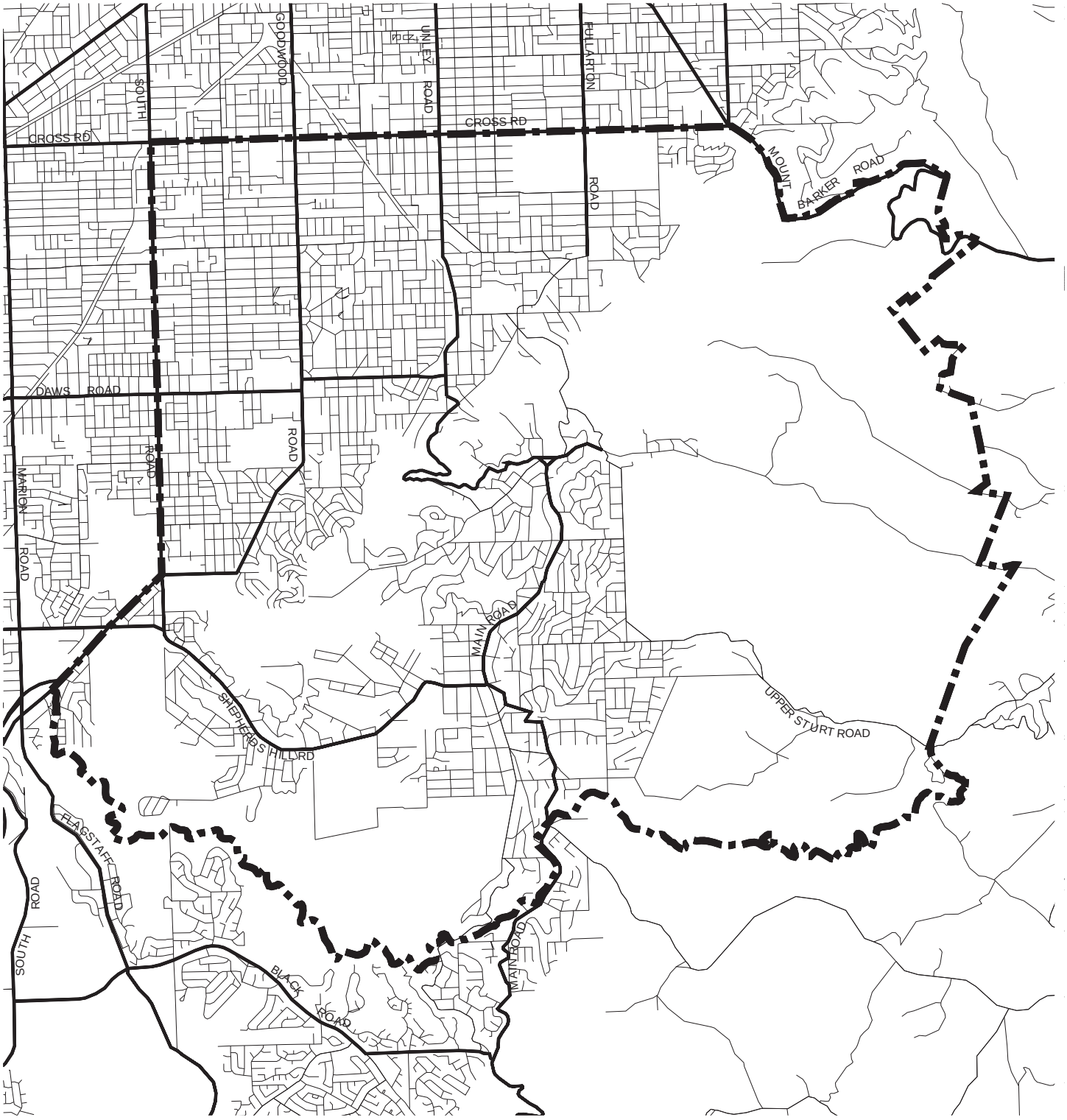
   (b) signage indicating the location of bicycle facilities

   (c) provision of a dedicated bike parking area that is safe, secure and attractive.

ATTACHMENT MIT 9

Replacement Maps:

- **Map Mit/1***
- **Structure Plan Map Mit/1 (Overlay 1)**
- **Noise and Air Emissions Map Mit/1 (Overlay 4A)**
- **Noise and Air Emissions Map Mit/1 (Overlay 4B)**
- **Affordable Housing Map Mit/1 (Overlay 5A)**
- **Affordable Housing Map Mit/1 (Overlay 5B)**
- **Zones Map Mit/12**
- **Zones Map Mit/13**
- **Zones Map Mit/18**
- **Policy Areas Map Mit/33**



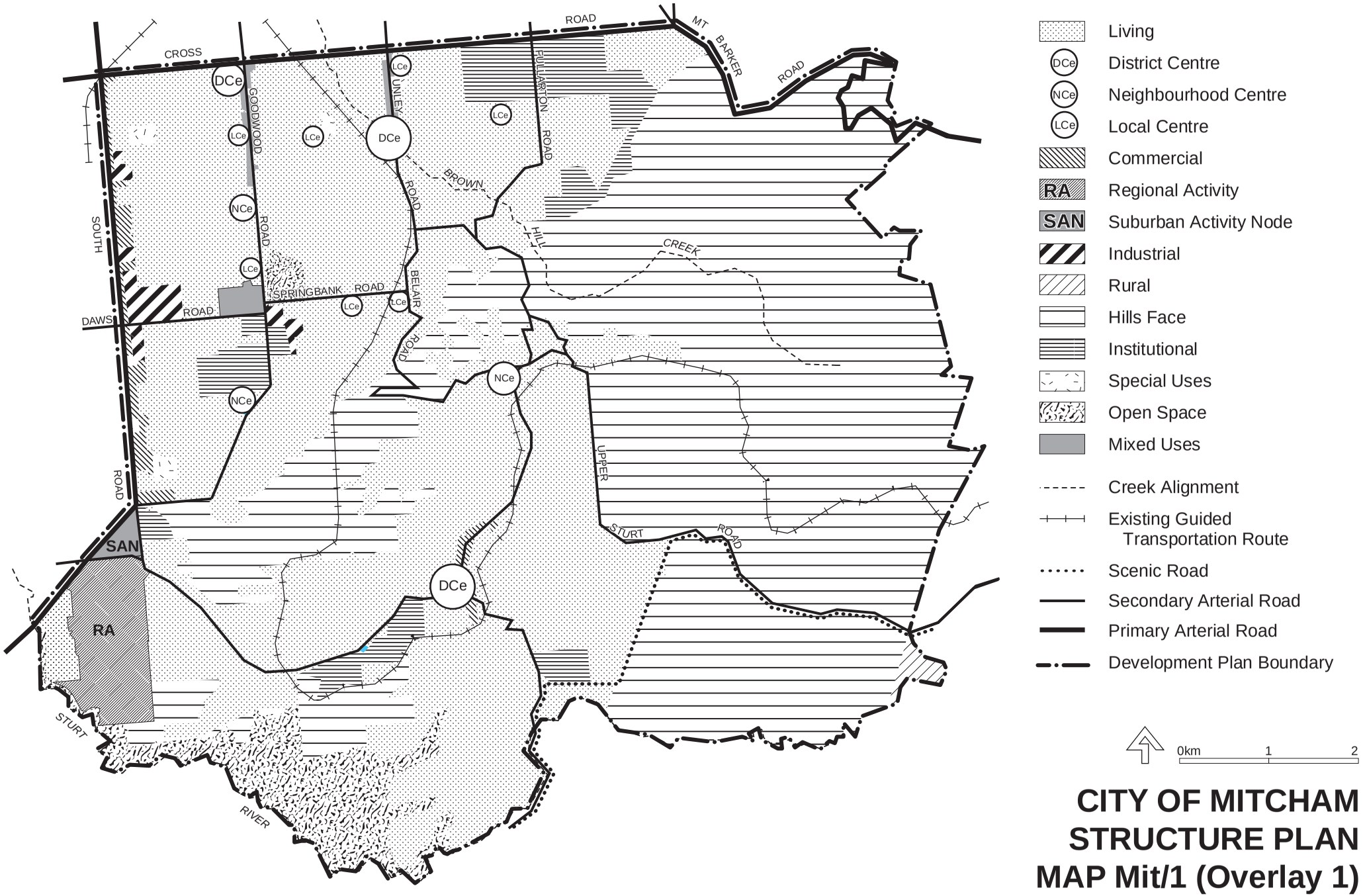
To identify the precise location of the Development Plan boundary refer to Map Mit/2 then select the relevant Zone Map

0 5km

CITY OF MITCHAM

MAP Mit/1

Development Plan Boundary



CITY OF MITCHAM
STRUCTURE PLAN
MAP Mit/1 (Overlay 1)



MAP Mit/1 (Overlay 4B) ADJOINS

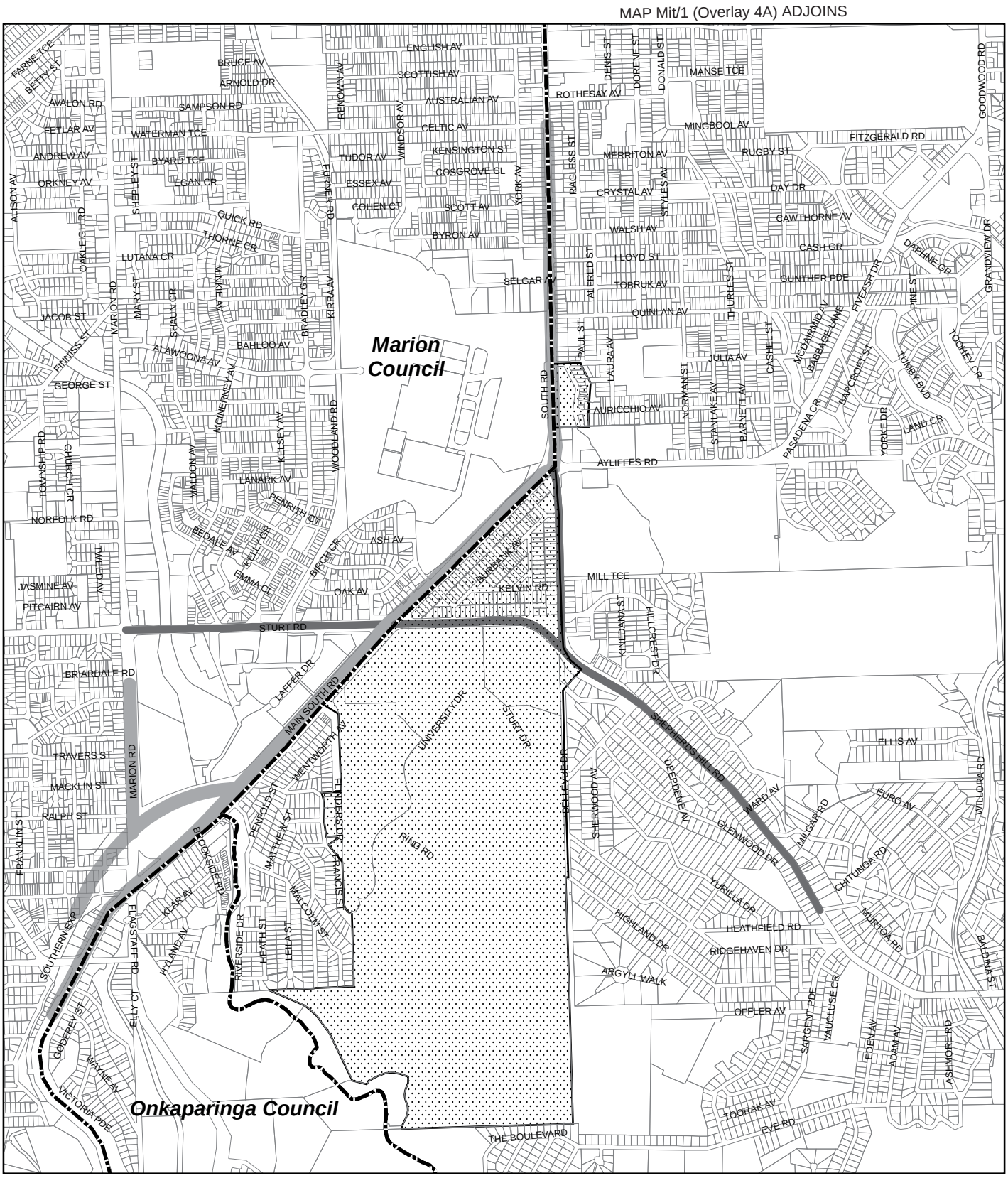
N

1:10,000

0 100 200 300 400 500 m

Designated Area

MITCHAM (CITY)
NOISE AND AIR EMISSIONS
MAP Mit/1 (Overlay 4A)



N

0 200 400 600 800 1000 metres

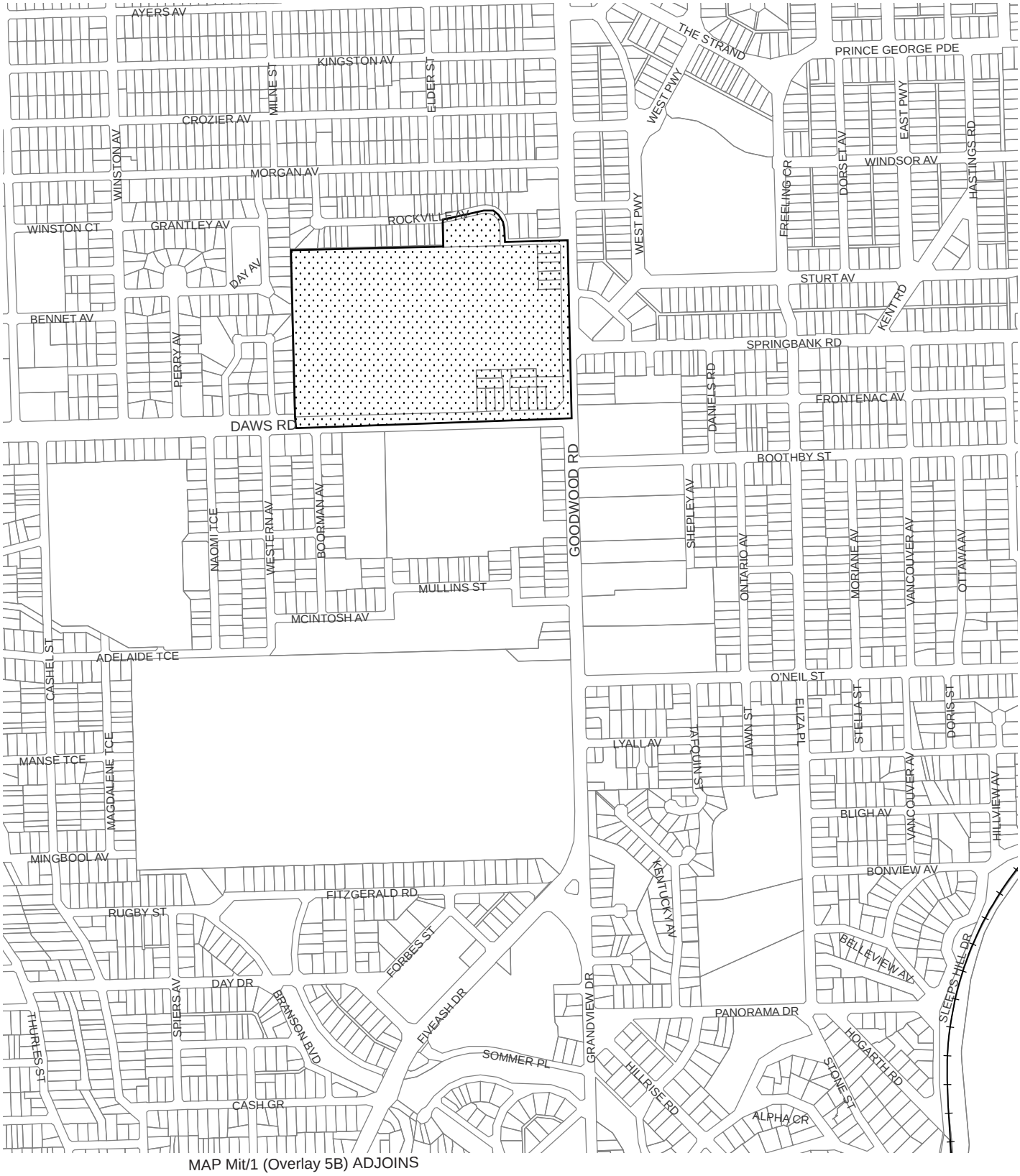
Designated Road: Type A road

Designated Road: Type B road

Noise and Air Emissions Designated Area

Development Plan Boundary

MITCHAM (CITY)
NOISE AND AIR EMISSIONS
MAP Mit/1 (Overlay 4B)



MAP Mit/1 (Overlay 5B) ADJOINS

N

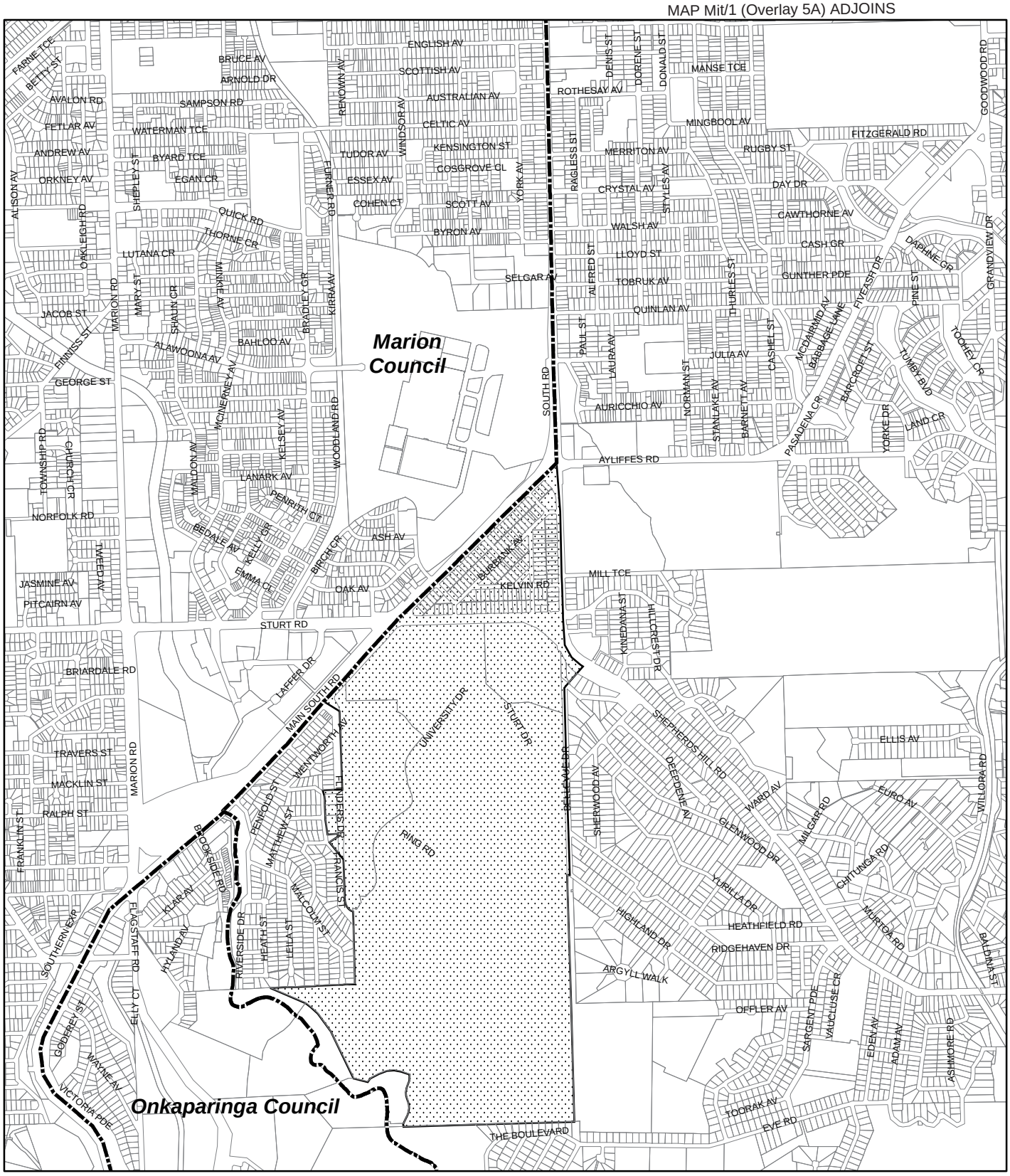
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0 100 200 300 400 500 m

Designated Area within which Affordable Housing applies

MITCHAM (CITY)
AFFORDABLE HOUSING
MAP Mit/1 (Overlay 5A)

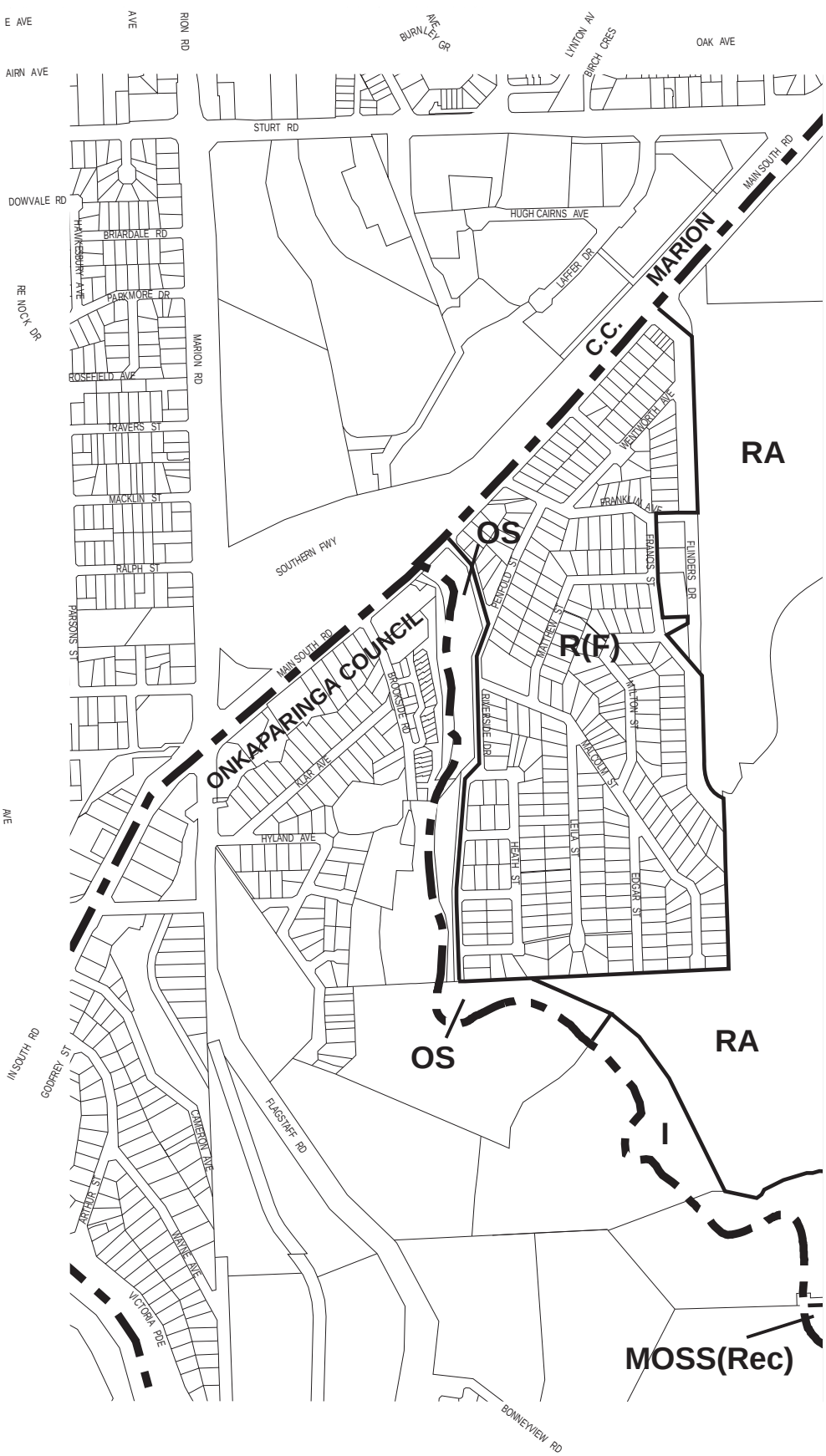
MAP Mit/1 (Overlay 5A) ADJOINS



Designated Area within which Affordable Housing applies

Development Plan Boundary

MITCHAM (CITY) AFFORDABLE HOUSING MAP Mit/1 (Overlay 5B)



OS	Open Space
R(F)	Residential (Foothills)
RA	Regional Activity
MOSS(Rec)	Metropolitan Open Space System (Recreation)
I	Institution

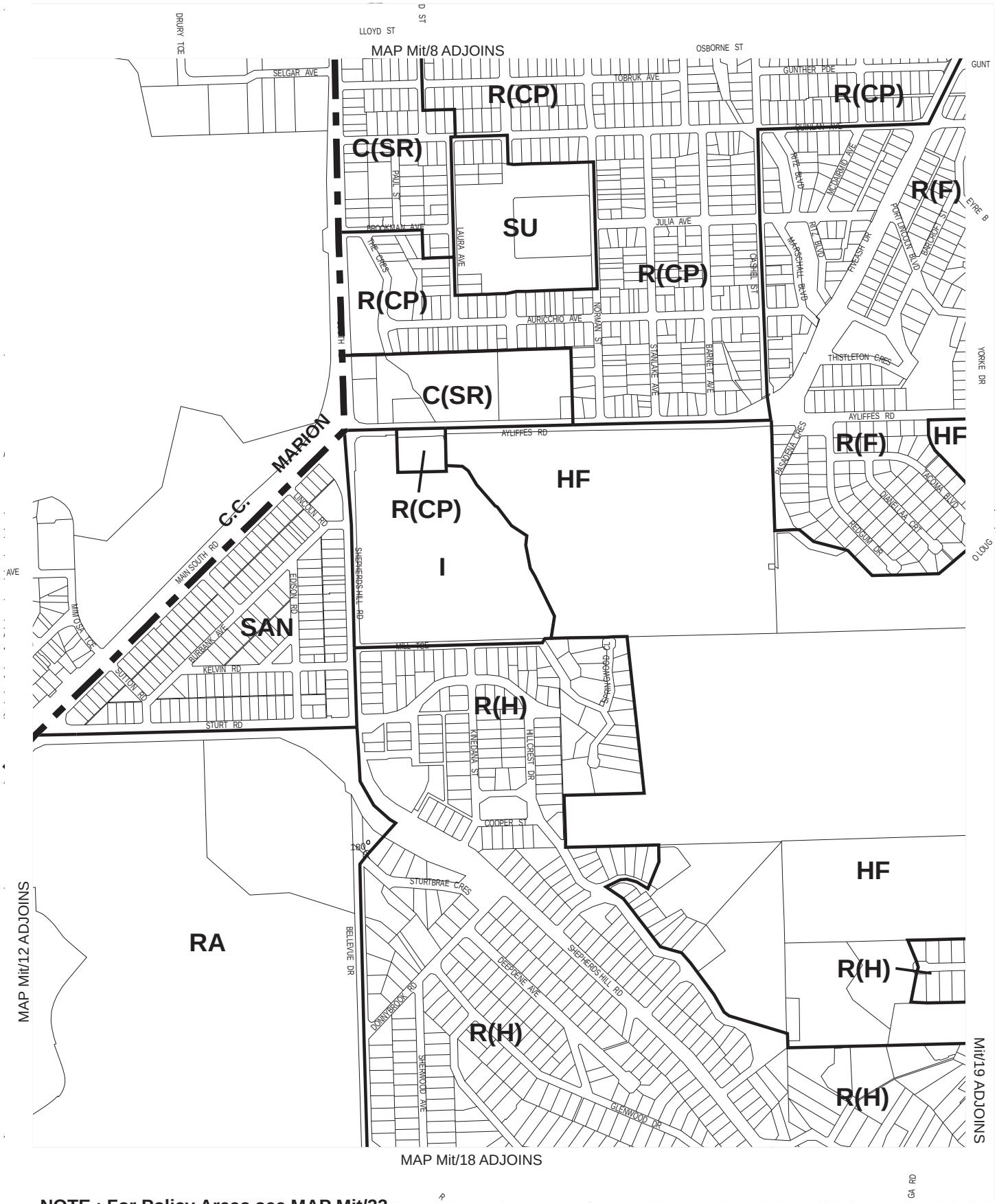
Scale 1:10000

0 500metres

Zone Boundary

Development Plan Boundary

MITCHAM (CITY)
ZONES
MAP Mit/12



NOTE : For Policy Areas see MAP Mit/33

C(SR)	Commercial (South Road)
HF	Hills Face
I	Institutional
R(CP)	Residential (Central Plains)
R(F)	Residential (Foothills)
R(H)	Residential (Hills)
RA	Regional Activity
SAN	Suburban Activity Node
SU	Special Uses (Panther Park)

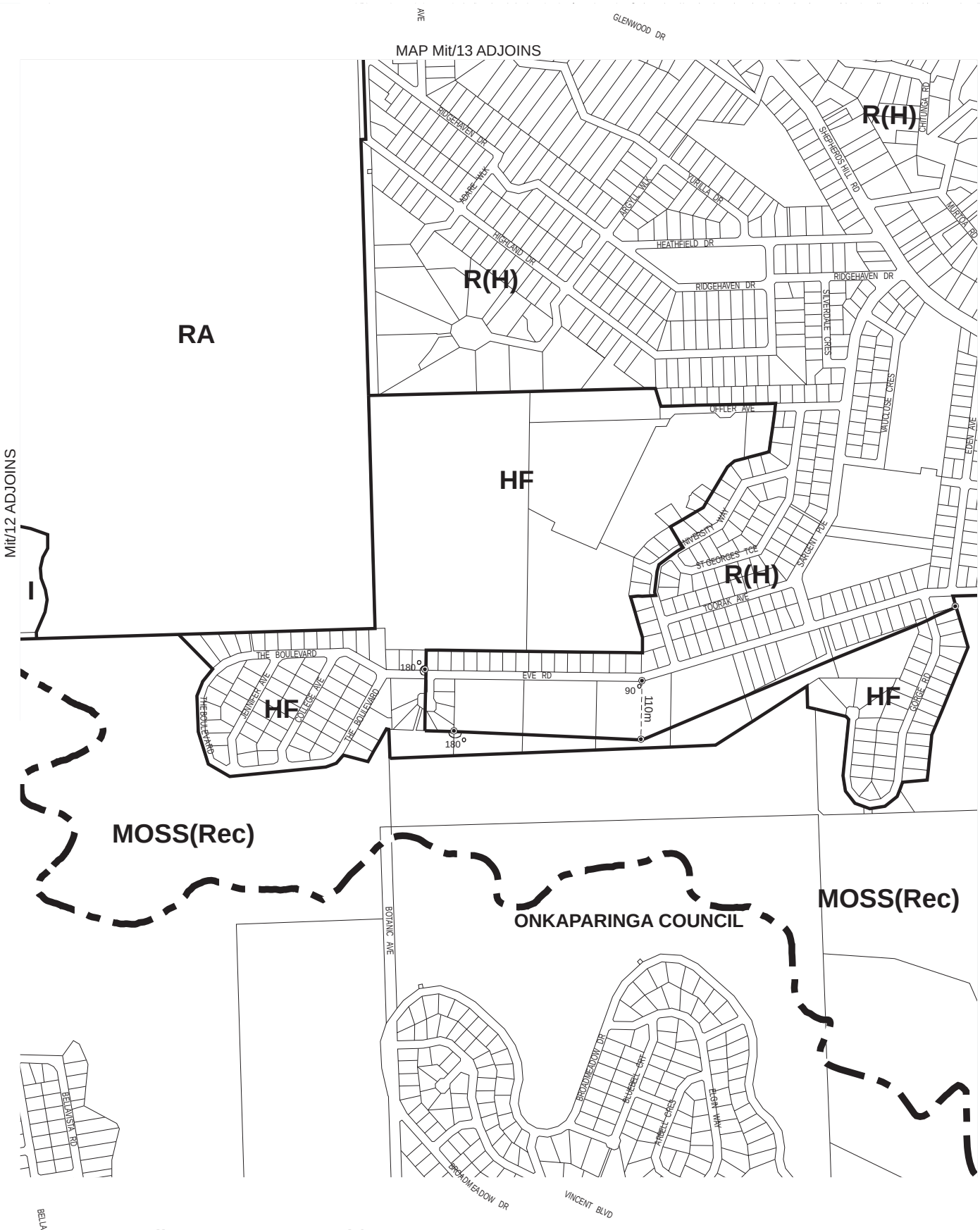
Scale 1:10000

0 500metres

Zone Boundary

Development Plan Boundary

MITCHAM (CITY) ZONES MAP Mit/13



NOTE : For Policy Areas see MAP Mit/24 & 25

HF	Hills Face
MOSS(Rec)	Metropolitan Open Space System (Recreation)
R(H)	Residential (Hills)
RA	Regional Activity
I	Institution

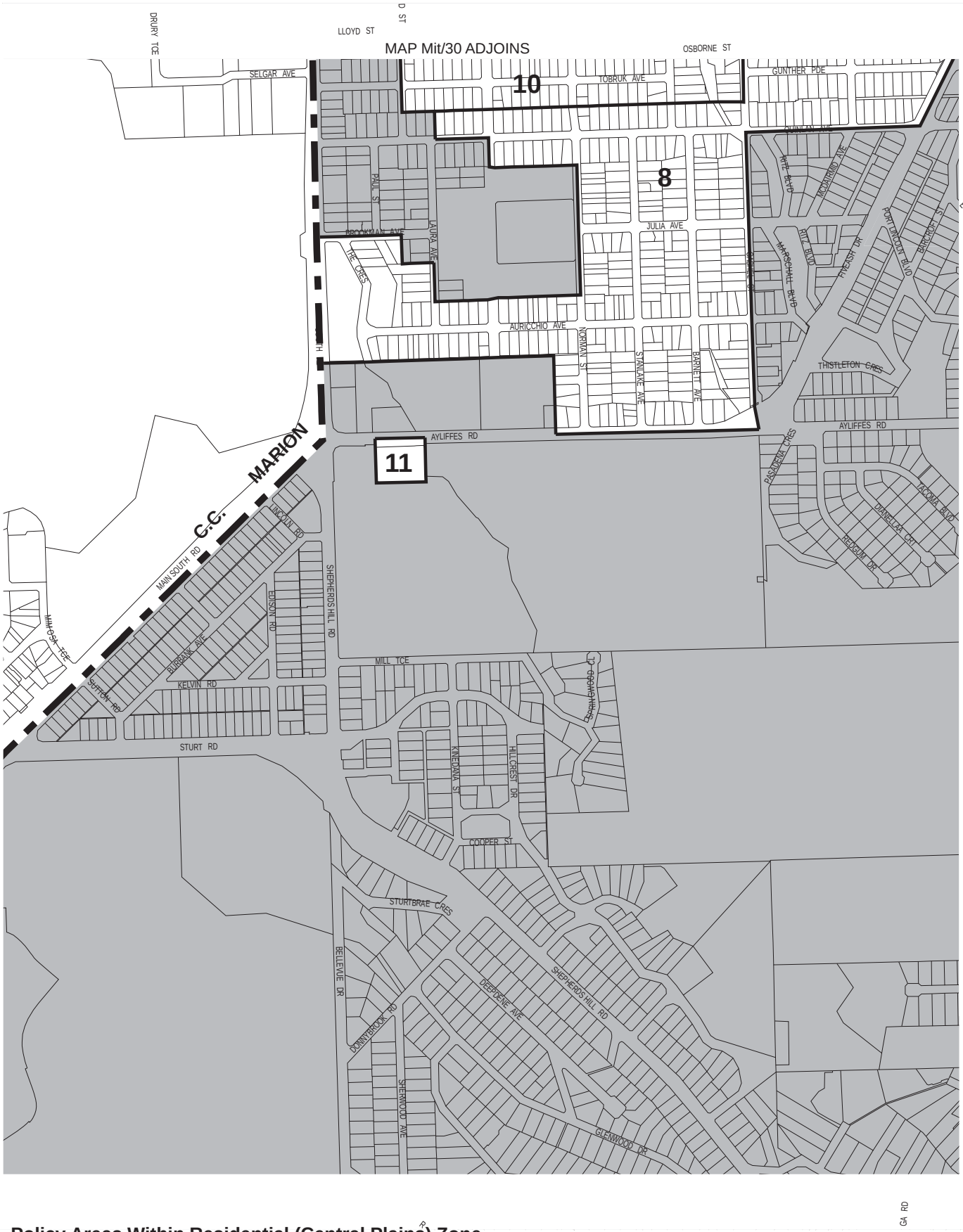
Scale 1:10000

0 500metres

Zone Boundary

Development Plan Boundary

MITCHAM (CITY)
ZONES
MAP Mit/18



Policy Areas Within Residential (Central Plains) Zone

10	Residential (Central Plains) Policy Area 10
11	Residential (Central Plains) Policy Area 11
8	Residential (Central Plains) Policy Area 8

Scale 1:10000

0 500metres

MITCHAM (CITY) POLICY AREAS MAP Mit/33

Policy Area Boundary

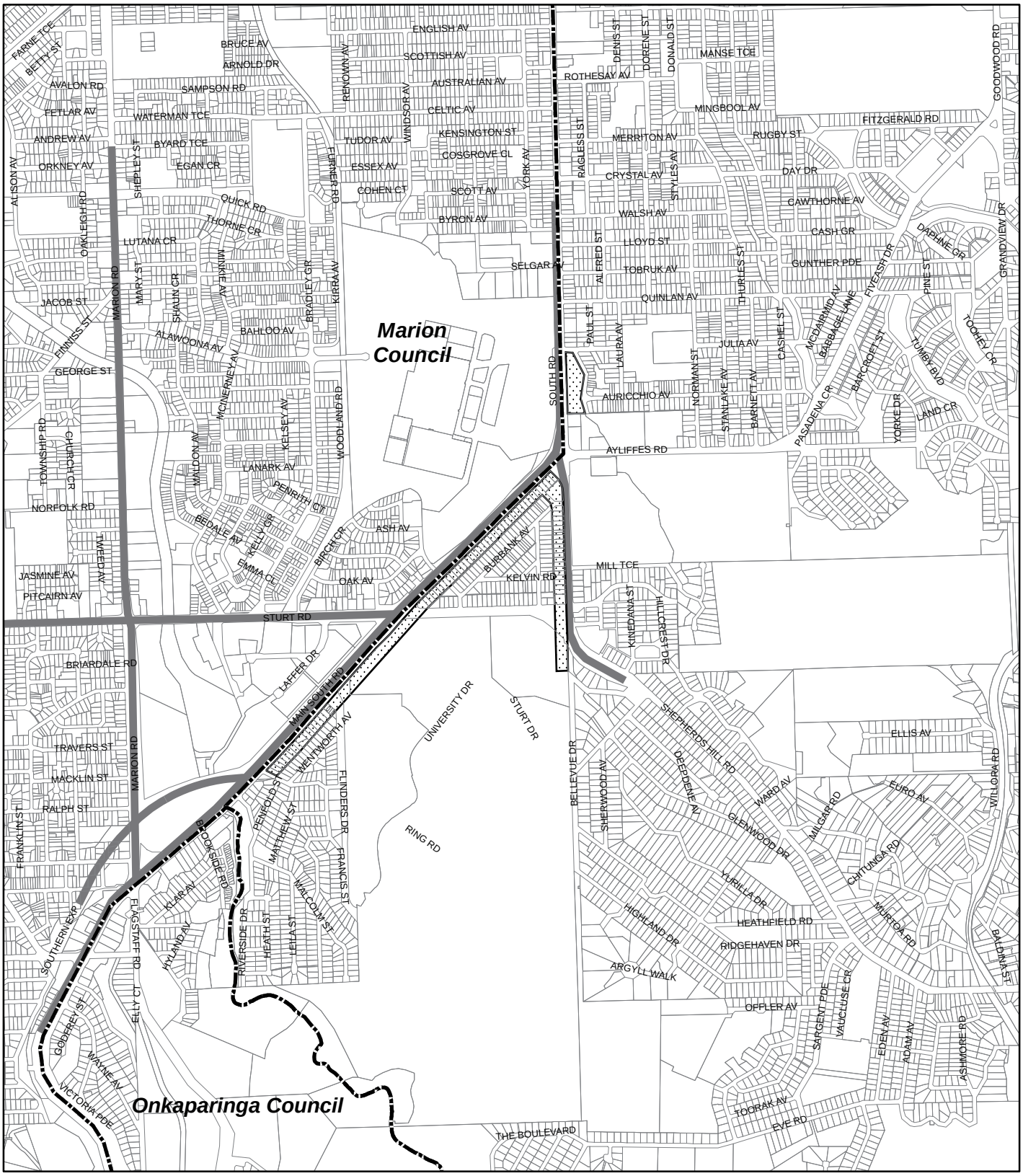
Development Plan Boundary

Area not covered by Policy

ATTACHMENT MIT 10

New Overlay Map:

- **Strategic Transport Routes Map Mit/1 (Overlay 6)**



MITCHAM (CITY)
STRATEGIC TRANSPORT ROUTES
MAP Mit/1 (Overlay 6)

Amendment Instructions Table

Name of Local Government Area: City of Onkaparinga

Name of Development Plan: Onkaparinga Council Development Plan

Name of DPA: Southern Innovation Area DPA

The following amendment instructions (at the time of drafting) relate to the Onkaparinga Council Development Plan consolidated on 19 December 2017.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Amend • Replace • Delete • Insert	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **YES**				
Orderly and Sustainable Development - General Section Module				
1.	Delete	The following sub point '(e)' associated with PDC 9: *(e) 'Concept Plan Map Onka/5 - Mixed Commercial (Flagstaff Hill)'*	Y	N
OVERLAY SECTION (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
2.	Insert	After the Character Preservation District Overlay and associated Objectives and PDC, the contents of **Attachment Onka 1** containing: • Affordable Housing Overlay • Noise and Air Emissions Overlay • Strategic Transport Routes Overlay.	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Commercial Zone				
3.	Delete	The following words in the list associated with PDC 1: *except where it is located in the **Flagstaff Hill Policy Area 4** and the gross leasable area is less than 250 square metres*	N	N
4.	Delete	The following words in PDC 7 and PDC 8:	N	N

		where located outside of the ***Flagstaff Hill Policy Area 4***		
5.	Delete	The whole of the **Flagstaff Hill Policy Area 4**.	N	N
6.	Delete	The following from the Non-complying Development table: • Builder's yard where located within **Flagstaff Hill Policy Area 4** • Hall where located within **Flagstaff Hill Policy Area 4** • Major public service depot where located within **Flagstaff Hill Policy Area 4** • Office where located within **Flagstaff Hill Policy Area 4** (including the associated Exception) • Petrol filling station where it is located partly or wholly within the area marked 'Land Parcel 2' on *Concept Plan Map Onka/5 - Mixed Commercial (Flagstaff Hill)* • Shop or group of shops where located within **Flagstaff Hill Policy Area 4** (including the associated Exception) • the words 'where they are located outside of the **Flagstaff Hill Policy Area 4'** after the words 'Shop or group of shops' • Timber yard where located within **Flagstaff Hill Policy Area 4.**	N	N
Mixed Use Zone				
7.	Replace	The whole of the Mixed Use Zone with the contents of **Attachment Onka 2**.	N	N
TABLES				
Amendments required (Yes/No): **No**				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): **Yes**				
Map Reference Tables – Zone Maps				
8.	Delete	In the row commencing 'Commercial Zone', the following in the column headed Zone Map Numbers: *'Onka 2'*	N	N
9.	Insert	In the row commencing 'Mixed Use Zone', the following in the column headed Zone Map Numbers: *'Onka 2'*	N	N
Map Reference Tables – Policy Area Maps				
10.	Delete	The following, including the related material in the Map Numbers column: *'Flagstaff Hill Policy Area 4'*	N	N
Map Reference Tables – Overlay Maps				
11.	Insert	After the words 'Heritage and Character Preservation District' in the column headed 'Issue', the following: • *'Affordable Housing'* in the column headed 'Issue' and in the same row *'Onka/2'* in the column headed 'Map Numbers'	N	N

		• *'Noise and Air Emissions'* in the column headed 'Issue' and in the same row *'Onka/2'* in the column headed 'Map Numbers' • *'Strategic Transport Routes'* in the column headed 'Issue' and in the same row *'Onka/2'* in the column headed 'Map Numbers'.		
Map Reference Tables – Concept Plan Maps				
12.	Delete	The following, including the related material in the Map Numbers column: *'Mixed Commercial (Flagstaff Hill)'*	N	N
Map(s)				
13.	Replace	The following, with the contents of **Attachment Onka 3**: • Council Index Map • Location Map Onka/2* • Overlay Map Onka/2 – Transport* • Overlay Map Onka/2 – Development Constraints* • Zone Map Onka/2 (***Note***: Replacement maps indicated by '*' are included for the purpose of updating cadastre)	N	N
14.	Delete	The following: • Policy Area Map Onka/2 • Concept Plan Map Onka/5 - Mixed Commercial (Flagstaff Hill)	N	N
15.	Insert	Immediately after existing Overlay Map Onka/2 – Development Constraints, new Overlay Maps contained in **Attachment Onka 4** for: • Affordable Housing Onka/2 • Noise and Air Emissions Onka/2 • Strategic Transport Routes Onka/2	N	N

ATTACHMENT ONKA 1

Affordable Housing Overlay
Noise and Air Emissions Overlay
Strategic Transport Routes Overlay

Affordable Housing Overlay

Refer to the *Map Reference Tables* for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) - Affordable Housing*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to the Affordable Housng Overlay are in conflict with the relevant General Section Objectives and or Principles of Development Control in the Development Plan, the Overlay will prevail.

OBJECTIVES

1 Affordable housing that is integrated into residential and mixed use development.

2 Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.

Noise and Air Emissions Overlay

Refer to the *Map Reference Tables* for a list of maps that relate to this overlay.
The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to the Noise and Air Emmissions Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

1 Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:

(a) shield sensitive uses and areas through one or more of the following measures:

(i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas

(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source

(iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met

(b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable

(c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

Strategic Transport Routes Overlay

Refer to the *Map Reference Tables* for a list of maps that relate to this overlay.
The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Strategic Transport Routes*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to the Strategic Transport Routes Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development adjacent to a strategic transport route should:

(a) avoid the provision of parking on the main carriageway

(b) be accessible via service roads, where possible, that provide:

(i) parking off the main carriageway

(ii) a buffer from the main carriageway for pedestrian and cycle activity

(c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.

3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

ATTACHMENT ONKA 2

Replacement: Mixed Use Zone

Mixed Use Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A functional and diverse zone accommodating a mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses.

2 A range of dwelling types accommodated in the McLaren Vale area compatible with small-scale craft workshops, offices and consulting rooms.

3 Development that minimises any adverse impacts upon the amenity of the locality within the zone.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is found in two areas within the Council, one in the suburb of Darlington adjacent to Main South Road and the other at McLaren Vale.

Darlington

Affordable housing will be encouraged where impacts from adjacent commercial and traffic sources can be appropriately mitigated.

Development fronting Main South Road will incorporate formal landscaping to soften the appearance of development. In addition, extensive, low maintenance landscaping, including trees and large shrubs will be provided to follow the creek line behind properties fronting Main South Road.

The area has exposure to the high traffic volumes of Main South Road. Future development within the area will need to be carefully conceived to ensure traffic flows along this road are maintained to an acceptable standard.

There are areas within the zone where site contamination is known to exist and may exist due to previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may therefore be required to ensure that land is suitable and safe for its proposed use.

McLaren Vale

The zone represents an area between the Main Road, primary school and the abandoned railway line containing a small range of commercial developments, most with direct frontage to Main Road. A streetscape in which development is located close to the road frontage, and buildings are designed and related to establish a low scale village form is envisaged. Main Road will be enhanced by the installation of shade trees, landscape paving and lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet (excluding McLaren Vale)
- community facility
- consulting room
- group dwelling
- hotel (excluding McLaren Vale)

- institutional facility
- light industry (excluding McLaren Vale)
- motor repair station
- multiple dwelling
- office
- recycling collection depot
- residential flat building
- row dwelling
- service industry (excluding McLaren Vale))
- service trade premises
- shop in associate with a small-scale craft workshop (at McLaren Vale)
- shop or group of shops where the gross leasable area is 250 square metres or less (except bulky goods outlets at Darlington)
- small-scale craft workshops (excluding Darlington)
- warehouse (excluding McLaren Vale).

2 Development listed as non-complying is generally inappropriate.

3 Land in the abandoned railway corridor in the McLaren Vale area should retain an open character, and should be kept free of buildings, fences and other structures which would impede pedestrian movement along the corridor.

4 Shop development in McLaren Vale should be in association with small-scale craft workshops.

Form and Character

5 Development should not be undertaken unless it is consistent with the desired character for the zone.

6 The bulk and scale of development should be compatible with adjoining land uses.

7 In the McLaren Vale area, residential development should:

(a) be oriented towards the abandoned railway corridor or the main frontage of adjacent residential development

(b) include a private courtyard area which has a minimum area of not less than 30 square metres per bedroom, and is enclosed with fencing of not less than 1.8 metres in height

(c) provide landscaping which includes trees and shrubs that will at maturity, provide effective screening to adjoining non-residential development

(d) not exceed a height of 1 storey, and should have a minimum site area per dwelling (inclusive of common areas) of 450 square metres or greater.

8 Development in the Darlington area should be undertaken in accordance with the following parameters and requirements:

(a) no additional vehicle access points should be created onto Main South Road

(b) minimise its impact on the existing traffic network

(c) improve the level of integration and visual amenity within the zone

(d) preserve the amenity of adjacent residential development

(e) non-residential buildings are setback at least 6 metres from any boundary of the zone.

9 Off-street car parking spaces should be provided at a rate not less than the rate specified in *Table Onka/3 - Off Street Vehicle Parking Requirements*.

10 Car parking areas should be provided at the rear or side of premises.

11 In addition to the General Section 'Advertisements' principles of development control, advertisements should conform to the design principles listed in *Table Onka/5 - Design Guidelines for Advertisements*.

12 Advertisements and advertising hoardings should not include any of the following:

(a) flashing or animated signs

(b) bunting, streamers, flags, or wind vanes

(c) roof-mounted advertisements projected above the roofline

(d) parapet-mounted advertisements projecting above the top of the parapet.

13 Landscaping should be designed, implemented and maintained in accord with the guidelines listed in *Table Onka/6 - Landscaping Guidelines for Non-Residential Development*.

Land Division

14 Land division should create allotments that vary in size and are suitable for a variety of commercial activities.

15 Land within the abandoned railway corridor at McLaren Vale should not be divided.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or advertising hoarding of a third party nature	
Amusement machine centre	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	
Land division creating additional allotments in the abandoned railway corridor at McLaren Vale	
Prescribed mining operations	

Form of development	Exceptions
Shop or group of shops in the McLaren Vale area	Except where either of the following apply: (a) it is a restaurant (b) it is a shop in association with a small-scale craft workshop on the same site where the gross leasable area is 250 square metres or less.
Shop or group of shops in the Darlington area	Except where any of the following apply: (a) it is a restaurant or fast food outlet (b) it is a shop where the gross leasable area is 250 square metres or less (c) it is a bottle-shop that is ancillary to a hotel (d) it is a bulky goods outlet.
Special industry	
Stock sales yard	
Waste reception, storage, treatment or disposal	
Wrecking yard	

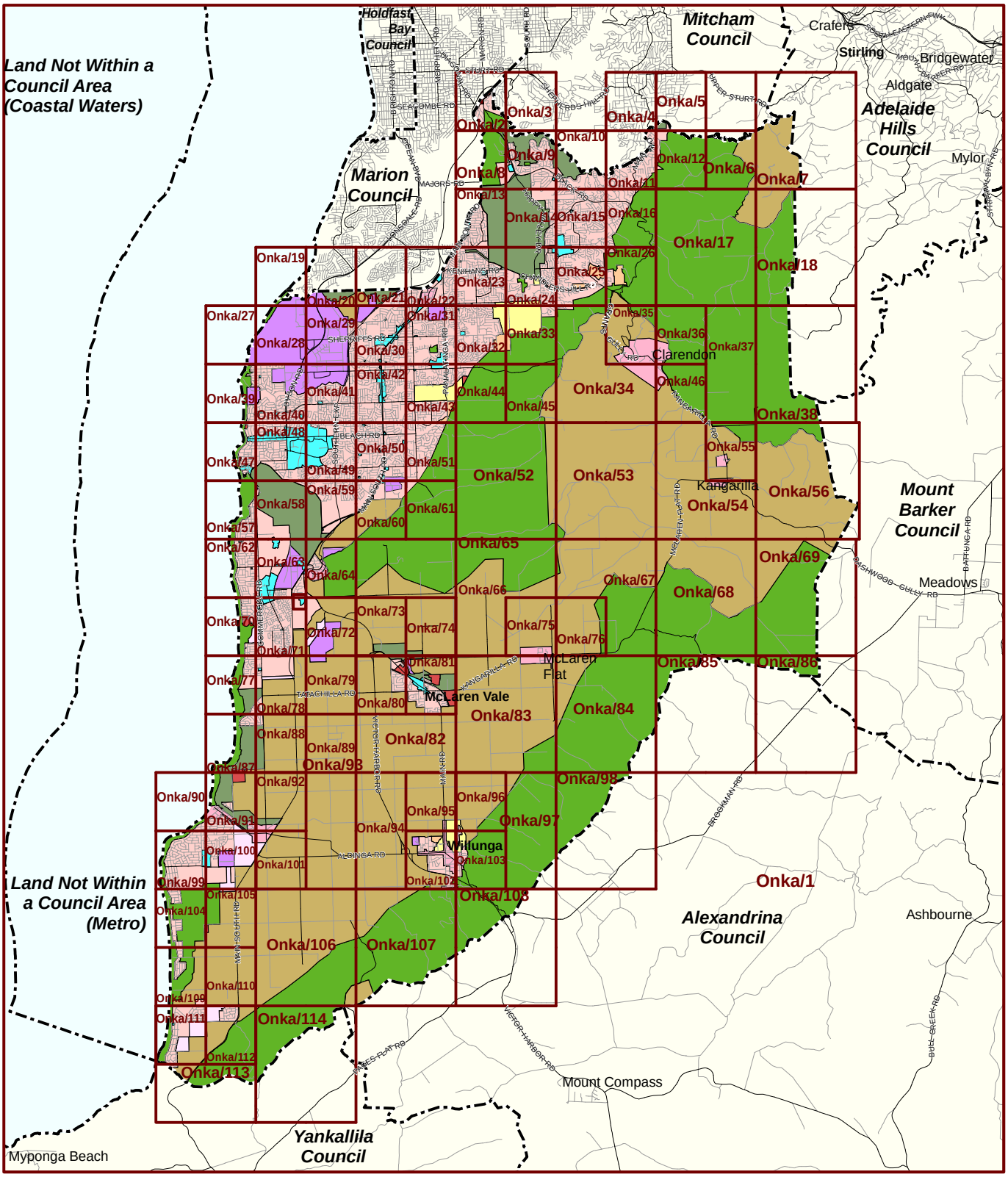
Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

ATTACHMENT ONKA 3

Replacement Maps:

- Council Index Map
- Location Map Onka/2
- Overlay Map Onka/2 – Transport
- Overlay Map Onka/2 – Development Constraints
- Zone Map Onka/2

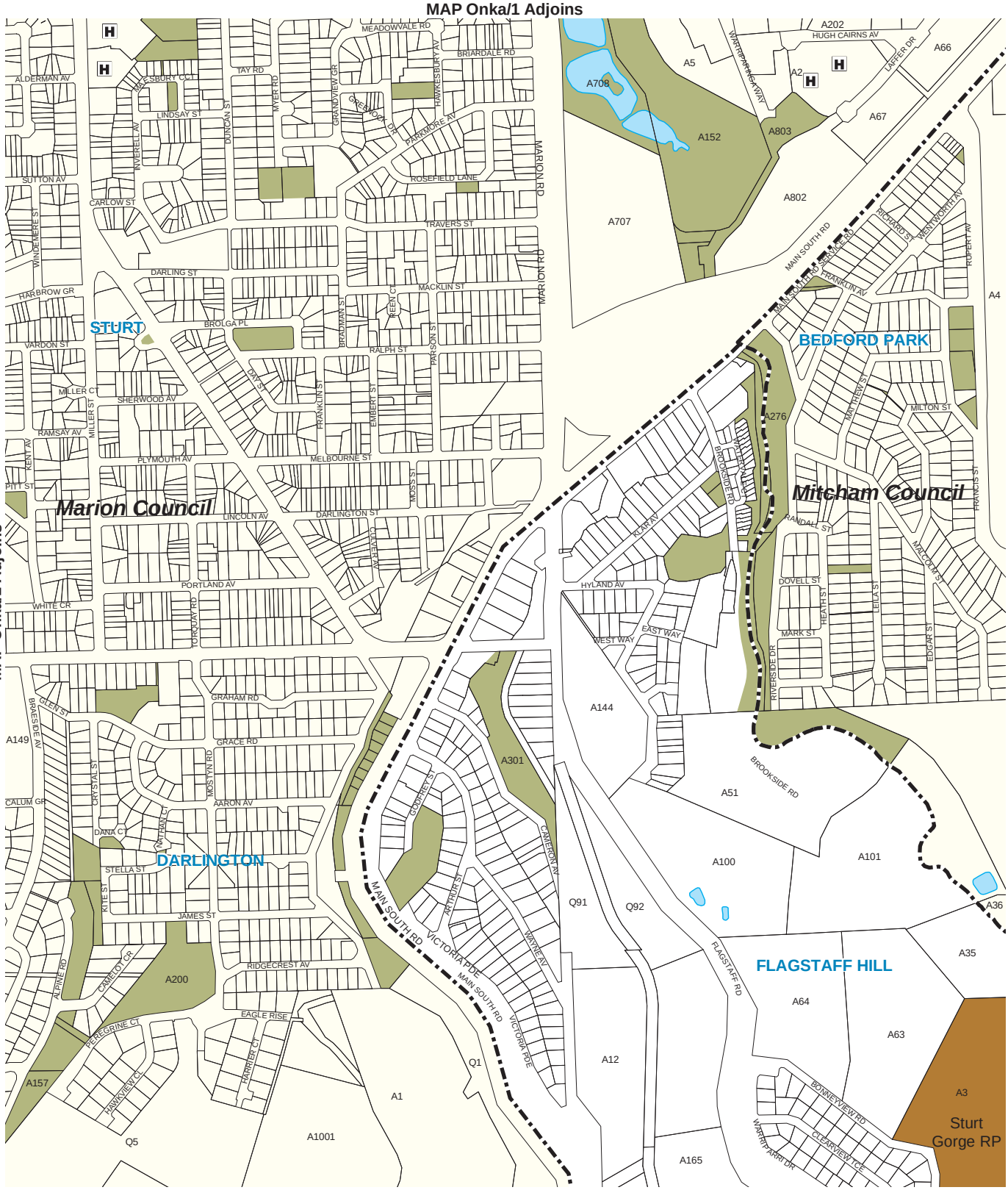


For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Onka/1 to Map Onka/117 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins



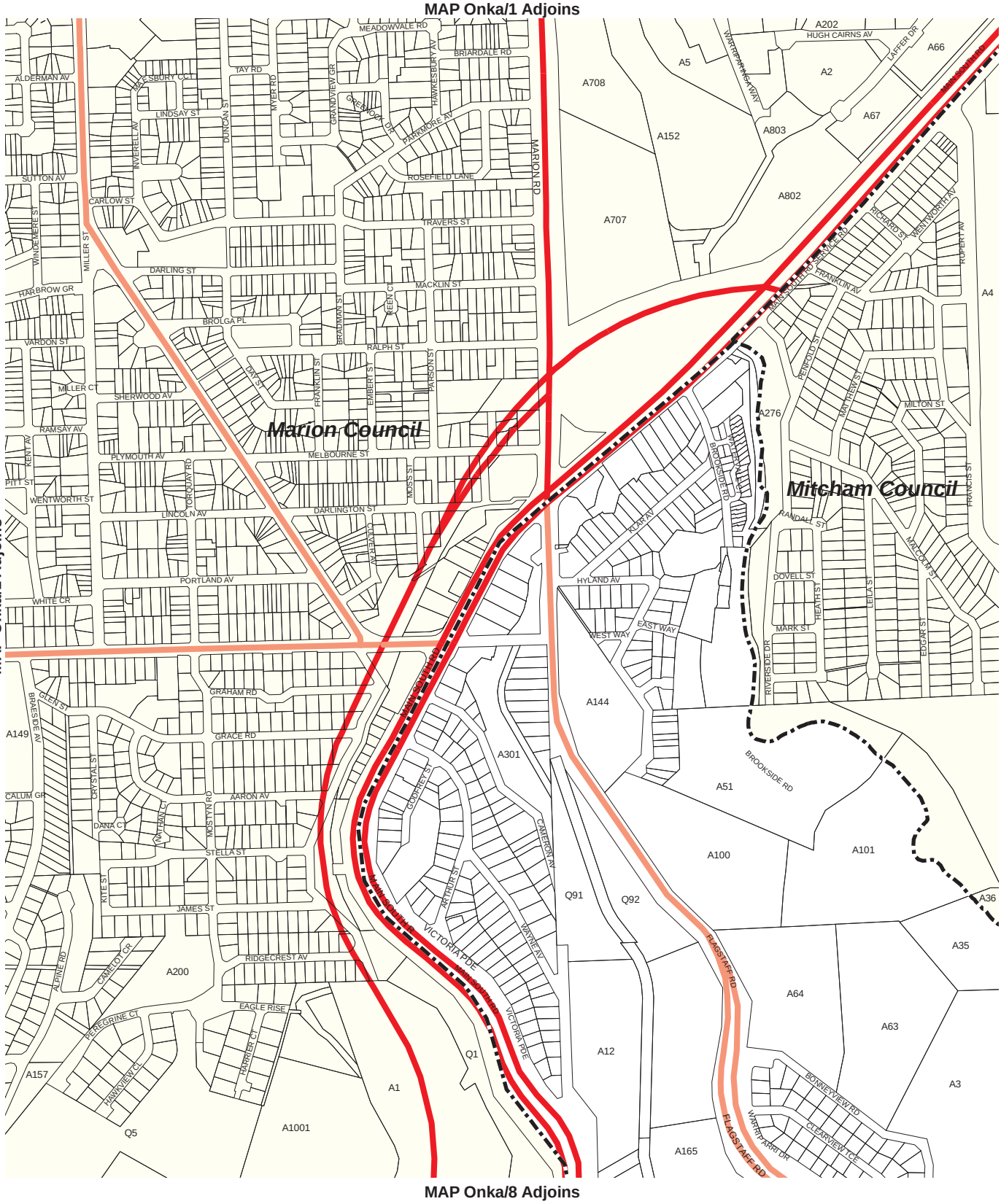
MAP Onka/8 Adjoins

Location Map Onka/2

Other Health Services
Local Reserves
Recreation Park
Waterbodies
Development Plan Boundary

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

N

0 500 m

Overlay Map Onka/2

TRANSPORT

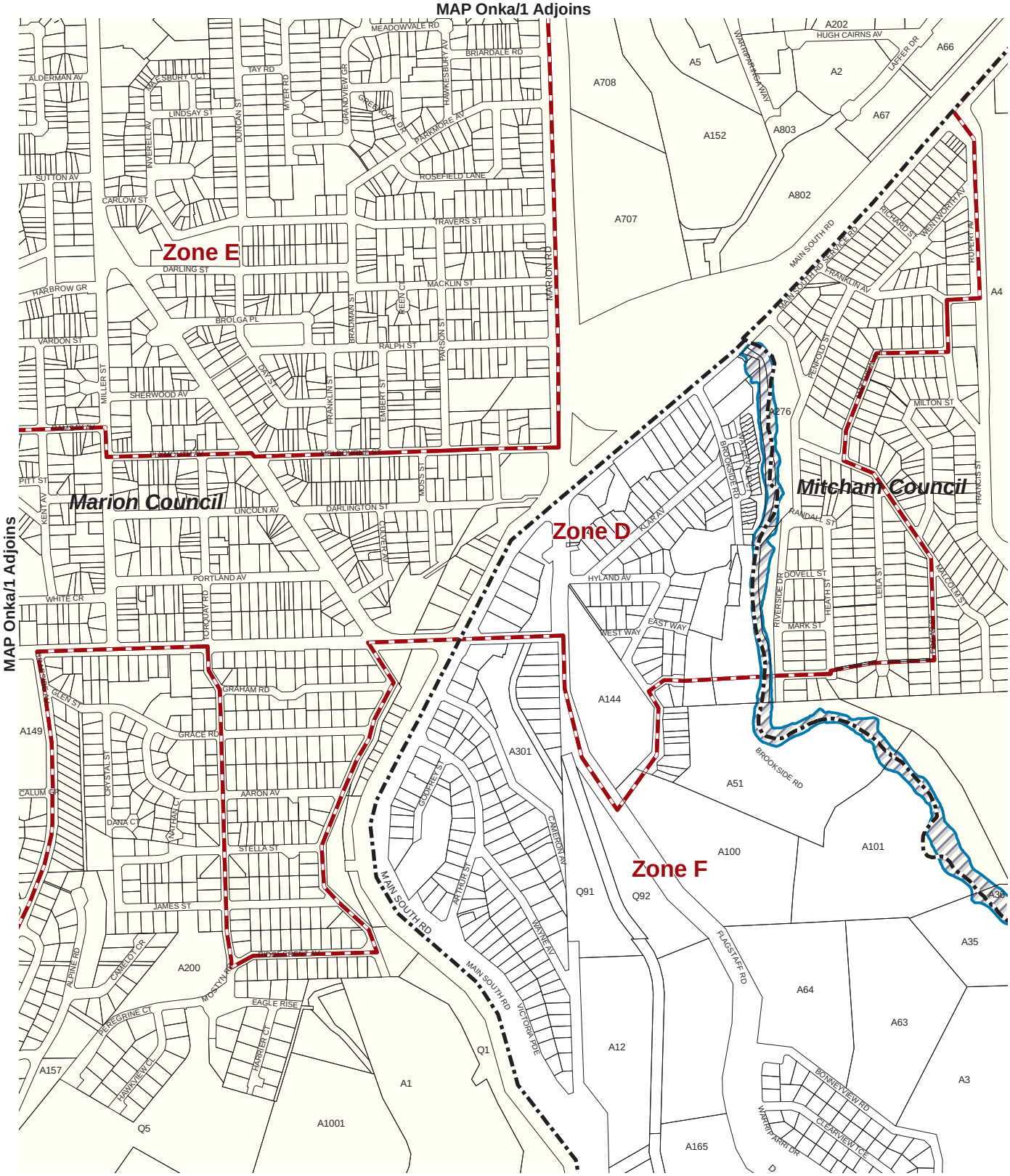
ONKAPARINGA COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

Airport Building Heights

Zone D	All Structures Exceeding 45 metres above existing ground level
Zone E	All Structures Exceeding 100 metres above existing ground level
Zone F	APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

N

0 500 m

Overlay Map Onka/2

DEVELOPMENT CONSTRAINTS

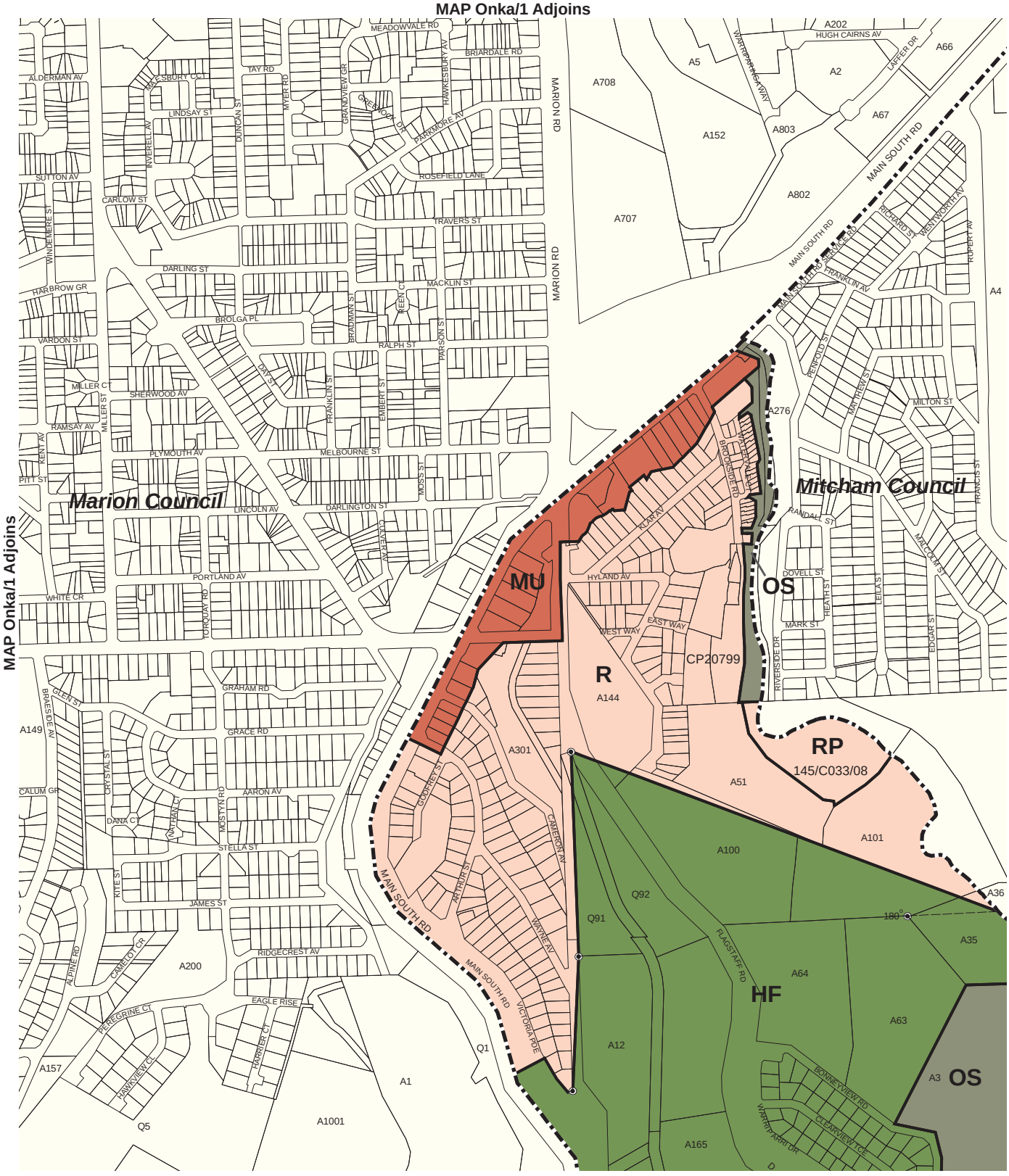
Flood 100 A.R.I.

Airport Building Heights

Development Plan Boundary

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

Zones

- HF Hills Face
- MU Mixed Use
- OS Open Space
- R Residential
- RP Residential Park
- Zone Boundary
- Development Plan Boundary

Zone Map Onka/2

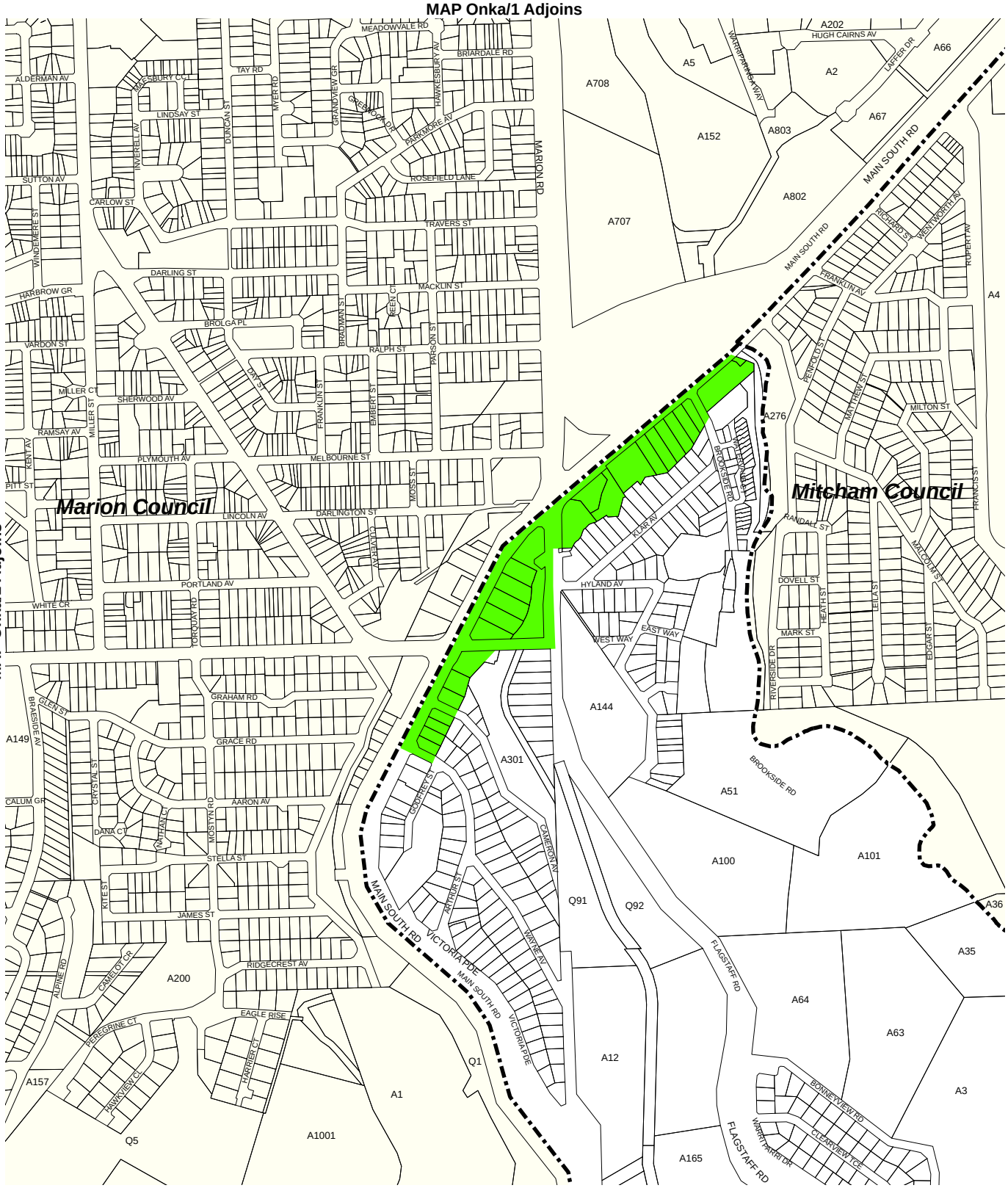
ONKAPARINGA COUNCIL

ATTACHMENT ONKA 4

New Overlay Maps:

- Affordable Housing Onka/2
- Noise and Air Emissions Onka/2
- Strategic Transport Routes Onka/2

MAP Onka/1 Adjoins



MAP Onka/8 Adjoins

Overlay Map Onka/2

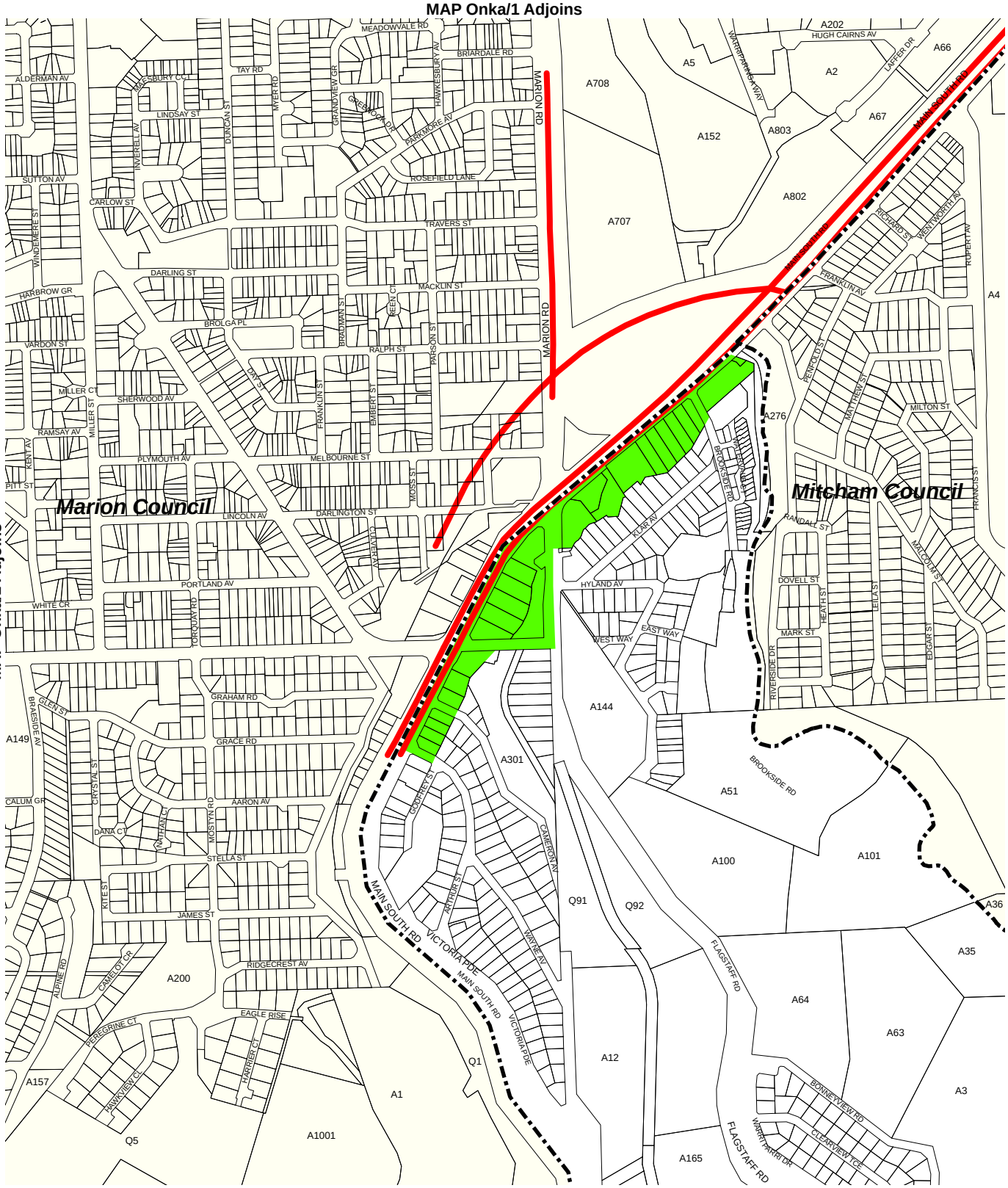
AFFORDABLE HOUSING

Affordable Housing Designated Area

Development Plan Boundary

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

Overlay Map Onka/2

NOISE AND AIR EMISSIONS

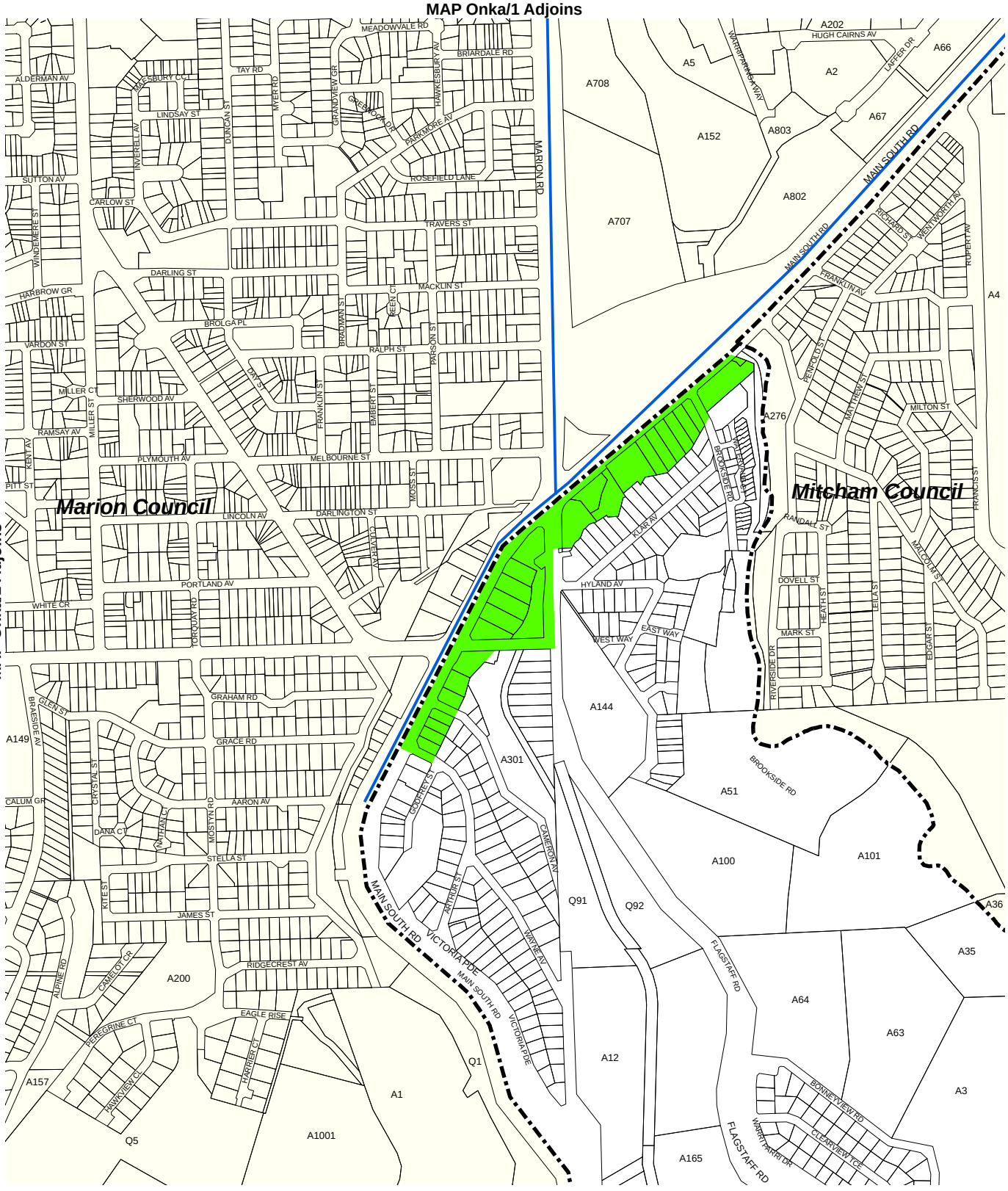
ONKAPARINGA COUNCIL

Designated Road: type A road

Noise and Air Emissions Designated Area

Development Plan Boundary

MAP Onka/1 Adjoins



MAP Onka/8 Adjoins

Strategic Transport Route

Strategic Transport Routes Designated Area

Development Plan Boundary

Overlay Map Onka/2

STRATEGIC TRANSPORT ROUTES

ONKAPARINGA COUNCIL

Development Plan Amendment

By the Minister

Marion Council Development Plan
Mitcham (City) Development Plan
Onkaparinga Council Development Plan

Southern Innovation Area Development Plan Amendment

PUBLIC CONSULTATION VERSION

Government of South Australia
Department of Planning, Transport and Infrastructure

On Public Consultation from 4 July 2017 to 29 August 2017

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EXECUTIVE SUMMARY

Introduction

The Minister for Planning has released the Southern Innovation Area Development Plan Amendment (DPA) for consultation.

The DPA proposes changes to this inner southern area of metropolitan Adelaide to facilitate population growth and economic development outcomes aligned with the construction of major transportation projects and the ongoing function and growth of existing facilities serving the region.

This Summary is for information only and does not form part of the formal Amendment to the Development Plan.

Have Your Say

The Development Plan Amendment is on consultation for eight weeks.

Submissions are due by 5:00pm Tuesday 29 August, 2017.

Submissions are to be addressed to The Presiding Member, DPAC, c/- Department of Planning, Transport and Infrastructure:

- By post GPO Box 1815, Adelaide SA 5001

Or

- On the SA Planning Portal www.saplanningportal.sa.gov.au/en/consultation.

The Development Policy Advisory Committee is an independent committee appointed by the Minister for Planning. Its role is to receive and consider submissions on the DPA and provide advice to the Minister for Planning.

The Committee will hold a public meeting on **12 September 2017** if submitters identify on their submissions that they would like to present a submission verbally.

The Public Meeting will be held at 7:00pm at the Marion Bowling Club, 262 Sturt Road, Marion.

If you would like more information on the DPA there will be two public information sessions held in the Flinders University Foyer, Ground level 1284 South Road, Tonsley (via Tonsley Boulevard) on:

1) Wednesday 9 August from 4:00pm - 6:30pm
2) Saturday 12 August from 11am - 1:30pm

or you can contact the Department for Planning, Transport and Infrastructure on phone number 7109 7007.

Public submissions will be made available on Wednesday 30 August, 2017 following the consultation period unless marked confidential.

Following receipt of the Committee's advice the Minister will decide whether to approve, amend or refuse the DPA.

At what stage is this review of Planning Policy?



Why we are changing planning policy

This review of planning polices supports the urban regeneration and renewal goals in *The 30-Year Plan for Greater Adelaide* to better utilise established urban areas and encourage economic and population growth particularly in proximity to major transport networks. It also supports the goals and aspirations of key stakeholders in the area including the Flinders University and Hospitals and the Indigenous Land Corporation.

The area affected by the DPA contains regionally significant investment and facilities including the commencement of the Southern Expressway, Flinders Link rail extension, Flinders University and Hospitals together with a variety of businesses, community facilities, residences and open space areas. The area also includes the suburb of Tonsley that is undergoing significant redevelopment to become a thriving mixed use area for employment, innovation, education and living. It is at the convergence of these regionally significant land uses, key road and rail transportation networks with local road, pedestrian and cycling facilities, that together form both a key destination and a key gateway and connection for the southern areas of Adelaide.

The nature and function of the area is undergoing significant change largely as a result of two major transport projects:

- The Darlington Upgrade Project (DUP), which involves the upgrade of a 3**.**3 kilometre section of Main South Road between the Southern Expressway and the main entrance to the former Mitsubishi Motors. This transport infrastructure project forms part of the 'non-stop' North-South Corridor that will eventually link Noarlunga in the south to Gawler in the north, and contribute to metropolitan transport network efficiencies and function for north-south bound vehicular and freight traffic movement.
- The 'Flinders Link' project which involves the extension of the Tonsley rail line by 620 metres including an overpass over Main South Road and a new railway terminal near the Flinders Medical Centre. The rail link concept includes an integrated shared pedestrian/cycle path adjacent the rail line.

This major transport investment will significantly improve connectivity within the local area and to other parts of metropolitan Adelaide. This will support the on-going development and function of significant medical and education facilities, the redevelopment of the former Mitsubishi Motors site and encourage new urban infill developments.

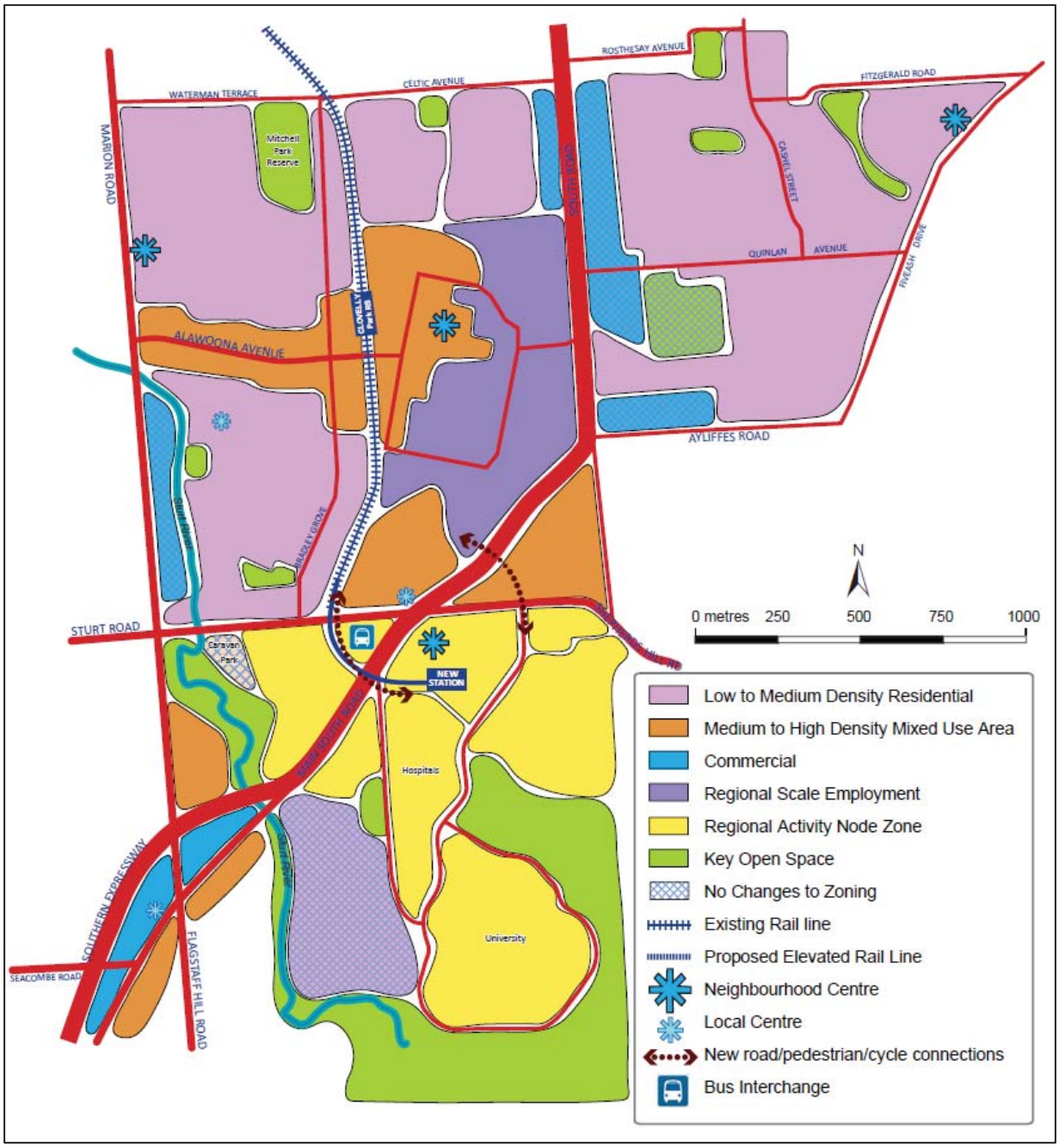
The current zoning is proposed to support a fully functioning employment, medical and research precinct of regional significance. Changes to Development Plan policies are proposed to facilitate a range of land uses including mixed-use developments with diverse housing forms at increased densities so as to maximise the development outcomes presented by the improved transport and employment opportunities.



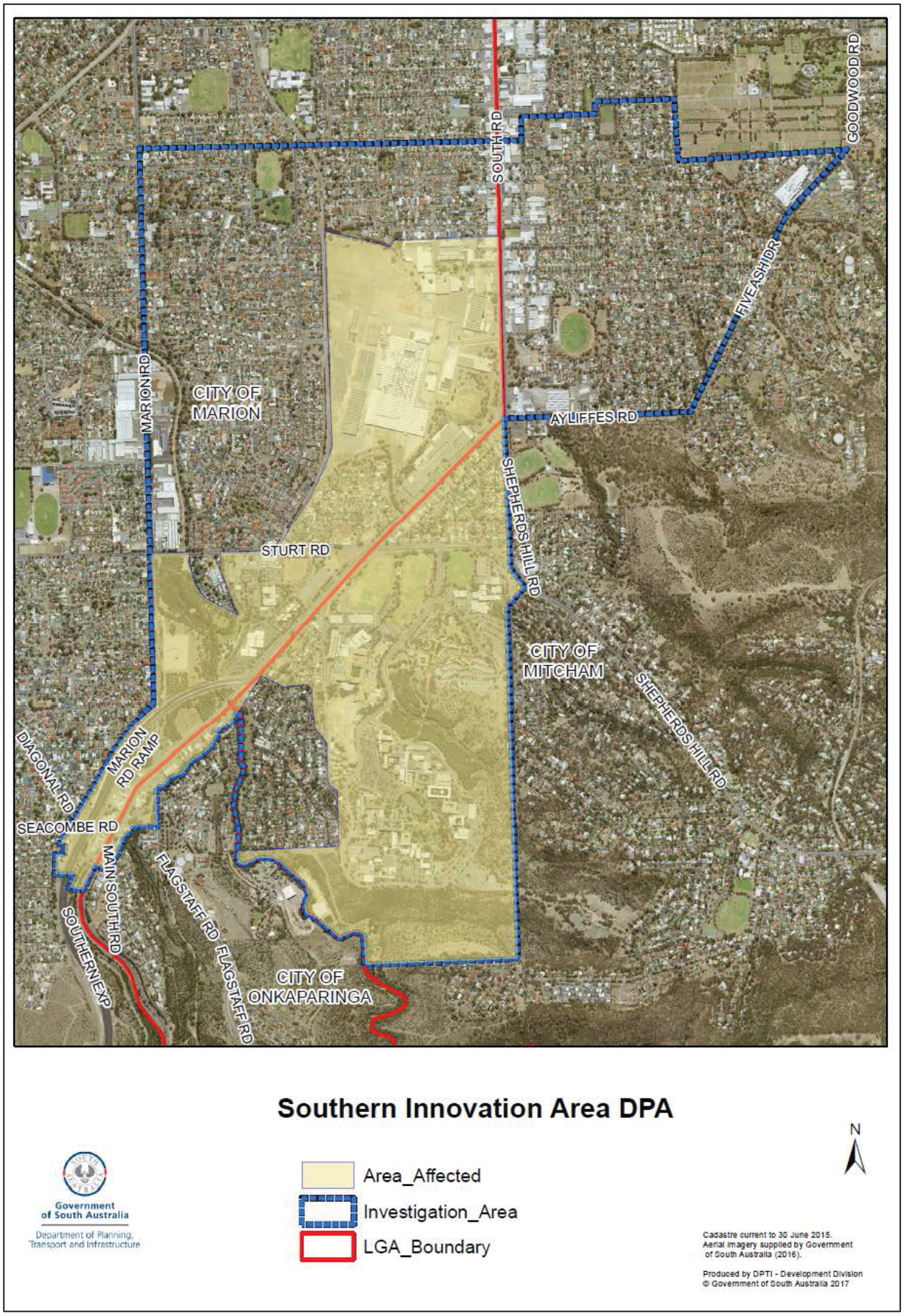
Artist's Impression of Darlington Upgrade Project - view from south of Sturt Road, looking north with Flinders Rail Link crossing over Main South Road.

The Vision for the Area

This DPA builds upon the Integrated Transport and Land Use Strategy commissioned by the Department for Planning Transport and Infrastructure during the planning and initial stages of the Darlington Upgrade Project. As part of this, the **Main South Road/Darlington Area Concept Plan** (below) was produced in consultation with the Mitcham, Onkaparinga and Marion Councils and other key stakeholders including Flinders University, Flinders Medical Centre, Flinders Private Hospital and the Indigenous Land Corporation, to express the broader and longer term vision for the area.



The Areas affected by Policy Change



While the full area in blue comprises the 'Investigation Area' for the DPA, the zoning changes only affect the area in yellow. The focus of this DPA is to support economic growth opportunities that are unlocked through significant infrastructure investment. Further consultation will be required on the remaining area.

Summary of the Proposed Policy Changes

The DPA is proposing to make changes to the Development Plans for the **Marion**, **Mitcham** and **Onkaparinga** Councils including:

- Introducing a **new Regional Activity Zone** that envisages a wide range of activities to support regional health, education, research, innovation and training functions within the area and assist in creating a more vibrant business and community precinct, particularly around the Flinders Link railway station and Tonsley area. The proposed new zone will include transitional areas with related requirements to maintain the amenity of residents in adjacent residential zones. The new Regional Activity Zone will apply:

  In the **Marion Council Area** to:

  - the Laffer's Triangle area east of the Warriparinga wetlands and Sturt River, currently zoned Industry
  - the Urban Employment Zone at Tonsley (former Mitsubishi Motors site)
  - the Industry and Commercial zoned land immediately north of the Tonsley site.
  - In the Mitcham Council Area to:
  - the Institution Zone south of Sturt Road (which includes Flinders Private Hospital, Flinders Medial Centre and Flinders University campus)
  - Part of the Residential (Foothills) Zone at Bedford Park (south)

- Introducing a new **Suburban Activity Node Zone** that envisages medium to high density housing and medium rise built forms with supporting non-residential land uses such as shops, offices and consulting rooms in particular high trafficked areas. The **Suburban Activity Node Zone** will apply:

  In the **Marion Council Area** to:

  - the Laffer's Triangle Area west of the Warriparinga wetlands and Sturt River, currently zoned Industry
  - the existing Residential Zone (Urban Regeneration Policy Area) immediately to the south of the Tonsley site, adjacent to Monroe.
  - Alawoona Avenue and immediate surrounds

  In the **Mitcham Council Area** to:

  - Bedford Park (north) bound by Shepherd's Hill Road, Sturt Road and Main South Road

- Introducing **Concept Plans** to guide the location of new development within Regional Activity and Suburban Activity Node Zones involving:
  - Concentrating the greatest intensity and range of land uses in Core Areas
  - Locating lower rise/medium density mixed use/residential developments on the edge of the Regional Activity Zone to integrate with existing low scale residential areas.

- Expanding the Commercial Zone to consolidate zoning and better reflect the existing mix of (Commercial, Industry and Neighbourhood Centre) zones located between Main South Road and the Southern Expressway (**Marion Council Area**)

- Rezoning land containing the Warriparinga wetlands and Sturt River / Warriparri from Industry to Open Space Zone to reflect the current land use (**Marion Council Area**)

- Rezoning an area of Commercial Zoned land along the eastern side of Main South Road, south of the Southern Expressway from Commercial to Mixed Use zone to provide for a different range of land uses, reflecting the changing nature of this area (**Onkaparinga Council Area**).

Updating Council-wide policies where relevant to reflect South Australian Planning Policy Library (SAPPL) policies to ensure best practice guidance across council areas.

Legislative requirements

The DPA has been prepared in accordance with requirements of the *Development Act, 1993* (Act) and the *Development Regulations 2008*. The Act provides the legislative framework for undertaking amendments to a Development Plan. The Act allows either the relevant council or, under prescribed circumstances, the Minister for Planning to amend a Development Plan.

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24 (1) (g) of the Act).

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to section 26(3) of the Development Act 1993.

ANALYSIS

The following section provides an overview of what was considered in developing an appropriate planning policy framework that, while fulfilling the objective of the DPA to unlock economic opportunities, is cognisant of other imperatives of a national, state, local, business, or environmental nature.

How are we meeting relevant strategic goals and objectives?

Numerous strategic documents have been considered in preparing this DPA, from overarching strategies by the Commonwealth that guide the formation of Australian cities; as well as locally based plans produced by local government and other organisations that reflect community, business and organisational aspirations. Refer to the **References / bibliography list** for a comprehensive list. Key findings of these strategies and plans are not reiterated in the DPA but have summarised in Appendix 1 along with an indication, where relevant, of their influence upon the proposed policy changes.

1 State Strategic Context and Policy Directions

As this DPA has been prepared at the State level, there are a number of key state level strategic priorities that have influenced the proposed directions. These are summarised below.

1.1 South Australia's Strategic Plan

South Australia's Strategic Plan (SASP) identifies the aspirations for South Australia and provides direction for the State Government and communicates these to business and community organisations to align their long term visions.

The SASP contains a series of goals and measurable targets along with seven strategic priorities and ten economic priorities. A summary of the strategic and economic priorities is contained in Appendix 2 of this DPA.

By aligning transport improvements with land use planning, this DPA supports a number of key goals and targets set out under the six of the Priorities (Our Community, Our Prosperity, Our Environment, Our Health, Our Education and Our Ideas) including the following:

Target	Details
Target 7 – Affordable Housing	South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households
Target 35: Economic growth	Exceed the national economic growth rate over the period to 2020
Target 45: Total population	Increase South Australia's population to 2 million by 2027
Target 47: Jobs	Increase employment by 2% each year from 2010 to 2016
Target 54: Learning or earning	Increase the proportion of 15-24 year olds engaged full-time in school, post-school education, training or employment (or combination thereof) to 85% by 2020

Target	Details
Target 56 – Strategic Infrastructure	Ensure the provision of key economic and social infrastructure accommodates population growth
Target 63: Use of public transport	Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018
Target 68: Urban development	By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas
Target 93: Tertiary education and training	Increase the proportion of South Australians aged 15-64 participating in tertiary education and training to 17% by 2016

A more detailed review of the relevant Goals and Targets is provided in **Appendix 2**.

1.2 Planning Strategy for South Australia

The 30-Year Plan for Greater Adelaide – 2017 Update

The 30-Year Plan for Greater Adelaide – 2017 Update (the Plan) presents current[1] State Government policy for development in South Australia based on key economic, social and environmental imperatives. It seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure. It also indicates directions for future development to the community, the private sector and local government.

The 2017 update continues to be guided by the 14 Principles but highlights focus targets that will help protect and enhance the unique qualities of greater Adelaide including:

- Containing our urban footprint and protecting our resources
- Walkable neighbourhoods
- More ways to get around
- Getting active
- A green liveable city
- Greater housing choice

Employment, Education, Transport and Housing

The Plan highlights in a number of policies the importance of connectedness between employment and education areas, such as the Flinders University and Hospital and Tonsley sites offer, with a mix of housing opportunities and good access to transport. It is therefore expected that these areas will be focus areas for increased housing densities.

Implications for this DPA/DPA Response

This mix of land uses and connectivity is consistent with what the DPA seeks to achieve.

A more detailed assessment of the vision for the DPA area against targets and policies contained in The Plan is provided at Appendix 3.

1.3 Related Development Plan Amendments

There are no other DPA processes currently underway that directly affect the Main South Road / Darlington area. This includes consideration of Council led DPAs and other DPAs being conducted by the Minister for Planning. This will be reviewed prior to consideration of the DPA for approval if any new DPAs occur in the interim.

1.4 South Australian Planning Policy Library

The South Australian Planning Policy Library (SAPPL) provides the current 'benchmark' for amending land use policy and zoning in South Australia and has been used as a basis to frame proposed amendments contained in this DPA. The SAPPL is made up of a General Section, Overlays, Zones, Policy Areas and Precincts

The **Marion Council** and **Onkaparinga Council Development Plans** are based on the format and content of the SAPPL and therefore changes proposed for these Development Plans are generally focussed on improvements and tailoring of existing zoning policy, amendments to the application of existing Overlays (as well as the introduction of the new Regional Activity Zone) and tweaks to the General Section provisions.

The **Mitcham (City) Development Plan** is an 'older style' Plan, and therefore additional amendments including the introduction of Overlays and some General Section provisions, are proposed to ensure adequate policy for the assessment of future development proposals against the best practice principles of the Library.

Overlays are used to identify locations within a council area where specific issues need to be considered irrespective of the zoning. The Overlays relevant to this DPA include:

- Affordable Housing

  The purpose of this overlay is to encourage the provision of affordable housing opportunities across different areas. The overlay is proposed to be applied in areas where more intensive, multi storey development is being contemplated, that is likely to result in proposals for 20 or more dwellings.

  In the **Marion Council Development Plan**, the Affordable Housing Overlay currently applies to the Tonsley site. The DPA proposes to apply the overlay to the new Regional Activity and Suburban Activity Node Zone areas.

  The DPA proposes to apply the Affordable Housing Overlay to the new Regional Activity and Suburban Activity Node Zone areas proposed for the **Mitcham (City) Development Plan**.

There is no change recommended for the application of this Overlay in the **Onkaparinga Council Development Plan.**

- Noise and Air Emissions Overlay

  The purpose of this overlay is to ensure that sensitive development is protected from noise and air emissions sources from major transport routes, mixed use developments and music venues.

  Planning requirements for sensitive developments include amongst other criteria:

  - locating private and communal open space at the rear of buildings and away from the emission source
  - minimising narrow confined spaces between tall buildings that restrict the dispersal of air pollutants; and
  - including landscaping treatments.

  A Minister's Specification for the Construction Requirements for the Control of External Noise applies to land identified in the Noise and Air Emissions Overlay. This specification requires varying levels of treatment at the building façade depending on noise exposure and the separation distance from the building to the noise source.

  There are a number of potential noise sources within the DPA investigation area (major roads and the rail line) where the overlay is proposed to help mitigate noise impacts on sensitive developments such as residences. In addition, any proposed zoning changes that contemplate mixed use / residential developments will also be affected.

  The overlay currently only applies to the existing Suburban Activity Node Zone portion of the Tonsley site (**City of Marion**) due to the mixed use development opportunities available and proximity to the Tonsley rail line. Neither the **Mitcham** nor **Onkaparinga** Development Plans include the overlay policies or mapping at this stage.

  The DPA proposes to introduce the Noise and Air Emissions Overlay to all three Council Development Plans (**City of Marion, City of Mitcham** and the **City of Onkaparinga).**

- Strategic Transport Routes

  The overlay includes policies that seek to protect important roads which have been identified as strategic transport routes that accommodate high capacity freight and passenger vehicle movements. The policies are made effective through the use of mapping that is generally applied to each allotment fronting the strategic route, or in cases where the allotment is large, to the front (road side) portion of the allotment.

  Strategic Transport Routes are identified on Maps D15 and E2 in The Plan.

  As with the Affordable Housing Overlay, the Strategic Transport Routes Overlay only applied to the Tonsley site in the **Marion Council Development Plan** but is proposed to be applied to the **City of Mitcham** and the **City of Onkaparinga** along the arterial road corridors in the investigations area.

Applying these three Overlays in **Marion Council Development Plan** is essentially a mapping exercise to identify additional 'designated areas' where the Overlay policies will be applied. For the **Onkaparinga Council Development Plan** and **Mitcham (City) Development Plan**, the Overlay requirements are not currently within these Development Plans and therefore the

insertion of the Overlay policies and mapping of 'designated areas' will be a new policy position for these Councils.

The SAPPL also contains a suite of Zones, Policy Areas and Precincts that can be used to define areas for specific land use types and to address specific issues in a locality.

In this DPA, the following zone modules from the SAPPL are proposed to be used:

- Suburban Activity Node Zone
- Open Space Zone
- Mixed Use Zone

In addition to the use of the SAPPL modules the creation of a new Regional Activity Zone and a new Darlington Policy Area 6 within the Commercial Zone were required to reflect the individual circumstances of the combination of land uses in this locality.

Detailed discussion of the application of these new provisions is contained in Section 3 of this DPA (Recommend Policy Changes)

Implications for this DPA/DPA Response

The updates relating to the SAPPL are described in detail above.

What else was considered when drafting the proposed new policy?

There are a number of reports and investigations that have informed the policy directions and detail proposed in this DPA. Principally these have included the Darlington Upgrade Project and Flinders Link Extension proposals, and the Main South Road Darlington Area Concept Plan. The Master Plans for key stakeholders of both formal (Tonsley and Flinders University) and more informal nature (Indigenous Land Corporation) have also provided key guidance to policy development. These investigations and documents together with the planned transport network improvements establish the strategic context and shape the planning policy directions of the DPA. The following information summarises the investigations that have influenced the proposed Development Plan Amendment.

2 Transport Projects

2.1 Darlington Upgrade Project

The Darlington Upgrade Project (DUP) has been identified by both the South Australian and Commonwealth Governments as a critical transport infrastructure project, being part of the creation of a non-stop North-South Corridor for Greater Adelaide.

A 3.3 kilometre section of Main South Road between the entrance to the Southern Expressway and Tonsley Boulevard will be upgraded to provide:

- a non-stop motorway between the Southern Expressway and Tonsley Boulevard, passing underneath Flinders Drive, Sturt Road, a new road connecting Mimosa Terrace and Sutton Road and Tonsley Boulevard
- grade separation of the Ayliffes Road/Shepherds Hill Road intersection
- Main South Road (at grade) service roads along both sides of the motorway to provide connections to Flinders Drive, Sturt Road and most local roads
- full free-flow interchange at the Southern Expressway/Main South Road junction with dedicated ramps providing direct access to the new motorway and Main South Road
- enhanced overall traffic performance with the majority of traffic wanting to pass through the local area able to do so through the motorway, leaving only local traffic using Main South Road (at grade) service roads
- enhanced cycling and walking facilities through the provision of separated, two-way cycling paths and dedicated footpaths along both sides of the Main South Road corridor and a new dedicated path and bicycle path along the Flinders Drive extension including an elevated section across South Road.

These transport improvements are being enhanced with an extension of the Tonsley rail line south of Main South Road, which will connect Flinders Medical Centre, Flinders University and Flinders Hospital to the metropolitan rail network.

2.2 Flinders Link

The Federal Government has also committed to the extension of the Tonsley rail line to link the Flinders Medical Centre, Flinders Private Hospital and Flinders University to the existing rail network making this area more accessible via public transport for people coming from outside of

the region. This will also reinforce the connectivity of this important area with the City and with other key sites such as the Tonsley employment and education hub.

The Flinders Link project will involve:

- A 650 metre extension of the Tonsley rail line (linking the Flinders Medical Centre, Flinders Private Hospital and Flinders University to the rail network, including 520 metres of elevated single track over Sturt Road, Laffer's Triangle and Main South Road).
- A new station on the northern side of the Hospital car park with attractive pedestrian links to Flinders University, Flinders Private Hospital and Flinders Medical Centre.
- Passenger interchange connections from South Road bus services to the rail network.
- The activation of public spaces through temporary structures and landscaping to ensure integration between the station and existing building until construction of permanent buildings in the future.
- An integrated shared pedestrian / cycle path adjacent the rail line with access points from Tonsley and east and west of the Southern Expressway.
- A review of station access and location benefits for the local community for the Tonsley rail line from Mitchell Park station, southwards.

For more information on these Transport Projects refer to:

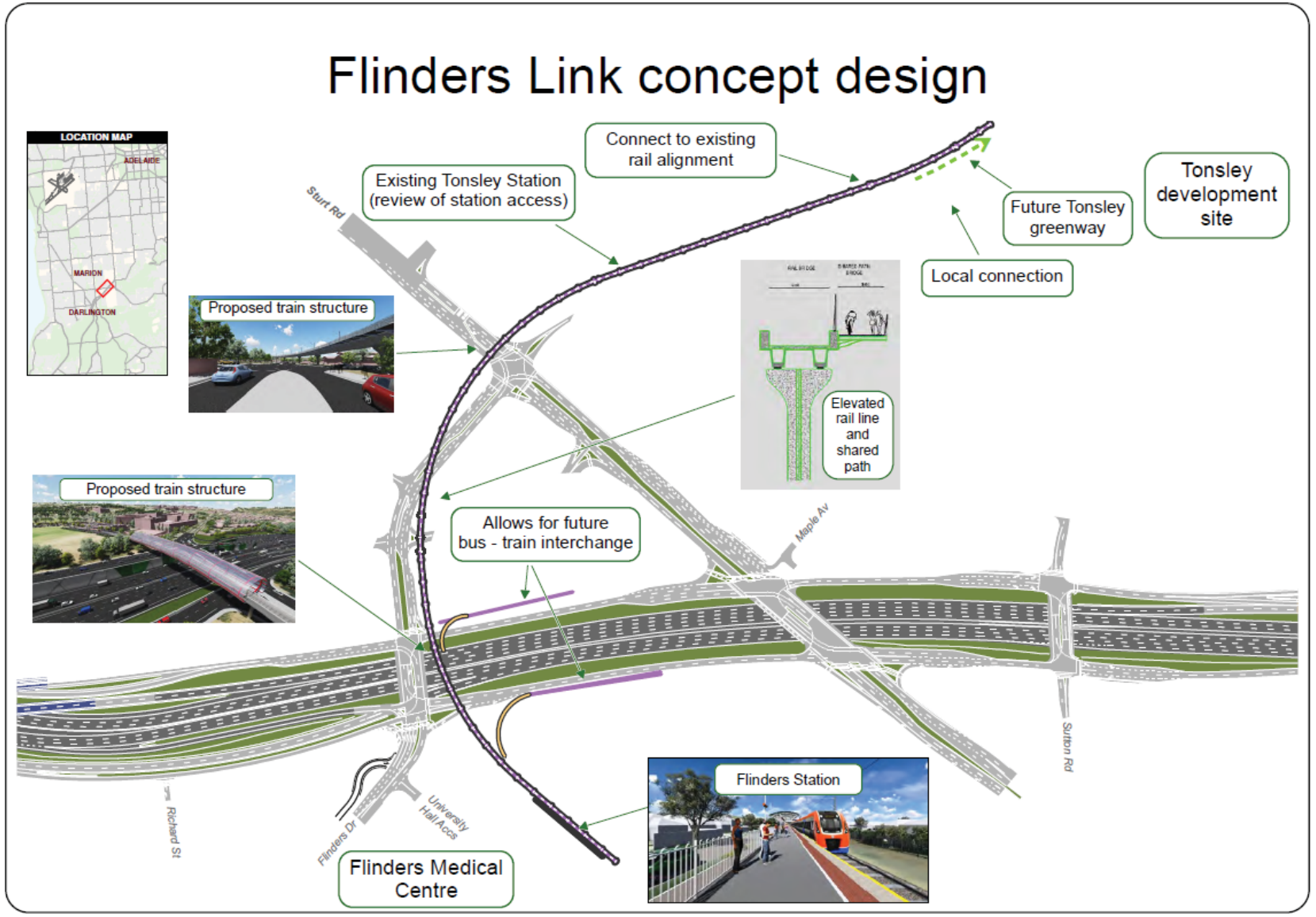
- http://www.infrastructure.sa.gov.au/nsc/darlington_upgrade_project

Implications for this DPA/DPA Response

The proposed Flinders Link station, on the southern side of Main South Road within the existing University playing fields adjacent the Flinders Medical Centre, provides an opportunity for a new transit-oriented civic, retail, commercial and medical/medical-research related development node. The DPA facilitates appropriate development to occur in the vicinity of the new Flinders Link station in order to create a high quality destination. This is also consistent with the Flinders University Master Plan (refer Section 2.6).

Key elements of the upgrade are depicted below in **Figure 1** below.

Figure 1: Flinders Link concept design



On Public Consultation from 4 July 2017 to 29 August 2017

3 Other Considerations

3.1 The Initial Concept: Main South Road/Darlington Area Concept Plan

In conjunction with the transport projects, the Department for Planning Transport and Infrastructure commissioned the preparation of a Main South Road/Darlington Area Concept Plan (the Concept Plan) to establish a vision for the study area[2] that addresses existing challenges and maximises the opportunities being presented by major transport works develop. This was prepared in early 2016 utilising available technical and strategic information and consultation with key groups.

The key interest groups included representatives from:

- The City of Marion
- The City of Mitcham
- The City of Onkaparinga
- Renewal SA
- Flinders Medical Centre
- Flinders Private Hospital
- Flinders University
- Indigenous Land Corporation
- Kuarna Yerta Aboriginal Corporation

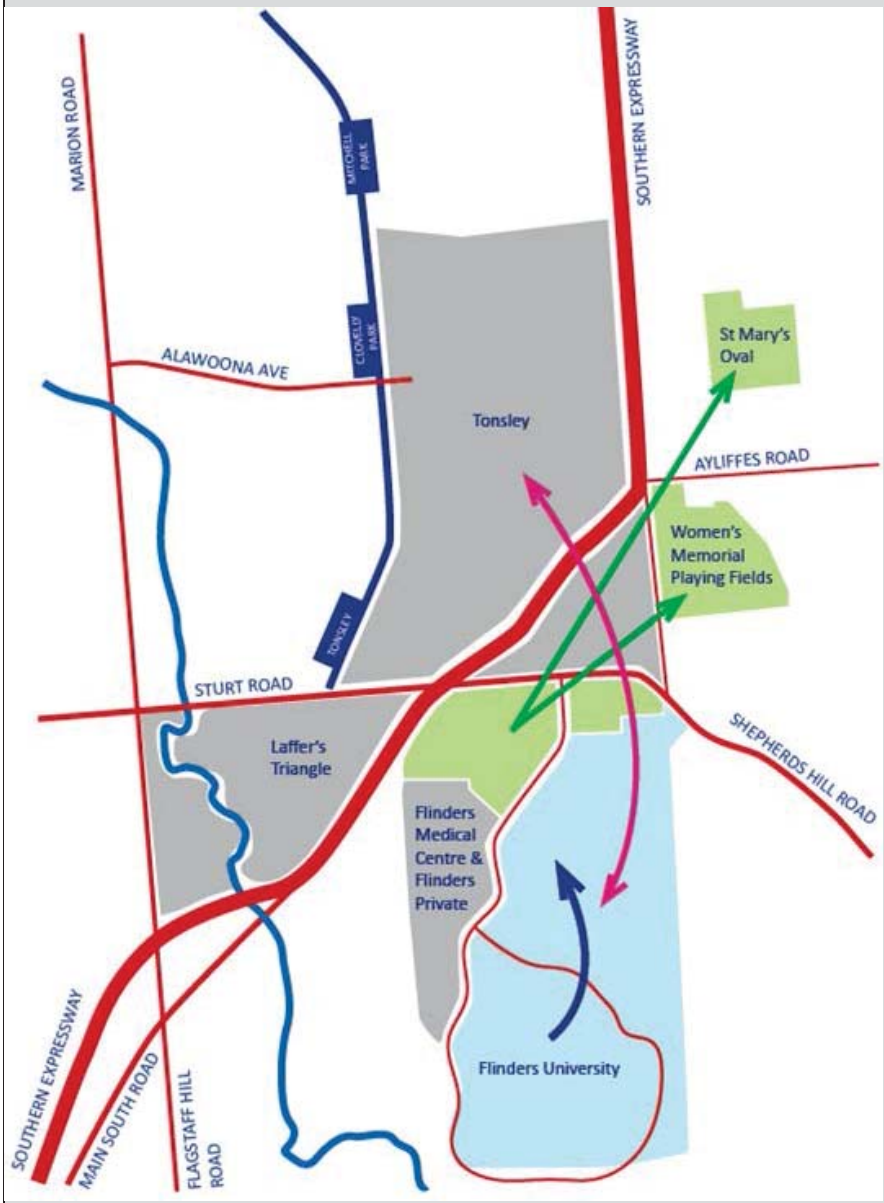
The purpose of the Concept Plan was to draw together information and determine the longer term development priorities for key sites and of key stakeholders and to then prepare a concept plan to graphically illustrate the key development opportunities and connections. To develop the Concept Plan, six key Objectives were used to focus and articulate the development directions around the themes of:

- Education
- Heritage and Natural Resources
- Employment
- Health
- Residential
- Transport

Key findings for each theme follow.

[2] *The Main South Road/Darlington Area study area differs from the DPA investigation area marginally as two portions of the study area were excluded from the DPA early in its preparation due to limited redevelopment opportunities.*

The Concept Plan 2016

Theme	Key Findings/Directions
Education 	**Flinders University** The outdated Institutional Zone does not support modern thinking regarding university campuses nor reflect the development aspirations of the University. Global research shows successful Uni campuses are: • Green • Urbanised • Provide quality student & other accommodation In particular, the University is considering consolidation of the Flinders University site down the hill on the northern end, while at the same time expanding its presence on the Tonsley site. **Tonsley TAFE** Tonsley TAFE is a new campus that provides a contemporary learning environment for students. Students would benefit from improved transport connections within the study area and wider to other parts of the Southern Adelaide Region.

Implications for this DPA/DPA Response

The existing Institutional Zoning for Flinders University no longer provides an appropriate planning framework for a modern university and given university partnerships and co-location with business and technology enterprises, the University activities are proposed for inclusion in the Regional Activity Zone.

The Concept Plan 2016

Theme	Key Findings/Directions
Heritage and Natural Environment 	**Consolidation / Increased Utilisation of Open Spaces** The natural landscape of the Sturt Creek and hills to the south and east of the Flinders University buildings are an important asset and contribute to the setting of the university. **Warriparinga Wetlands** The Warriparinga Wetlands is an important landscape and cultural heritage asset within the study area. The amenity and cultural benefits of this area are not being fully realised and new mixed-use and residential development in the Laffer's Triangle should seek to maximise outlooks over this area.

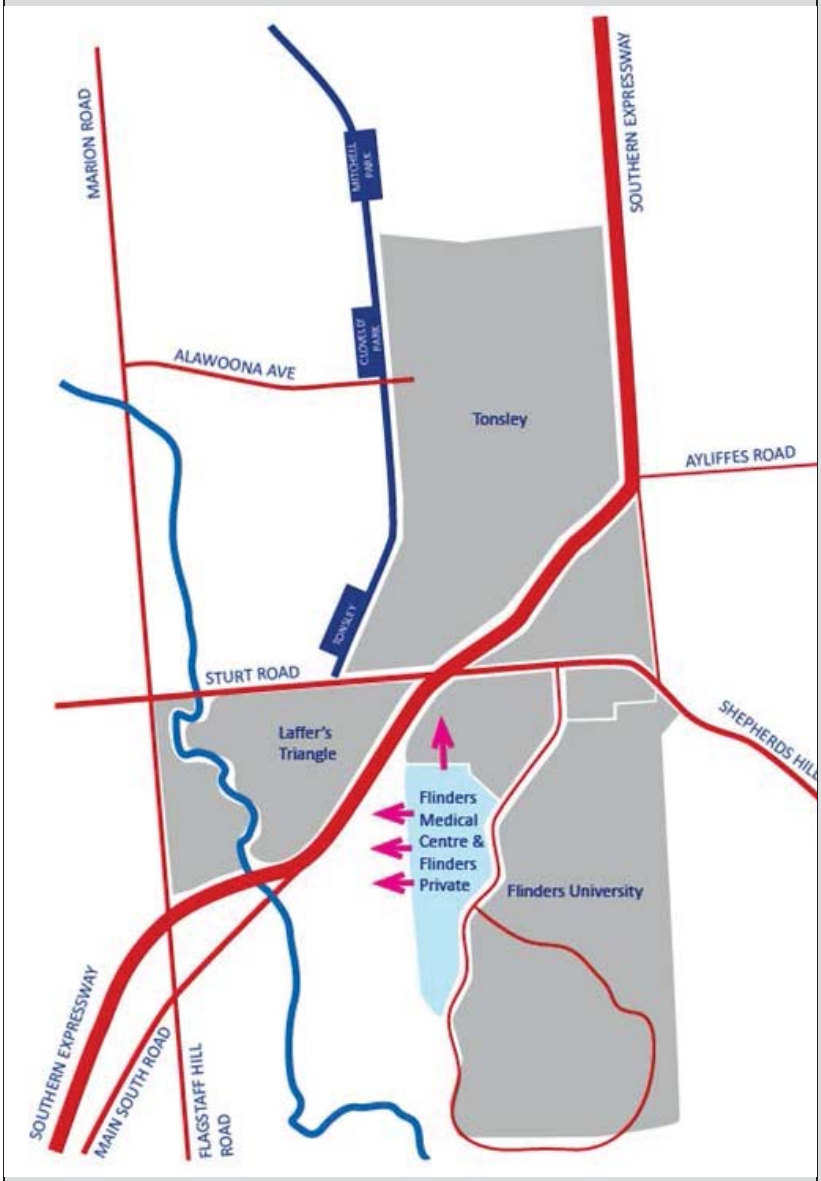
Implications for this DPA/DPA Response

Important areas of natural open space are to be retained in Open Space Zones or within 'Open Space Areas' within the proposed Regional Activity Zone.

Further in respect to open space, the DPA proposes to:

- rezone the Warriparinga Wetlands from an Industry Zone to an Open Space zone, reflecting their importance.
- rezone land along the Sturt River from Residential (Foothills) to Open Space Zone

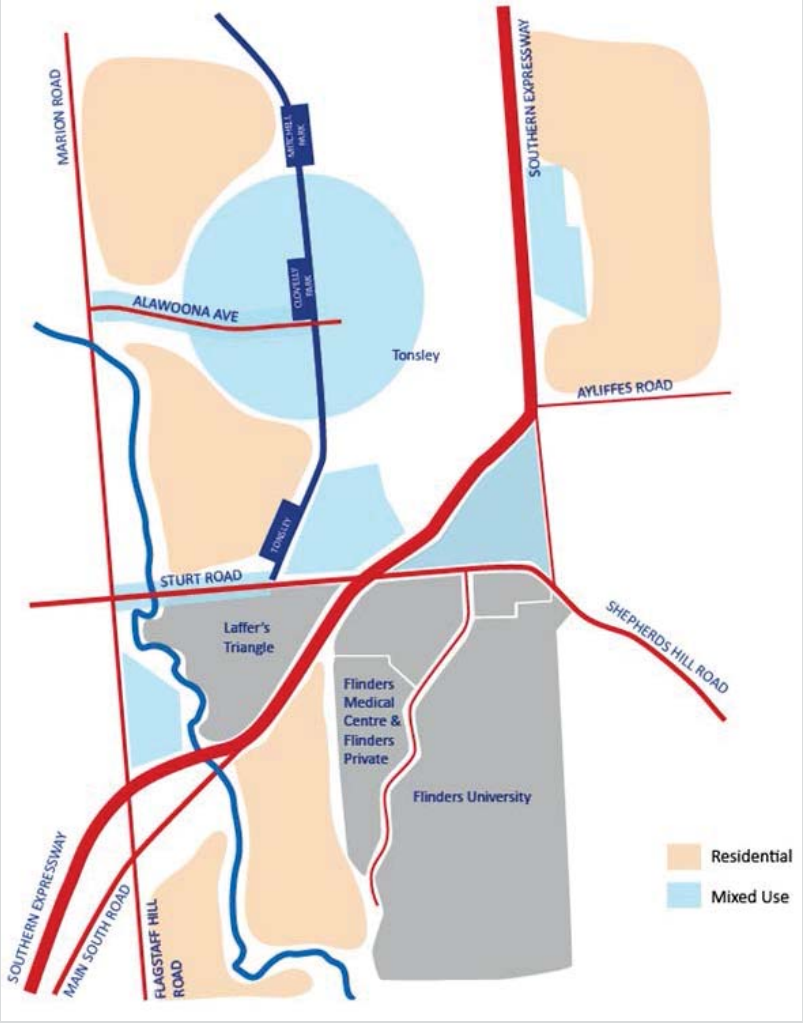
The Concept Plan 2016

Theme	Key Findings/Directions
Health 	**Flinders Medical and Flinders Private** There are existing constraints to expanding the Flinders Medical Centre and Flinders Private Hospital within its current footprint. Car parking is a major issue, with staff parking spilling over into Laffer's Triangle. Connections across Main South Road are important to maintain. There are existing interface issues with residential areas in Bedford Park (west of Flinders Drive), largely due to traffic and parking. Opportunities exist to expand the hospital and allied health uses to the west of Flinders Drive as well as north towards Sturt Road.

The Concept Plan 2016

Theme	Key Findings/Directions
Employment 	**Laffer's Triangle** Outdated Industry Zoning is a constraint to development in Laffer's Triangle and does not reflect aspirations for a higher density, mixed-use development future. The urban environment will need investment in public realm and improved connections to transition from a low density business park. **Tonsley** An expanded Urban Employment Zone will provide greater flexibility in established industrial areas adjacent to the Tonsley precinct. Expansion to cover residential areas in Clovelly Park and Bedford Park was considered, but would restrict opportunities to provide greater mixed use and residential development options. **Corridor Development** Existing commercial areas along Main South Road were considered for mixed-use and higher density development, similar to the approach adopted within the inner suburbs. The scale of transport infrastructure and constraints on noise and emissions make this option a difficult proposition. **Future retail opportunities** Possible locations of Local / Neighbourhood Centres were considered through a retail analysis, including: Tonsley / Clovelly Park Station South Road / Sturt Road Sturt Road Playing Fields Sturt Road Depot Tonsley Station Marion Road

The Concept Plan 2016

Theme	Key Findings/Directions
Residential  	**Indigenous Land Corporation** Opportunities exist to develop new housing on land within Laffer's Triangle adjacent Marion Road, which is owned by the Indigenous Land Corporation. A combination of aged housing and low-rise higher density development oriented to the open space should be considered, providing a better interface to residential development on the western side of Marion Road. **New housing opportunities** Opportunities exist to explore policy to allow for greater infill throughout the study to support greater diversity of housing. This is particularly important in catering for students and young professionals who will be attracted to the educational and employment opportunities. Investments in transport infrastructure will also improve connections to the City and higher density housing around train stations may provide more affordable housing options for people who do not work in the study area. More mixed-use development opportunities and taller buildings could be considered for the Laffer's Triangle and existing residential areas of Clovelly Park (subject to site contamination remediation) and Bedford Park.

The Concept Plan 2016

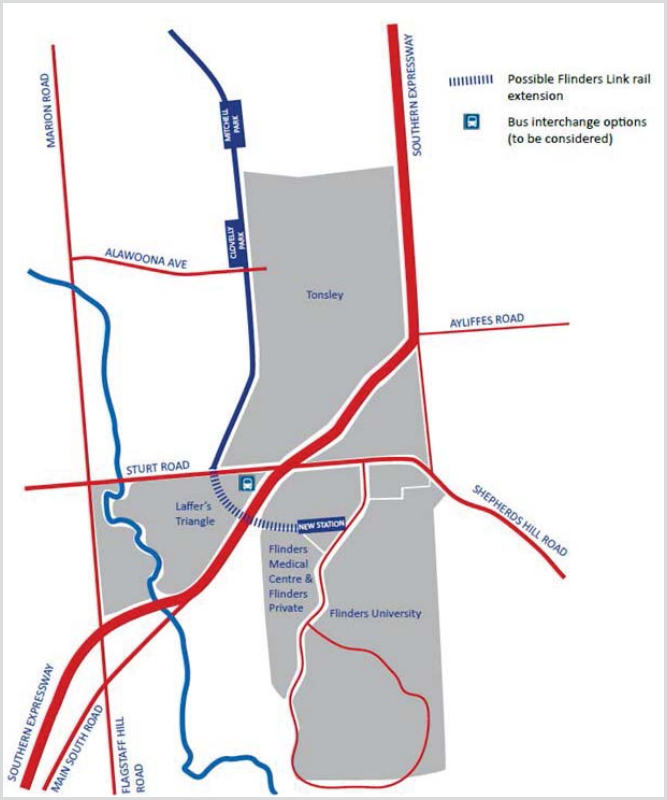
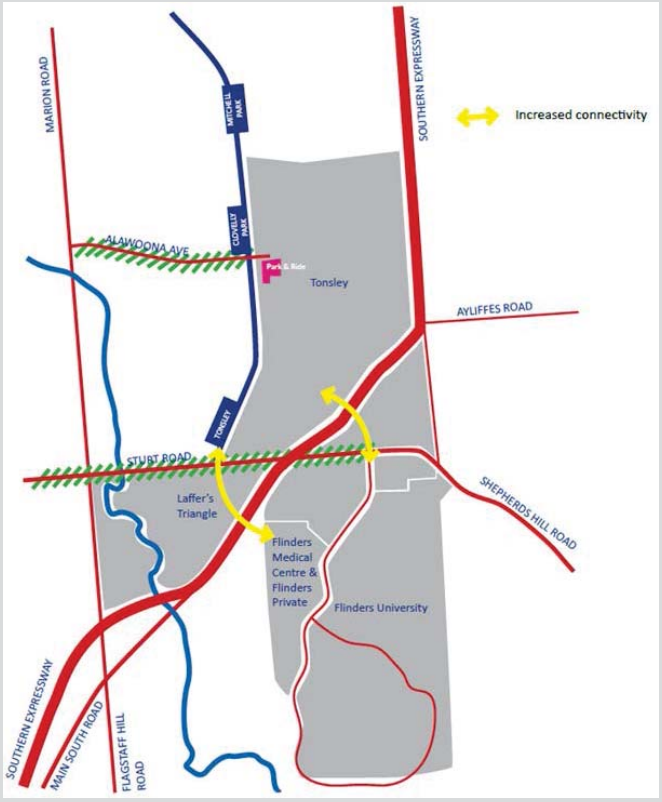
Theme	Key Findings/Directions
Transport   	**Connectivity** While the DUP will improve regional transport connections through the study area, connectivity within the study area is an existing constraint that would be exacerbated by the new motorway. In particular there are constraints on east-west movements between the Flinders precinct and Laffer's Triangle and residential areas of Bedford Park and Clovelly Park, and north-south movements between the Flinders and Tonsley precincts. New road connections across the lowered motorway at Flinders Drive and Mimosa Street/Sutton Terrace will resolve these constraints while also assisting to activate development opportunities in Laffer's Triangle and in Bedford Park. **Public transport** Extension of the Tonsley rail line to the Flinders precinct will improve the public transport accessibility of Flinders, while at the same time providing a north-south pedestrian and cyclist connection. Locations for a future bus interchange were considered, with a number of locations along the North-South Corridor considered. An opportunity exists to integrate the proposed bus interchange and the new train station at the Flinders precinct, creating a full multi-modal transport hub for the study area and the Southern Adelaide Region.

Figure 2: Main South Road/Darlington Area Concept Plan 2016

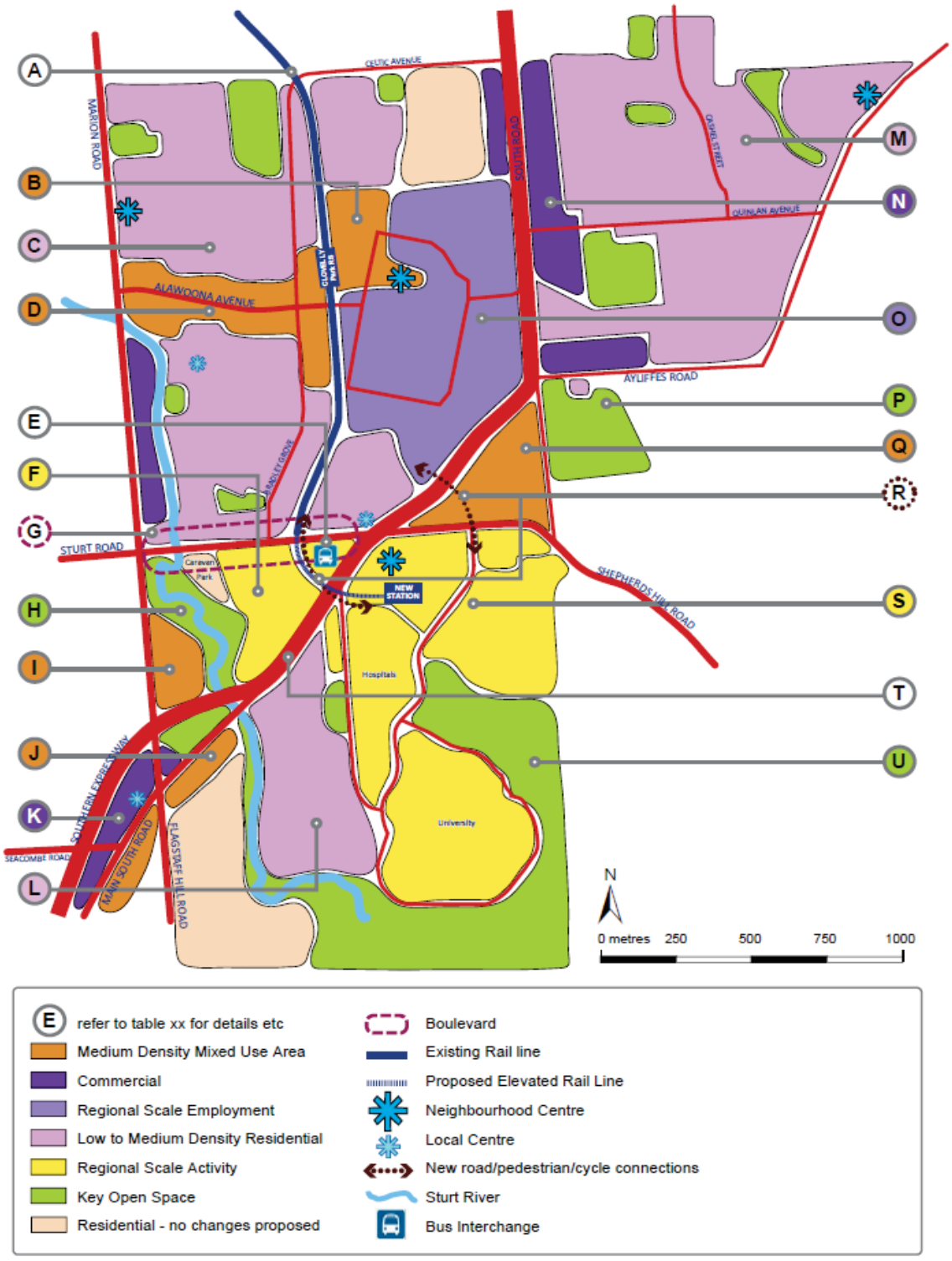


Figure 2: Legend (Main South Road/Darlington Area Concept Plan 2016)

A	**Tonsley Rail Line Extension** Existing rail line to be extended with new terminal adjacent Flinders Medical Centre.
B	**Tonsley Mixed Use** Develop high density residential and a neighbourhood activity centre adjacent to the Clovelly Park Railway Station
C	**Mitchell Park / Clovelly Park Renewal** Increase built form diversity and residential density from low to medium where site contamination constraints can be overcome
D	**Alawoona Gateway** Mixed use western gateway to Tonsley – extending the 'high street' environment to Marion Road
E	**Bus Interchange** Major interchange for north-south and east-west bus services
F	**Laffer's Triangle** Provide greater flexibility for intensification of employment, education, health and technology activities, with supportive high density residential development
G	**Sturt Road Boulevard** Transform Sturt Road to an urban boulevard through public realm improvements, landscaping and a higher density development fronting the road
H	**Warriparinga Wetlands** Reinforce Warriparinga as a key environmental and cultural space for the region
I	**Marion Road Mixed Use** Develop land adjacent Warriparinga for aged accommodation, medium density housing and local-scale retail and commercial activities
J	**South Road Mixed Use** Consider mixed use development where compatible with transport infrastructure improvements
K	**Darlington Commercial** Encourage further commercial development between Main South Road and the Southern Expressway
L	**Bedford Park Renewal** Provide increased residential density development and diversity
M	**St Marys / Pasadena** Increase residential density, particularly around areas of public open space, through the provision of a greater range of housing types
N	**South Road Commercial** Maintain commercial zoning along South Road and Ayliffes Road
O	**Tonsley Employment** Expand flexible employment and commercial land use opportunities to industrial and commercial sites adjoining the Tonsley development
P	**Women's Memorial Playing Fields** Maximise use of existing open space through investment in facilities and revised arrangement of key elements and services
Q	**Bedford Park Mixed Use** Provide medium to high density residential and supportive local-scale retail and commercial development

R **Local Connectivity**
Significantly improve local connectivity through the north-south connections for pedestrians, cyclists and local vehicle movements between key precincts either side of the motorway

S **Flinders Precinct**
Provide greater flexibility for intensification of education, health and technology activities, with supportive employment and high density residential development.
Provide opportunities for a well-connected Neighbourhood Centre adjacent a new railway station that achieves a high quality public realm

T **North-South Corridor**
Non-stop north-south motorway

U **Open Space Area**
Maintain important open space areas.

3.2 Where Should New Restaurants and Shops be Located?

The Darlington Road Project resulted in the loss of a small restaurant/takeaway retail precinct which was well utilised by hospital and university staff, visitors and students, as well as locals.

A retail study (JLL Retail Study) was commissioned to analyse retail opportunities and examine the existing retail conditions within the Darlington region to identify potential locations for local or neighbourhood centres given this loss of services and the potential expanded workforce, visitor and population base for the area.

Possible locations of Local / Neighbourhood Centres were considered through a retail analysis, including:

1. Tonsley / Clovelly Park Station
2. South Road / Sturt Road
3. Sturt Road Playing Fields
4. Sturt Road Depot
5. Tonsley Station
6. Marion Road

This report considered the size of the site, access to the trade area residents, population growth, accessibility, likely amenity (for local shops), access to workers and complementary adjoining uses.

The report identified an area in the vicinity of the Sturt Road Playing Fields for a number of reasons including the locations':

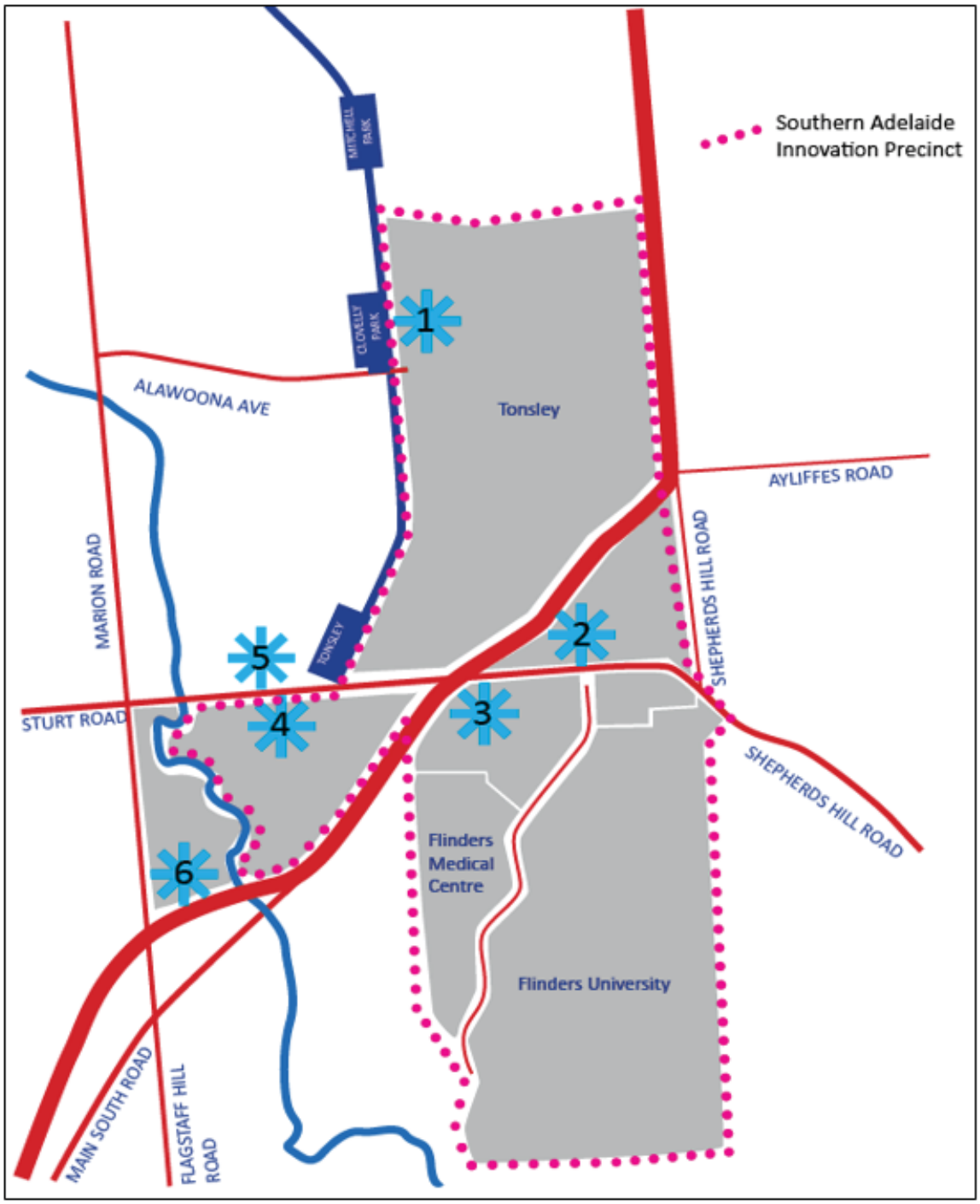
- Proximity to the hospital and university precinct
- Proximity to the services lost
- Proximity to the new Flinders Link rail station
- Distance from other centre areas

This information was used to inform potential locations for neighbourhood and local centres within the Concept Plan area, which has then formed the basis to inform this DPA.

Implications for this DPA/DPA Response

The DPA proposes a policy framework that provides for retail and restaurant trade to occur throughout the Affected Area at a range of scales, ensuring this type of development can occur in the locality identified by the JLL report, while at the same time providing opportunity for small scale retail and restaurants to be located in proximity to all proposed new mixed use residential areas. This will help achieve the walkable neighbourhoods sought by the 30 Year Plan.

Figure 3: Potential Retail Locations within the Study Area



Source: AECOM Concept Plan 2016

3.3 Tonsley Master Plan Review

The redevelopment of the former Mitsubishi Motors site is a key State Government initiative. The land was rezoned by the Minister for Planning in 2013 following the preparation of the Tonsley Master Plan.

Renewal SA has recently completed a review of the Master Plan which seeks greater flexibility towards the use of some parts of the site to allow the project to adjust to market demands as the project progresses.

A key aspect of the review is to:

'Expand the opportunity for greater quantity and diversity of residential development through additional mixed-use areas and adjacent developments.'

Key policy recommendations of the Master Plan include:

- Create a single mixed-use policy area for the whole of Tonsley, supported by a Concept Plan identifying priority areas and key metrics or development principles for different areas.
- Ensure controls reinforce desired outcome and land-use intensity through minimum performance requirements such as:
- Minimum heights and Net Residential Density in the Western portion of the site (i.e. min 70-100du/Ha)
- Minimum floor space ratio of targeted non-residential land-use in the Eastern portion of the site, with opportunities for additional alternate uses (including residential).
- Increase building heights in 3 precincts:
    - Central (within MAB Circuit): No height control
    - West: 8 storey with 3-4 storey at interface (north + south)
    - East: 8 storey or greater.
- Review principles of development control and Urban Design Protocol to provide strong and clear design expectations applicable to anticipated scale of development.

The existing Suburban Activity Node Zone supports a wide variety of uses from housing to retail to light industry which may be a suitable option to respond to the Master plan vision. The existing Urban Employment Zone is however more focused upon industrial, education, training and research land uses and allows for commercial uses to occur along South Road and the central core area of the Tonsley precinct. Industrial uses are encouraged to locate centrally within the zone to minimise impacts on adjoining residential areas. Residential uses are not facilitated in the zone whereas the Master Plan now seeks to introduce additional opportunities for residential development and alternative forms of mixed use development throughout the precinct.

Implications for this DPA/DPA Response

In considering the broader context of the area affected by the DPA which identifies the regional significance of the University and hospital precinct and the application of the new Regional Activity Zone, the DPA proposes to amend the **Marion Council Development Plan** by replacing the Suburban Activity Node Zone and Urban Employment Zone with the new Regional Activity Zone. The DPA will also identify specific 'Areas' to guide the co-location of mixed uses and to focus residential in the western portion of the area, commercial uses to the east and central corridor with industrial uses located away from existing residential neighbourhoods. This policy response will reflect the regionally significant nature of this area, ensure an appropriate range a mix of land uses & allow for greater flexibility in determining land use mix and location.

3.4 Flinders University - An Innovation Precinct Master Plan, January 2017 Review

Flinders University - An Innovation Precinct Master Plan, January 2017

Whilst the Government has been preparing the DPA investigations and the new policy framework in consultation with the University, the University has been preparing its Masterplan to apply to the University campuses at Bedford Park and Tonsley. It is expected that the *Flinders University - An Innovation Precinct Master Plan* will be released to the public at a similar time as comments are sought on the proposed planning policy.

The new Flinders University master plan highlights the features of a successful modern university being:

- Green
- Urbanised; and
- Containing Good Quality Student Accommodation

Flinders strategic plan seeks to grow the university and make a significant contribution to the South Australian and local economy and community, working with government to create a globally relevant innovation precinct that encompasses Tonsley, FMC and Flinders University.



Flinders University - An Innovation Precinct Master Plan, January 2017

The Master Plan therefore, seeks to create a destination, a place with greater connectivity to surrounding community and new on site services and other amenities, with a focus on high quality student accommodation.

Visually, the Master Plan illustrates that the University intends to develop a new 'Flinders Village' creating a destination at the new train station and extending towards the north western corner towards it's other campus at Tonsley. The new 'village' is intended to contain a mix of uses including commercial, hotel, residential (including transition care, student and staff accommodation), retail and recreation. It also identifies key movement corridors and connectivity.

Implications for this DPA/DPA Response

The DPA proposes a more appropriate planning policy framework that caters for a greater range of land uses consistent with a successful modern university and highlights key points of connectivity.

3.**5** Warriparinga and Indigenous Land Corporation

The Indigenous Land Corporation have been looking to develop their site to provide for a range of uses, particularly to cater for Aboriginal Elder retirement accommodation. Situated adjacent the Warriparinga Wetlands, it is important that this area develop in a sensible manner reflective of its intrinsic importance.

Implications for this DPA/DPA Response

The DPA proposes to rezone the Warriparinga Wetlands from industry to Open Space zone and to rezone the balance of the land west and south of the Warriparinga Wetlands to Suburban Activity Zone which provides for an appropriate range of land uses including residential aged care and supporting land uses.

3.**6** Existing Zoning and Land Use

The zoning and land use characteristics across the area affected by the DPA have been considered on a council by council basis using major roads as boundaries. Most of the land in the DPA investigation area is located in the Marion and Mitcham council districts, however, the small elongated area fronting Main South Road is in the City of Onkaparinga. These areas is illustrated in **Figure 4** and summarised in the Table 2 below:

Figure 4: Zoning and Land Use Areas

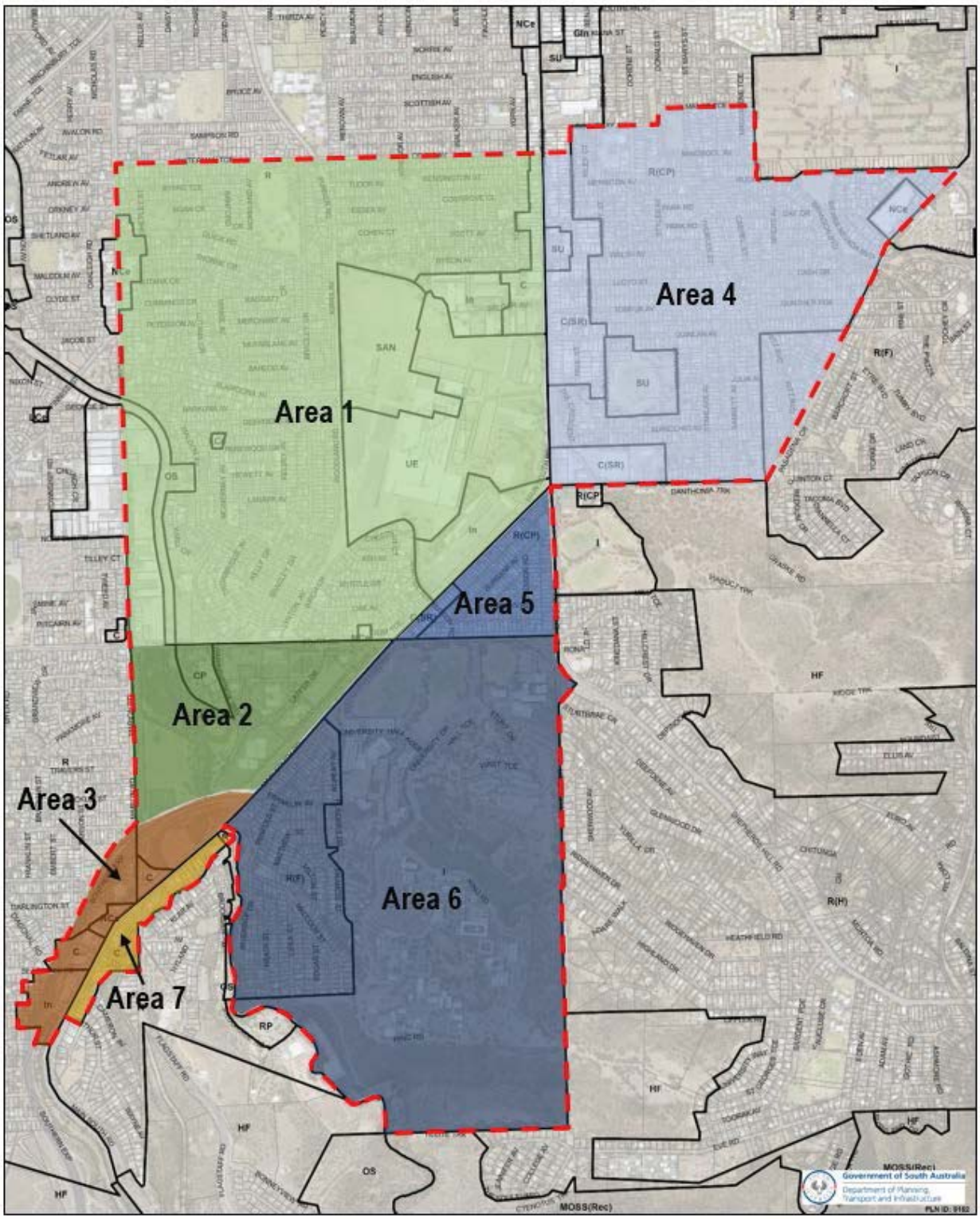


Table 2: Summary of areas considered in preparing the DPA

Location	Area (hectares / percent) (approximate only)		Zones/Land Use
City of Marion			
Area 1	281	39.0%	Commercial, Industry, Local Centre, Neighbourhood Centre, Open Space, Residential, Suburban Activity Node, Urban Employment
Area 2	43.0	6.0%	Caravan and Tourist Park, Industry
Area 3	21.4	3.0%	Commercial, Industry, Neighbourhood Centre, Residential
Sub-total	**345.4**	**47.9%**	
City of Mitcham			
Area 4	153.4	21.3%	Commercial (South Road), Neighbourhood Centre, Residential (Central Plains), Residential (Foothills), Special Use, Special Use (Panther Park)
Area 5	17.5	2.4%	Commercial (South Road), Residential (Central Plains)
Area 6	197	27.3%	Institutional, Residential (Foothills)
Sub-total	**367.9**	**51.0%**	
City of Onkaparinga			
Area 7	7.7	1.1%	Commercial, Residential
TOTAL	**721.0**	**100.0%**	

Further information regarding the existing zoning, policies and land uses for the affected area in each of the Cities of **Marion**, **Mitcham** and **Onkaparinga** is provided in the **Appendix** 4

In cases where an area affected by this DPA constitutes a whole zone (i.e. there are no other areas zoned in the same manner anywhere in the subject council), then the whole zone can be amended or deleted depending on the desired outcome. However, it is often the case that only a portion of a zone is affected by a DPA and therefore any changes in policy should seek to refine the zone's policies in a way without changing the development requirements that apply to other parts of the zone outside of the area affected.

3.7 Are there any Sites of Heritage Significance?

Information about places of heritage value are captured in either the Development Plan for each council or protected under the *Aboriginal Heritage Act 1988*. The following is a review of heritage within and adjacent to the DPA investigation area.

3.7.1 Indigenous

Development Plans affected by this DPA do not contain information about the location of objects and sites of Aboriginal heritage significance. Information about such sites and objects is maintained in a register (a Central Archive which includes the Register of Aboriginal Sites and Objects) managed by the Aboriginal Affairs and Reconciliation Division within the Department of State Development.

The following comments are made in respect to the areas affected by this DPA.

Previous investigations for and comments received in relation to the Tonsley Park Redevelopment and General Section Amendments DPA (approved in 2013) did not reveal the existence of any Aboriginal sites or objects within the former Mitsubishi Motors Manufacturing plant.

Most of the remaining areas are developed for intensive urban purposes, with two notable exceptions:

- Areas with generally steep gradients around the Flinders University and Flinders Hospital grounds (being land generally outside the Ring Road), are vegetated and comprise part of a valley leading down to the Sturt River. All land in this location and under investigation in the DPA falls within the Institutional Zone. Land in this zone and immediately adjacent to the Sturt River is in multiple ownership:
    - the City of Mitcham owns the parcel of land on the northern side of the Sturt River, opposite the Sturt River Caravan Park – land further north of this parcel and adjacent to river is also owned by the Council but zoned for residential purposes
    - immediately south of Council's land, is a middle parcel that spans over the Sturt River which separates the Mitcham and Onkaparinga council areas and is subject to requirements of three zones (Mitcham's Institutional Zone and Onkaparinga's Hills Face and Residential zones) – the parcel is used for commercial purposes.
    - the southernmost parcel is also in private ownership and is wholly within the Mitcham Council area and the Institutional Zone – the parcel is currently used for rural residential purposes.
- Areas within the Sturt Triangle (Laffer's Triangle) along the Sturt River / Warriparri and fronting Marion Road (including the Warriparinga wetlands) is of an open space (or undeveloped) character and is recognised as having important meaning as a Kaurna ceremonial meeting place.
- Land in and around the Sturt River / Warriparinga wetlands. This includes a separate parcel fronting Marion Road that is separately owned by a corporation (Indigenous Land Corporation).

It is generally recognised that areas along rivers and creek lines are more likely to contain sites and objects of Aboriginal heritage significance. In this context, advice from Aboriginal Affairs and Reconciliation Division confirm there are several reported heritage sites within and to the south of Laffer's Triangle.

The DPA proposes rezoning land within Laffer's Triangle along the edges of the Sturt River (including the Warriparinga wetlands) from Industry to Open Space. In this instance, existing uses will enable zoning to act as a means to distinguish between land use areas and therefore provide additional certainty about future development along these sections of the river. Rezoning areas in Laffer's Triangle for Open Space also links existing designated open space areas to the north and south of the triangle, which will form a continuous open space link along the river.

Any proposed development will require assessment against the development plan policies, including those developments supporting the protection of heritage sites.

The DPA also proposes replacing the existing Institutional Zone (where it applies to the Flinders University and hospital precinct) in the **Mitcham (City) Development Plan** with a new Regional Activity Zone, where development will be guided by a Concept Plan that identifies areas intended to be development for urban purposes or retained as open space. Land generally outside the ring road in the southern half of the new zone is primarily intended for open space purposes.

Notwithstanding the advice received or assumptions about the potential location of Aboriginal sites and objects, procedures under the *Aboriginal Heritage Act 1988* for the discovery of, and search for, Aboriginal sites, objects and remains, have an overriding effect. Pursuant to section 20 of the Act, if an Aboriginal site, object or remain is uncovered on private land, the relevant Minister must be contacted. Section 23 states that a person must not damage, disturb or interfere with any Aboriginal site, object or remains until the site has been assessed and directions are given by the Minister.

3.7.2 Non Indigenous

Places of State and local heritage value are listed in tables found in each Development Plan. A review of each Development Plan found that there are only three heritage places located inside the DPA investigation area. The heritage places identified are as follows:

Table 3: State and Local heritage

Council	Heritage type	Location (inside / adjacent DPA area)	Details / comments
Marion	State	1 Selgar Avenue, Clovelly Park	Dwelling ('Wattiparinga') and Vineyard.
	State	Sturt Triangle, Sturt	Warriparinga, including Fairford House (sometimes referred to as Laffer Residence), Coach House (former winery) and Grounds.
Mitcham	Local	80 Aurichio Avenue, Pasadena	Former Ayliffe's House, including the facade (western elevation), northern and southern elevations, roof form, chimney, not including later additions and veranda. The site is situated just off of Fiveash Drive within the Residential (Foothills) Zone. The heritage place is obscured from view by a house from Aurichio Avenue and not clearly seen from Fiveash Drive due to the topography.
Onkaparinga	N/A	N/A	N/A

Each Development Plan contains requirements relating to the conservation and protection of State and local heritage places. For Development Plans containing SAPPL content, the section titled 'Heritage Places' provides guidance for the assessment of proposals directly relating to a heritage place. There are also requirements under the 'Design and Appearance' section that seek to ensure development proposed near heritage places maintains the heritage values of such places.

The Development Plans for **Marion** and **Onkaparinga** councils contain existing requirements based on the SAPPL and therefore provide a suitable basis to assess development proposals that may impact a heritage place and its values. Although the **Mitcham (City) Development Plan** contains an older style policy, the policy requirements regarding heritage are generally consistent with the intent of SAPPL policy.

In addition to the above, a referral process exists under Schedule 8 of the *Development Regulations 2008* to the Minister administering the Heritage Places Act 1993 in relation to State Heritage Places.

Implications for this DPA/DPA Response

There are no implications relating to Heritage sites to be addressed by this DPA

3.8 Key Transport Networks and Access in the Area

It is important when considering changes to policy governing what land uses are appropriate in certain areas to be cognisant of the key transport networks and important accessways and points of connectivity.

Strategic transport elements in and around the affected area are communicated through *The Plan* and the Integrated Transport and Land Use Strategy and are illustrated in **Figures 5** and **6.**

The figures show existing and proposed transport facilities as a means to gauge proximity to services and therefore value to surrounding areas. Generally speaking, *The Plan* advocates examining land use opportunities within 800 metres of high frequency transport corridors and stations. Much of the DPA investigation area is within 400 metres of such corridors.

A distinction is made between certain road types (i.e. Type A and B roads) because these roads are used in the system of Overlays that help determine the construction requirements that apply under the building code (Minster's Specification SA 78B - *Construction Requirements for the Control of External Sound*) to mitigate traffic noise intrusion into a dwelling.

The key points of connectivity were identified during the development of the initial Main South Road/Darlington Area Concept Plan through conversations with key stakeholders in the region (as discussed under section 2: The Initial Concept) such as the important connections between the two Flinders University campuses, one on the southern and one on the northern side of Main South Road.

Implications for this DPA/DPA Response

The information regarding key transport routes and points of connectivity have informed the policy framework and concept plans proposed by the DPA. The location of these elements has been used both to guide where we are proposing to create uplift in the form of providing more diverse forms of housing and other services investment and have also been reinforced in Concept Plans and determined the application of relevant Overlays.

FIGURE 5: TRANSPORT AND ROADS

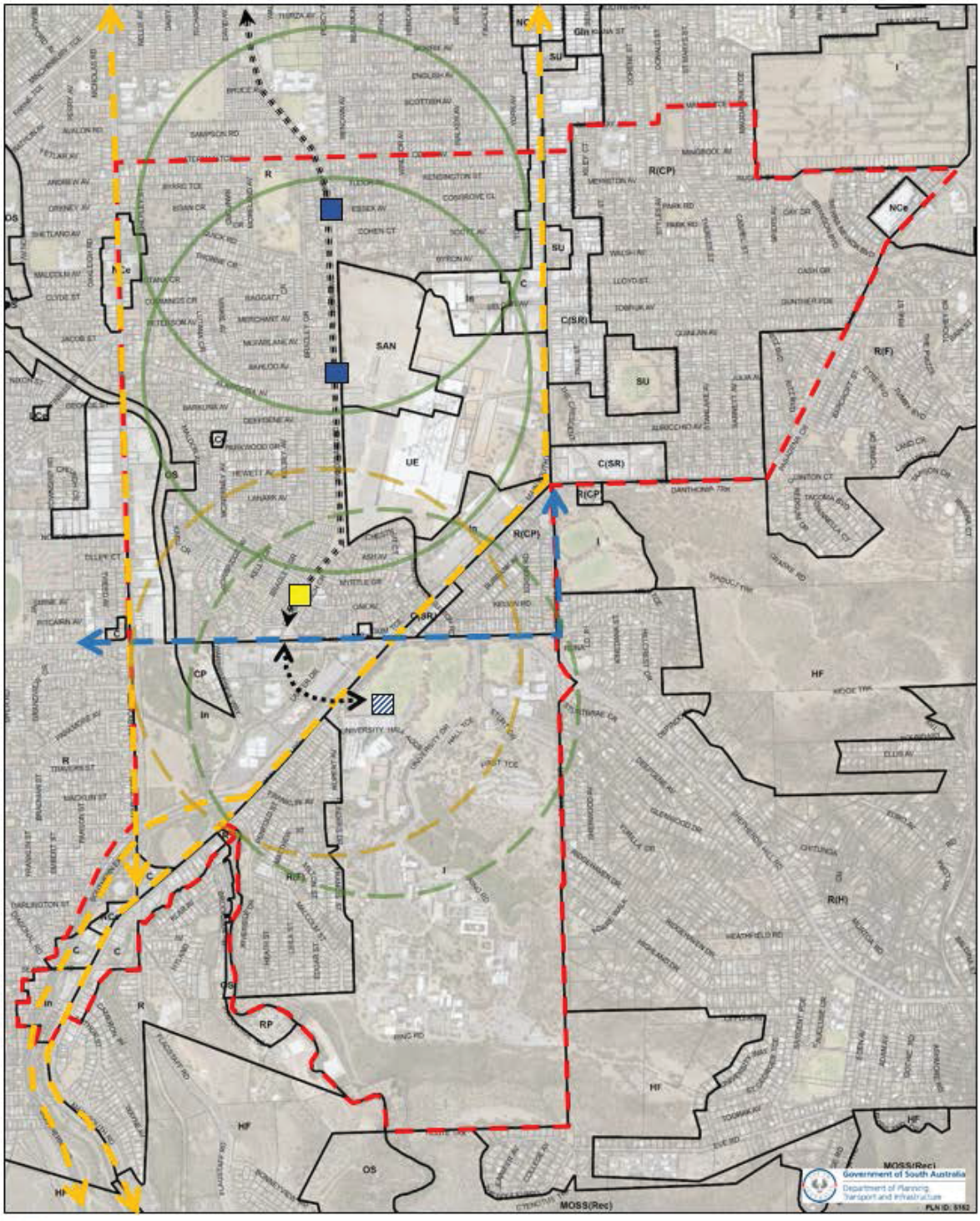
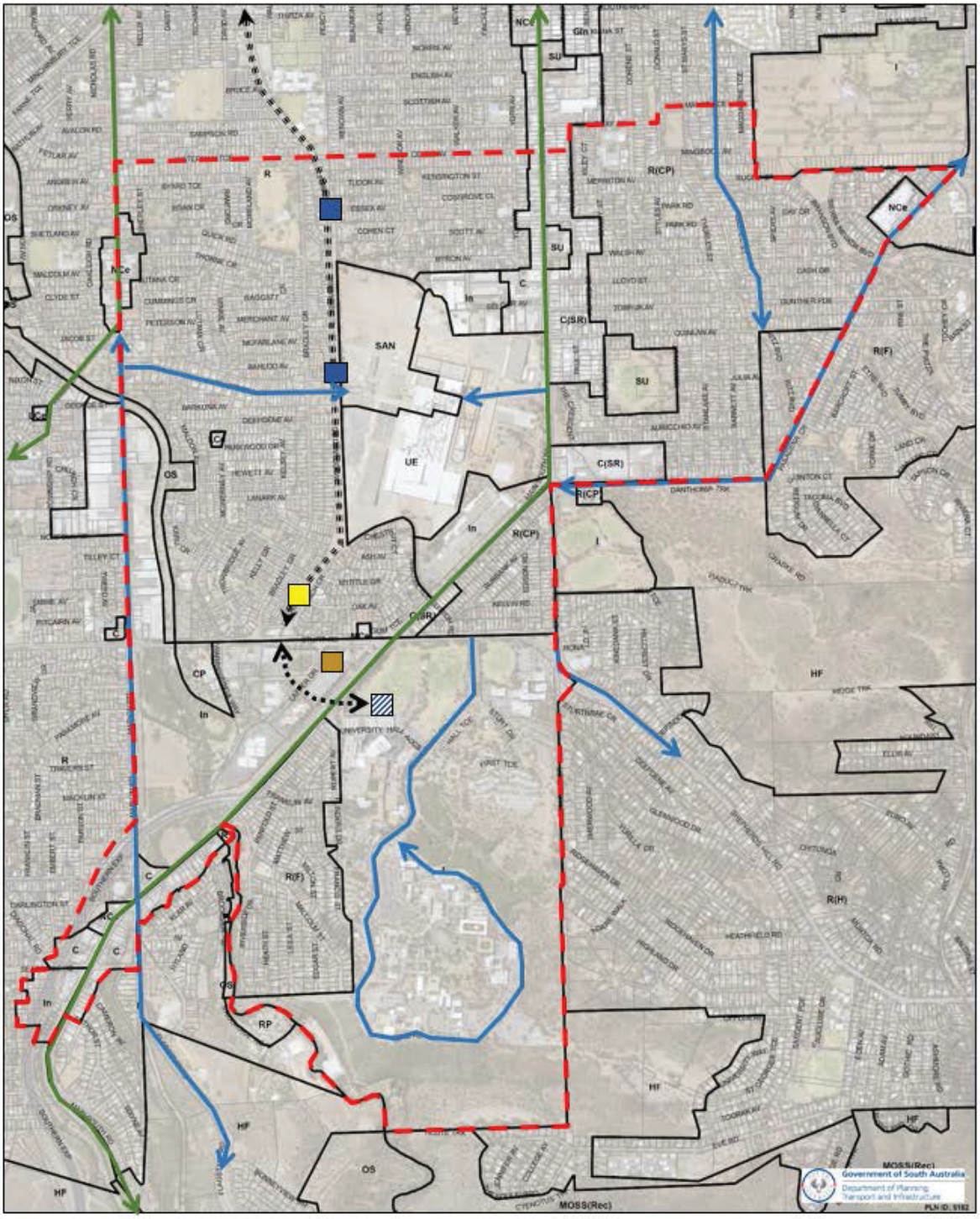


FIGURE 6: PUBLIC TRANSPORT



3.9 Land Use Interface

The land use pattern across the DPA investigation area is well established and therefore land use conflicts (or the potential for conflict) exist already, pending assessment of new developments.

One of the issues considered in proposing zoning changes is whether conflict between potentially incompatible land use areas and activities might be exacerbated as a consequence of changing the Development Plan policies and how this can be managed through proper consideration at assessment stage.

The existing zoning presents a number of locations where potentially incompatible land use zones share a common boundary (see **Figure 7**). In the areas affected the Zone boundaries are however formed by major roads, railway lines and creek lines that can act as an effective separation between areas of potential land use conflict.

While land use conflict is more likely to be of interest at an interface between industrial and residential zones, it can and does occur at the interface of other non-residential zones as well (e.g. commercial and institutional zones) and within mixed use zones between different land uses. The investigations for this DPA considered the following:

- the proximity of residentially zoned land to industrial areas and industrial uses (as industrial uses may also be found in other zones)
- the location of EPA licensed sites in and around the DPA investigation area
- other significant emission sources, such as transport corridors
- proposed new zones encouraging a mix of uses

A summary of the land use observations is contained in **Appendix 7** and illustrated on **Figure 7.** In general terms, the following observations are made:

- the industrial zones in the City of Marion are largely used for a variety of commercial, open space and service supply activities rather than being strongly affiliated with industrial or manufacturing operations
- only a few sites outside industrial zones were identified using land use valuation data where industrial / manufacturing processes take place
- a number of EPA licensed sites exist in and close to the DPA investigation area, however, the evaluation distance associated with identified licensed activities (where they exist) suggests that there are only a few cases where the proximity of land use areas primarily supporting sensitive uses (e.g. housing) is less than the recommended distance.

In addition to the interface between different land use types, consideration has also be given to the impact of emissions generated by vehicular and rail movements. This is considered in the section below headed '*Noise and Air Quality and Vibration*'.

The very nature of the DPA being to create uplift and mixed use, higher density land uses in and around key transport routes and public transport upgrades creates the potential for greater land use interface conflicts (between mixed use developments) and increases in the number of sensitive land uses within proximity to sources of emissions.

Development plans that have SAPPL content such as the **Marion** and **Onkaparinga Development Plans**, already have General Section requirements dealing specifically with land use interface matters that need to be satisfied when determining development applications. It is considered that the policy requirements within these development plans provide an adequate framework for the consideration of interface issues and only minor policy amendments in the form of additional specific policy to apply in the proposed new Regional Activity Zone are required.

The **Mitcham (City) Development Plan** also includes similar requirements to address land use interface matters, although policies are scattered throughout the development plan and do not address the same scope of impacts as the provisions in the other two affected development plans (e.g. music venues) and some policy gaps are therefore evident. On this basis, it is proposed to introduce the SAPPL requirements into this development plan to ensure suitable coverage is provided. This will be important in relation to the proposed introduction of new mixed use development zones such as the Regional Activity and Suburban Activity Node Zone at Bedford Park.

Implications for this DPA/DPA Response

The intention of the DPA is to provide for a mix of uses in proximity to improved transport networks while at the same time, ensuring there are sufficient policies in place to ensure new sensitive development is designed and sited to mitigate potential impacts, and that new impacting developments are designed and sited to minimise impacts on sensitive land uses.

The DPA also proposes:

- introduction of the 'Interface Between Land Use' provisions into the Mitcham (Council) Development Plan to provide adequate policy for the Regional Activity and Suburban Activity Node Zone at Bedford Park.
- expanded use of the Noise and Air Emissions Overly (including the associated building code requirements) to areas along all major roads and rail lines within the DPA investigations area where housing or other forms of accommodation are contemplated in the zone.

3.10 Site Contamination

Contamination in Clovelly Park / Mitchell Park area has been under investigation and subject to regular reporting by the Environment Protection Authority and SA Health since 2008. Details about the contamination, including the history, testing and modelling is available on-line via the EPA's website at www.epa.sa.gov.au.

In terms of this DPA, the following is relevant:

- The rezoning of the former Mitsubishi Motors site in 2013 recognised the risks associated with contamination and the newly introduced Suburban Activity Node Zone and Urban Employment Zone included precautionary requirements to ensure issues associated with the contamination are integral to the future assessment of developments proposed on the land
- An environmental assessment program in December 2014 detected contaminants in soil vapour, soil and groundwater and precautionary measures were taken due to predicted high levels of vapour indoors—some residents were relocated and a number of houses demolished in Chestnut Court and Ash Avenue, Clovelly Park.
- In March 2015 an assessment program was undertaken to validate the results of predicted indoor vapor levels for some properties at the northern and southern ends of Woodland Road, Mitchell Park. The results showed that predicted levels of indoor vapor for the properties remain in the 'safe' indoor air response range as per the results of the December 2014 assessment report and confirmed that there was no health risk to any occupants of properties along Woodland Road.

- In May 2015, Renewal SA (as the owner of the former Mitsubishi Motors site) entered into an agreement with the EPA for a 'Voluntary Site Contamination Assessment Proposal' which requires Renewal SA to engage specialist environmental consultants to assess the nature and extent of groundwater contamination onsite and the residential areas to the west and north of the site. This has included the installation of groundwater wells in June 2016 north of Alawoona Avenue, Mitchell Park.

The scope of the 2013 DPA over the former Mitsubishi Motors site did not permit consideration of other land in the wider locality. This DPA is an opportunity to consider the zoning and policy setting within the Clovelly Park / Mitchell Park EPA 'assessment area' as well as other areas affected by the DPA.

Other than the Urban Employment Zone and a couple of small centre zones, all of the land in the EPA assessment area is zoned for primarily for residential use, including the northern end of Policy Area 16 of the Residential Zone, which has seen the demolition of nearly thirty houses. Renewal SA has been engaging with the community and **Marion Council** about the long term use of this space.

This area of land is included in a proposed new Regional Activity Zone DPA which will expand the possibilities for using that land so that its future use can evolve over time in response to the advice of a site contamination auditor, local circumstances (e.g. proximity to industrial land and the rail corridor) and other community and landowner expectations. The additional precautions included in the SAN Zone will be included in the proposed new RA Zone.

In relation to other areas affected by this DPA, one of the key considerations is whether the proposed changes will permit more sensitive land uses to occur than might otherwise be contemplated under the current development plan. Most of the changes being proposed in this DPA will either continue to support land use types similar to those contemplated by the existing zone or provide additional development opportunities that are less sensitive. There are several exceptions in this regard:

- The Industry Zone (Research Policy Area 7) that currently applies to Laffer's Triangle (excluding any land between the Southern Expressway and Main South Road) is proposed to be replaced with several zones.

  (a) The SAN Zone on the western (Marion Road) side of the triangle

  The SAN Zone contemplates housing development and other uses and, as such, the transition from an Industry Zone could be viewed less than desirable without preliminary site investigations to consider potential sources of contamination (i.e. a land use history).

  In this instance, the owners of the land have undertaken a preliminary site investigation that looked into the land's history and included soil testing. The report concluded that there is no evidence of any contamination within the upper soil profile that would present an unacceptable risk to human health or the environment for proposed residential development.

  (b) Areas around Sturt River / Warriparri and associated wetlands are proposed to be zoned as Open Space which does not support housing development. The zoning will essentially ratify the current activities on the land.

  (c) A new Regional Activity Zone is proposed over the eastern half of the triangle. While this zone seeks to retain a non-residential focus, it also envisages housing particularly overlooking the adjacent wetlands to the west.

A transport depot currently located on the western side of the existing Research Policy Area 7 presents a potential source of site contamination. There is insufficient information regarding the land use history across the remainder of Policy Area 7 to determine what risks exist and it is expected that a planning authority will adopt a precautionary approach for proposals involving sensitive activities. The Desired Character for the zone has been crafted to support this approach.

- Two Industry Zones near the south-western extent of the DPA investigation area (refer to area 3 for **Marion** in **Figure 4**) are largely being incorporated into a Commercial Zone (which does not support housing development) that occupies land between the Southern Expressway and Main South Road. However, a remnant portion of the Industry Zone to the west of the Southern Expressway is proposed to be subsumed into the surrounding Residential Zone.

  No preliminary site investigations exist for the affected industry parcels and so some additional requirements have been included in the Residential Zone to support proper assessment under the new zone.

- Application of a new Regional Activity Zone which provides for mixed use developments including residential and stand-alone residential development to the Tonsley site (part of Area 1 on Figure 8) which contains potential contaminated areas and adjacent contaminating activities.

- It is proposed to replace the existing Commercial Zone in the Onkaparinga Council Development Plan with a Mixed Use Zone that provides for a broader range of uses including some more sensitive land uses such as residential development. The Desired Character for the zone has been drafted to ensure consideration of potential existing contaminants is considered for future development proposals.

Implications for this DPA

Proposed new development plan policies seek to reinforce a need for precaution in cases where the zoning changes contemplate more sensitive uses, like housing, and are additional to the existing provisions found in the development plan of each council that address land suitability and contamination issues.

3.11 Building Heights and Aircraft Safety

In Adelaide, buildings and structures in areas affected by aircraft movements are subject to more stringent assessment procedures when they exceed a height limit established by maps found in the relevant development plan. Height limits vary depending on parameters such as the distance from the airport and natural ground level (elevation) about sea level.

Under South Australian planning laws, proposed buildings or structures exceeding a prescribed height are subject to a referral under the *Development Regulation 2008* to the Commonwealth Secretary for the Department of Transport and Regional Services for assessment.

The areas affected by this DPA are impacted by aircraft flight paths associated with Adelaide Airport. To maintain the integrity of the airport operations, airport Building Heights are prescribed in various categorises and in this case the following categories apply:

- Zone D - all structures exceeding 45 metres above existing ground level

- Zone E - all structures exceeding 100 metres above existing ground level
- Zone F - all structures over 30 metres above existing ground level.

The building height limitation zones are shown on **Figure 8**.

In practical terms, Zone F permits buildings and structures up to 8 storeys tall assuming a ground and first floor ceiling height of 4.5 metres and 3.5 metres for all floors thereafter, or 12 storeys in Zone D under the same assumptions.

The range of building heights contemplated under the existing zoning is generally below the limits set by the zones, however, maximum heights are not always stipulated (see **Appendix 4 - Existing Development Plan Building Heights Summary**)

Proposals contained in this DPA contemplate development up to 10 storeys on land south of Main South Road (in the existing Institutional Zone), which corresponds with lowest building height category of Zone F. This means that any development exceeding 8 storeys (or there about) and exceeds a prescribed height will be subject to a referral to the Commonwealth for 'direction' under Schedule 8 of the *Development Regulations 2008*. Where a referral involves advice for 'direction', the referral agency can require the planning authority to refuse an application or impose conditions on an approval.

The proposed Regional Activity Zone for the Tonsley site provides an area of no height limit. This area is within Zone D and therefore any applications for buildings over 45 metres will require referral under Schedule 8.

All other areas under consideration in this DPA contemplate buildings below the referral trigger. This DPA does not affect the existing arrangements for addressing the height of structures on aircraft safety.

Implications for DPA

Adequate policy is already contained in each of the development plans to ensure the appropriate referrals take place. Therefore no change to policy is required.

3.12 Flinders Helicopter Landing Site

Flinders Medical Centre (FMC) provides for the arrival of patients by various means, including helicopter. In 2012 the Flinders Centre for Innovation in Cancer (FCIC) building was officially opened and incorporates helicopter landing facilities on the building's rooftop (see **Figure 9**).

Decisions about the design and siting of helicopter landing sites are subject to each State's land use planning and development approval processes and generally refer to the Civil Aviation Safety Authority CASA's *Guidelines for the establishment and operation of onshore Helicopter Landing Sites* to assist in understanding safety requirements associated with helicopter operations. In South Australia, schedule 22 (Activities of major environmental significance) under the *Development Regulations 2008* requires the referral of helicopter landing facilities within residential areas.

FIGURE 9: HELICOPTER LANDING FACILITIES



Should there be a need to relocate the helicopter landing facility at the Flinders Medical Centre in the future, the *Development Act 1993* sets out the requirements for public notification. As it is identified as a '*prescribed activity of environmental significance'* for the purposes of the *Environment Protection Act 1993*, proposals would require notification to adjoining land owners in accordance with the public notification categorisation that applies.

Further, the South Australian Environment Protection Authority's (SA EPA) document '*Evaluation distances for effective air quality and noise management*' provides information about the management of environmental risks associated with the use of land. For helicopter landing facilities, noise impacts are recognised as the main impact and the advice supports the careful selection of sites to minimise off-site impacts as much as possible.

By comparison, the *Noise Control Guidelines* (2008) prepared by EPA Victoria, suggests noise level criteria applicable to a residence as a result of helicopter noise can generally be met when a landing site used by smaller (less that 2 tonnes) helicopters is 150 metres away and 250 metres away for larger helicopters (i.e. less than 15 tonnes).

The helicopter landing site on the FCIC building is about 100 metres from the closest residential property west of Flinders Drive. Existing land use rights generally protect existing developments and as such, the main consideration is whether new sensitive developments should be permitted within the vicinity of the landing site taking into account factors like (but not limited to) the type of aircraft used, frequency of landings/take-offs, the location and type of development being proposed, and the design and construction standards applied to new development that can effectively to manage external noise intrusion.

Notably, much of the land likely to be impacted by the landing site (i.e. within 250 metres) is managed by the Flinders Medical Centre and therefore should not pose a significant issue in relation to helicopter operations.

It is noted that the **Mitcham (City) Development Plan** contains metropolitan wide provisions about aviation requirements that are specific to Adelaide and Parafield airports. Such requirements have no relevance to development proposals around the helicopter landing facilities. The existing Development Plan does not contain any policy to ensure the appropriate ongoing operations of helicopter landing facilities.

Implications for this DPA

The DPA proposes to replace the existing Institutional Zone, which includes the helicopter landing facilities on the FCIC building, with a new Regional Activity Zone that will also extend over some adjacent residential parcels west of Flinders Drive. This new zone proposes to include additional requirements for development undertaken in the vicinity of the helicopter landing facilities that are consistent with the SAPPL 'Building near Airfields' policy suite that provides a comprehensive basis to consider proposals near helicopter landing sites. In addition, the zone will recognise the need for new sensitive development to address potential noise impacts associated with the helicopter landing site.

3.13 Policies to Manage Noise, Air Quality and Vibration

The DPA investigation area is subject to existing and potential noise and air quality impacts from existing industrial, commercial and entertainment activities. It is also likely to experience impacts from busy roads and (to a lesser extent) rail operations.

The DPA also proposes to introduce policy to facilitate higher densities and residential mixed use developments. These types of developments can result in different noise levels and tolerances within the subject land and in adjacent areas.
To ensure potential sources of nuisance are identified and considered through the development process it is proposed that consistent planning policies are put in place to ensure proper consideration of these issues.

The Development Plans for **Marion** and **Onkaparinga** councils include General Section policies under *Interface Between Land Uses*, consistent with the SAPPL.

A review of **Mitcham (City) Development Plan** indicates that there are policy requirements spread throughout the Metropolitan Adelaide and Council Wide sections that are relevant for assessing development proposals that may cause impacts or nuisance to adjoining uses. However, some of the requirements of the SAPPL policy suite are not readily evident or able to be found in the **Mitcham (City) Development Plan**. For example, criteria in the SAPPL dealing with noise from music venues does not appear in the development plan for that council.

Implications for this DPA

For the **Mitcham (City) Development Plan**, the DPA proposes to insert the Interface Between Land Uses policies in the Council Wide section of the Development Plan to ensure the policies provide adequate coverage of interface issues in a concise and easy to find format.

In addition, the Overlay – Noise and Air Emissions is proposed to be introduced for the first time in the Cities of **Mitcham** and **Onkaparinga**; and in the City of **Marion** be expanded to cover new mixed use development areas. This will reinforce the need for new development to provide an acceptable level of acoustic amenity for occupants in noise sensitive developments and also ensure new development is designed and sited to improve air flow and turbulence to assist in the dispersion of air pollutants when located near designated road and rail networks.

3.14 Stormwater Management / Flooding Considerations

In the **Onkaparinga Council Development Plan**, development constraints overlay mapping shows areas affected by flood in a 100-year average return interval event. The flood affected areas 'hug' the Sturt River, including the northern end of the areas proposed to be rezoned as part of this DPA in that Council.

The **Mitcham (City) Development Plan** also includes figures that show flood affected areas (see **Figures WC/7 and WC/8**). These figures plot flood affected allotments across parts of the council and include some parts of the Residential (Foothills) Zone south of Main South Road that are under consideration in this DPA, however are not affected by the amendments contained in this DPA.

The **Marion Council Development Plan** does not contain any flood mapping. However, on-line information is available on Council's website which relates to areas generally west of the Sturt River within the DPA investigation area shows there is a risk of low level inundation during a 1 in 100 year ARI event on land to the east of Marion Road and north of the Southern Expressway in Laffer's Triangle. It also reveals that the land 'wedged' between Main South Road / Southern Expressway is also subject to generally shallow inundation. Land to the east of the Marion Road alignment is expected to be relatively free from inundation in such events, however, some of this land is affected by works associated with the DUP.

Much of the DPA investigation area is either elevated or located relatively high in a stormwater catchment and, while there is nothing to suggest that there is a widespread risk of flooding in the DPA investigation area, it is recognised that without a comprehensive analysis of flood risk in such a large area there is potential for inundation to occur or for development to take place that can affect flood risk elsewhere.

It is common for Development Plan policy to address stormwater and reduce the potential of inundation of other properties. A review of the **Marion**, **Mitcham** and **Onkaparinga development plan** provisions reveals that such provisions do exist across the DPA investigation area.

Without a comprehensive stormwater management strategy for the area, the management of stormwater and flood risk is likely be dealt with on a site by site basis. While some sites are substantive (i.e. Tonsley, Flinders Medical Centre / Private Hospital / University) and may be able to manage additional runoff on-site, stormwater management on smaller sites could be more challenging, particularly where there is multiple private ownerships.

Resolving such matters in out-side the scope of this DPA and are matters that exist irrespective of what is being proposed - development in the DPA investigation area has and will continue to occur which could increase stormwater runoff.

Implications for this DPA

No Action required – adequate policy existing in Development Plans to provide for consideration at development assessment stage.

3.15 Open Space

Within the investigations area for this DPA there are two small areas that are included within Open Space zones. One is for a reserve at the intersection of the Sturt River/ Warriparri and Main South Road, Bedford Park. The other reserve is further north on the Sturt River/ Warriparri located on Maldon Avenue, Mitchell Park. These Open Space Zones are not affected by this DPA.

There are other areas of 'open space' with in the Investigation Area that are not specifically zoned as such but are in a general sense of open/natural character and in the main part available for the enjoyment by the public. These are:

- The Sturt River/Warriparri corridor
- Warriparinga wetlands
- The open space areas surrounding Flinders University
- The Flinders University sports fields

This DPA proposes to change the zoning for the Warriparinga wetlands from Industry to Open Space. While this essentially reflects the on-going biophilic and biodiversity contributions of the wetlands, it does in a technical sense result in an increase of approximately 11.4 hectares of additional land included within the Open Space Zone within the City of Marion.

The areas of open space to the south and north east of the Flinders University site and the University sports fields are currently within the Institutional Zone and are proposed to be included within the Regional Activity Zone. These areas, while generally open and accessible by the public for responsible enjoyment are provided at the discretion of the University. These open areas are not declared reserves or protected by open space proclamations.

The existing zoning provides for the land to be developed for 'public and private activities primarily of an institutional and/or open character' (Objective 1) and further in Objective 2 that 'the Flinders University Campus, the Sturt Campus of the South Australian College of Advanced Education

and the Flinders Medical Centre, be set within landscaped areas, recreational grounds and open spaces …with mature vegetation in the area preserved and reinforced by additional plantings where appropriate' .

This policy dates back to a time where this type of open and sparse University campus was considered appropriate, and while the proposed policy also recognises the importance of both informal and formal open space areas, the focus is on providing for a walkable, connected pedestrian and cycle friendly environment that better integrates the different land uses.

Office for Recreation and Sport

The Office for Recreation and Sport has recently reviewed the demand and supply of sporting facilities in the southern region including the local government areas of Mitcham, Marion, Holdfast Bay and Unley. This review was undertaken to understand the various demands on the Women's Memorial Playing Fields which are just outside the Investigation area on the corner of Shepherds Hill and Ayliffe's Roads.

The review identified a number of shortcomings for various sporting facilities which has resulted in an Options Report that outlines a number of options for accommodating various sporting groups within the facility. The improvements to this facility will accommodate some of the existing sporting needs in this southern part of metropolitan Adelaide.

Implications for this DPA

In the Laffer's Triangle, the DPA proposes to rezone the Warriparinga Wetlands area from Industry to Open Space Zone.

In respect to the Flinders University and Hospitals precinct, the DPA proposes a new Regional Activity Zone that identifies a Core, Transition and Open Space area. The Open Space area covers the majority of the heavily vegetated and steeper sloping parts of the site, while the Transition and Core areas continue to provide for more formal recreation areas such as ovals and playing fields.

3.16 Housing Considerations

3.16.1 Existing Dwelling Density & Diversity Potential

The investigation area of this DPA included residential zones primarily accommodating housing, as well as a mixed use Suburban Activity Node Zone at Tonsley in the City of Marion areas that supports higher density and more diverse housing forms.

The investigations supporting this DPA considered the existing and potential housing outcomes in established residential areas to understand if the current land use requirements would help achieve strategic housing objectives and targets of the Planning Strategy.

Land use data (2015) on existing dwellings in each residentially zoned area shows housing is currently provided at a rate of 15 dwellings per gross hectare or less. In a number of areas the density falls below 10 dwellings per hectare (which is lower than yields being achieved in new housing estates in outer metropolitan Adelaide).

The average density across all existing residential zones considered in the DPA is about 13 dwelling per hectare, which is considerably lower than the 25 to 35 dwellings per gross hectare encouraged by the Planning Strategy.

One of the intentions of this DPA is to ensure land use requirements are not a significant barrier to achieving strategic goals on housing diversity.

In this regard, the potential for additional housing was estimated for allotments that are either at or near land value only (i.e. parcels with a capital value to site value ratio of 1.3 or less) based on key existing development plan criteria for site areas and allotment frontages. The inclusion of allotments with a capital value close to site value allowed the analysis the focus of lots with short to medium term redevelopment potential and ignore less predictable development opportunities over a long timeframe.

For all existing residential areas in the investigation area, the analysis shows that the 320 hectares might accommodate just under 5000 houses if each parcel were redeveloped to its maximum potential using the existing development plan requirements. This is much lower than the 8000 dwellings (or thereabouts) needed to achieve 25 dwellings per hectare (being the low end target identified in the Planning Strategy) over the same area of land.

Additional housing could be achieved by:

- anticipating further redevelopment in existing residential zones over a longer timeframe (i.e. to take into account the declining value of existing building stock and its gradual replacement with additional housing)
- changing the existing residential zone policies to enable more housing opportunities in the short to medium term, irrespective of the longer term development prospects
- rezone land in some locations to accommodate more intensive housing, including multi-level buildings.

Given the level of change required to achieve housing density and diversity targets across the broader area, the investigations led to a decision to focus significant changes in policy to areas in the immediate vicinity of major employment, education or transport in order to achieve housing density and diversity, these areas were identified to be rezoned to mixed use type zones.

The proposed new regional Activity Zone and the application of the Suburban Activity Node Zone will provide opportunity for this higher density residential in a range of housing styles.

Further information about the investigations into potential housing yield in residential areas can be found in Appendix 5.

Implications for this DPA

No change proposed to the existing residential policies is proposed for the Residential Zone (**City of Marion**), Residential (Central Plains) Zone (**City of Mitcham**) Residential Foothills (**City of Mitcham**) as part of this DPA. Appropriate policy to be determined as part of a more detailed local area planning exercise to be undertaken by the relevant local government area to assist to achieve the targets in the Planning Strategy.

Areas immediately adjacent areas of high employment, education and major transport to be rezoned to mixed use zones providing for a mix of higher density dwelling types such as apartments and town houses as follows:

Marion Council Development Plan

- Land adjacent Marion Road in Laffer's Triangle to be zoned Suburban Activity Node Zone.
- Land along Alawoona Avenue extending from Marion Road to Tonsley to be zoned Suburban Activity Node Zone
- Land east of the Warriparinga Wetlands to be zoned Regional Activity Zone
- Land currently zoned Suburban Activity Node Zone and Urban Employment Zone in Tonsley and a portion of adjacent land zoned Residential (Regeneration Policy Area) to be zoned Regional Activity Zone.

Mitcham Council Development Plan

- Land currently zoned 'Institutional' containing the Flinders University and Hospitals to be zoned Regional Activity Zone.
- Land adjacent to Flinders Drive and bound by Franklin Avenue to be zoned Regional Activity Zone.

3.17 Off-Street Vehicle Parking for Mixed Use and Student Accommodation

The parking requirements being applied to areas proposed to be rezoned as part of this DPA reflect the mixed use development requirements that have been applied in other locations primarily within the inner and middle suburban areas of metropolitan Adelaide.

These requirements already apply to the Suburban Activity Node Zone in the **Marion Council Development Plan** and will be expanded within that council and introduced for new mixed use development zones proposed in the **City of Mitcham**.

A key feature of the on-site parking requirements for mixed use development zones is a single parking rate range (generally 3 to 6 parking spaces per 100 square metres of floor space) for most non-residential uses. This overcomes the overly prescriptive and inflexible nature of parking rates that are often applied to specific land use types (e.g. to a shop, office, consulting room, etc.) that can make it difficult for land owners / building owners to respond to land use changes over time due to an inability to provide more parking if a use commands a higher rate.

Parking requirements are therefore proposed to change in those areas being rezoned to support mixed used development in either the Suburban Activity Node or Regional Activity Zone. The parking requirements are consistent with the SAPPL requirements for similar zones.

As part of the preparation of this DPA, consideration has been afforded to parking requirements associated with student accommodation. This is an important aspect for the DPA investigation area because it contains significant educational and training facilities located at Tonsley, Flinders University and Flinders Medical Centre. A review of the current parking rates that apply to mixed use zones and following discussions with practitioners that apply the parking rate in assessing development proposals it is evident that the expectations for student accommodation are not transparent or clear.

For example, if the proposed accommodation is located in a mixed use development zone there is a risk that the standard non-residential development rate could be applied if the authority decides to treat the application as something other than a residential use (tourist accommodation is already treated separately under the standard parking rates table in such cases). Alternatively, the parking rate that applies to dwellings could be used. At the low end, a studio apartment (i.e. no separate bedroom) is required to provide 0.25 to 0.5 spaces per unit plus additional spaces for visitors (i.e. a total of 0.5 spaces per unit).

In looking at interstate requirements for student accommodation, parking ranges from 0.5 spaces per student to 0.25 spaces per bed and can vary depending on the location with respect to tertiary institutions (for example). There would appear to be no universal basis for calculating parking requirements for student accommodation or the parameters upon which the assessment is based (beds, students etc.).

In order to strengthen the basis for assessment and encourage student accommodation in areas close to major learning and training institutions, this DPA proposes to adopt a rate towards the lower end of what has been observed elsewhere and to apply this in the proposed new Regional Activity Zone where it is anticipated the majority of student accommodation is likely to occur.

Further, in relation to the Tonsley development site, where Renewal SA will be taking a lead role in the ongoing management and assessment of applications, it is considered that additional flexibility can be built in to the required rates for the former Mitsubishi Main Assembly Building (the MAB) where significant cycling infrastructure has been incorporated into the building.

Implications for this DPA

Marion Council Development Plan and **Mitcham (City) Development Plan**

The DPA proposes to amend the existing *Tables -Off Street Vehicle Parking Requirements for Designated Areas* to:

- Introduce a new Student Accommodation rate to the proposed new Regional Activity Zone of 0.25 spaces per bed and 0.25 spaces per dwelling for visitors.
- Introduce rates for tourist accommodation and residential uses that reflect the proximity to improved public transport and higher density nature expected of the Suburban Activity Node and Regional Activity Zones.
- Introduce a single parking rate range (generally 3 to 6 parking spaces per 100 square metres of floor space) for mixed use development zones (Suburban Activity Node Zone, Regional Activity).
- In the **Marion Council Development Plan** adding a clause that provides for a reduction in car parking rates of up to 20% for development involving the reuse of the MAB.

No change is proposed for the **Onkaparinga Council Development Plan.**

3.18 Current Policy and Proposed Changes

The Darlington Upgrade Project provides an opportunity for an integrated approach between transport and land use planning by providing better outcomes for employment, education and a wider range of housing forms (including higher residential densities) in areas close to transport, social / educational services and employment opportunities. In order for this to occur it is necessary to review the planning policies applicable within this area, particularly for key sites.

Investigations for the DPA stem from the collaborative preparation of the Darlington Concept Plan which highlights areas of development opportunity and proposed connections between key sites. The Concept Plan informs the policies to be introduced to the three development plans for the **Cities of Marion**, **Mitcham** and **Onkaparinga**. It demonstrates how the various activities and proposals in the area can co-exist.

The implementation of new panning policies will allow for additional housing, education and employment opportunities to occur within the area, strengthen the role of the precinct as a hub for innovation, education, health and industry and help make the most of the transport infrastructure investment taking place in the Main South Road / Darlington area.

While there are many factors that can affect development opportunities, there are some key characteristics of land use policy that can be targeted to determine if there is a need for change. The most obvious is the range of uses identified as being appropriate and the uses identified as non-complying forms of development and how closely these enable the vision of the Master Plan.

As part of the preparation of the Darlington Concept Plan and the preparation of the DPA, consideration has been given to the following issues and opportunities:

- Update of the Institutional Zone applying to the Flinders University and Flinders Medical Centre/Private Hospital
- Review of the policy applying to the Laffer's Triangle, including consideration of the Kaurna National proposal Warriparinga
- Provide for increased density around Tonsley and Clovelly Park Stations
- Amending the existing policies to enable a greater range and mix of uses at Tonsley (at the request of Renewal SA)
- As a result of the Darlington Upgrade Project, consider:
  - Polices applying to identified surplus government owned land
  - New retail zones to compensate for the demolition of existing local retailing
  - Policy amendments to address the isolation of some pockets of residential land
  - Policy amendments for new properties having a frontage to an arterial road
- Other opportunities identified by the three Councils, including:

  Marion City Council

  - Address the zoning anomalies for land adjacent Main South Road and the Southern Expressway south of Marion Road
  - Seek to create a 'boulevard' treatment to Sturt Road (between Marion Road and South Road)

  Mitcham City Council

  - In response to strong market interest, provide for greater opportunity for infill housing east of Tonsley at St Marys

- Consider the need for greater development potential of the Bedford Park North triangle, and its strategic location between Flinders University and Tonsley
- Consider the residential planning policies for Bedford Park South, requested by the City of Mitcham

Onkaparinga City Council

- Address the zoning anomalies for land adjacent both Main South Road and the Southern Expressway south of Marion Road.

Implications for this DPA

A majority of these issues are addressed and are sought to be enabled through this DPA through the introduction of a new suite of policies that reflects the changing needs of key stakeholders and provides for a greater range of housing options and investment around key transport upgrades (see section below for detail). However, the rezoning of significant areas of residential land for infill has been deferred in order for a more specific local area planning exercise to take place (as discussed under section 2.17).

3.19 Recommended Policy Changes

3.19.1 General policy changes

Both of the **Marion** and **Onkaparinga** **council development plans** contain the SAPPL content including the suite of General Policies and are considered to provide sufficient guidance in relation to the areas under consideration in this DPA and the key issues identified.

The **Mitcham (City) Development Plan** contains somewhat outdated Metropolitan Adelaide and Council-wide provisions, which do not reflect the SAPPL content. It was not the intention of this DPA to undertake a complete review of the **Mitcham (City) Development Plan** with a view to incorporating the General Section provisions of the SAPPL, however, there are several elements that are pertinent to proposals contained in this DPA. These include:

- ***Centres and shopping development*** – the current requirements seek to retain the pre-eminence of established centres for retail and other business activities, whereas State strategic directions encourage greater infill development and higher populations within established suburbs.

  The proposed updated provisions create a less 'rigid' approach to centre / shopping activity where needs and preferences can be supported in areas of mixed use development that aim to deliver more employment opportunities and greater housing diversity and densities.

  The mixed use zones do not rely on the prescriptive identification of centre zones, but is more organic to achieve a desired outcome rather than seek to maintain centres that may be inadequate to cater for the new environment or poorly located with respect to preferences and demands of workers and residents in areas undergoing change.

  Separately to this DPA, changes were made to the array of centre zones to business activity irrespective of how new business and shopping precincts are forged. This included additional flexibility to allow the use of existing business premises to change without significant regulatory oversight.

- ***Interface between land use requirements*** – the **Mitcham (City) Development Plan**, like many others seeks to manage the impacts between incompatible activities. The requirements are distributed through the Metropolitan Adelaide and Council-wide sections.

The SAPPL offers a concise and updated suite of policy statements that include additional coverage for venues playing music. The introduction of these new Objectives and policies is proposed without deletion of the existing overlapping and repetitive requirements on the basis that work on the general structure of Development Plans across the State will come under review as part of the implementation of the Planning, Development and Infrastructure Act 2016, which involves the preparation of the Planning and Design Code which will, in turn, replace all Council development plans.

- ***Medium Density and High Rise Development (3 or More Storeys)*** – the proposed policies provide a new suite of requirements to assess taller structures and buildings.

3.19.2 Overlays

All of the three SAPPL Overlays discussed in section 2.4 are either proposed to be included in the development plan of the affected councils for the first time, or to be amended so that the requirements extend to additional areas within a council.

The **Marion (City) Development Plan** is the only one of the affected councils that currently includes the Overlay requirements.

Overlay Maps showing their extent of application are located in The Amendment.

3.19.3 Zone Amendments

Most of the proposed zoning changes aim to create land use opportunities based on the Main South Road/Darlington Area Concept Plan vision of achieving uplift and expanding development opportunities in areas where significant transport infrastructure investment is occurring. These areas will generally benefit from improved locally based journeys across Main South Road and, in time, create better regional and metropolitan based links as the construction of the non-stop North-South corridor progresses.

The changes will also strengthen the employment credentials of an area that already provides significant job opportunities, chiefly though medical and educational based facilities, and increasingly for high-tech, green industry and research activities as part of the redevelopment of the former Mitsubishi Motors site at Tonsley.

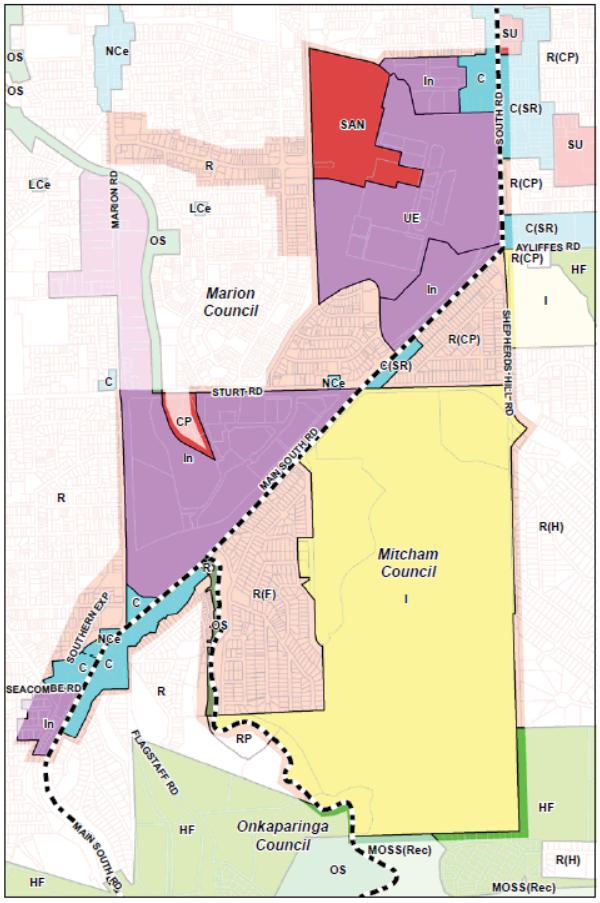
Some of the zoning changes will continue to recognise the value of existing regional facilities and provide a basis to build onto those elements. However, it is also proposed to broaden the land use experience through value adding and supportive enterprises that can help generate vibrancy, create a sense of place, improve an area's investment appeal, encourage innovation and create safer, more liveable places.

In a few instances, changes are being proposed to rectify anomalies in the land use zoning pattern as a consequence of major road works. Most notable in this regard are the remnant zones sandwiched between the Main South Road and Southern Expressway and alienation of some small pockets of industrial and commercial land west of the Southern Expressway that are now surrounded by residential areas.

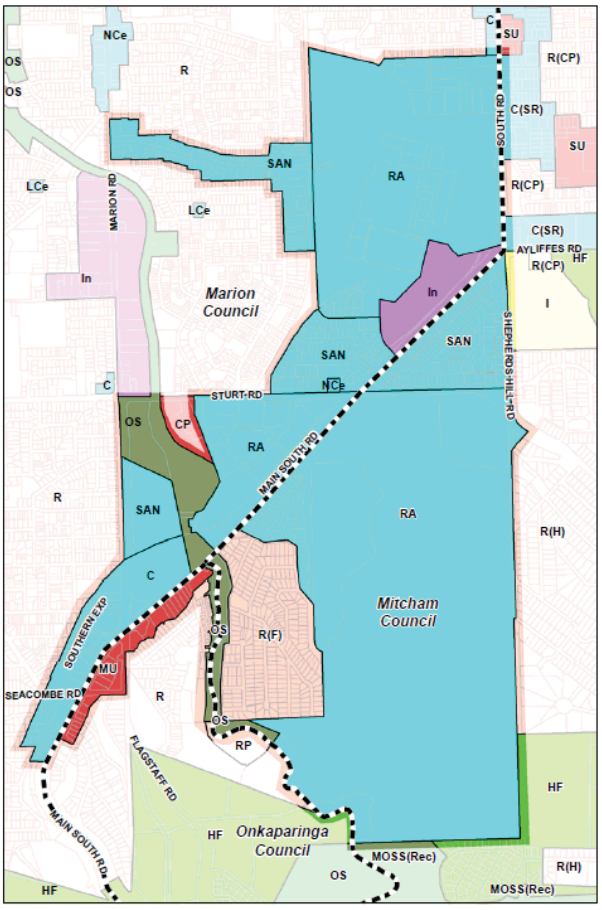
The proposed zones and policy areas are illustrated on **Figure 10** using the current zoning base for comparison purposes.

In broad terms, the DPA is supporting mixed used development opportunities within areas that currently favour more limited development outcomes such as institutional or industrial purposes. The changes are built around what is already a significant employment, education and visitation precinct with Flinders Medical Centre, Flinders University, Laffer's Triangle and the Tonsley site established as cornerstones upon which to generate opportunities and encourage investment.

Figure 10 -Current vs Proposed Zoning



Authorised Zone Boundaries



Southern Innovation Area Plan Amendment

4. Detailed Proposed Policy Changes

The DPA is proposing to make changes to the Development Plan for the ***Marion***, ***Mitcham*** and ***Onkaparinga*** Council areas. Key changes proposed to each development plan are summarised below.

Marion Council Development Plan is amended by:

- Introducing a new **Regional Activity Zone** and introduce Concept Plans to guide the mix of land uses within the Zone to apply to:
  - existing Industry Zone over Laffer's Triangle (an area generally bound by Main South Road, Sturt Road, Warriparinga Way and the Southern Expressway)
  - the Tonsley site currently zoned part Urban Employment Zone and part Suburban Activity Node Zone (deleting the Urban Employment Zone)
  - land south of York Avenue currently zoned as Industry and a portion of the Commercial Zone fronting Main South Road
  - part of the existing Residential (Urban Regeneration) Policy Area zoned land immediately south of the Tonsley Site
- Expanding the application of the **Suburban Activity Node Zone** to additional areas including:
  - land on both sides of Alawoona Avenue between Marion Road and the Tonsley precinct, which is currently part of the Residential Zone - Medium Density Policy Area 12
  - land bounded by the Tonsley Rail line, Sturt Road and Main South Road, currently part of the Residential Zone - Regeneration Policy Area 16
  - a parcel fronting Marion Road and generally west of Sturt River / Warriparri, which is currently part of Industry Zone – Research Policy Area 7
  - Rezoning land containing the Warriparinga wetlands and Sturt River / Warriparri from Industry to Open Space Zone
  - Combining the existing mix of (Commercial, Industry and Neighbourhood Centre) zones located between Main South Road and the Southern Expressway into the existing Commercial Zone and new Policy Area 6 - Darlington (Deleting the whole of Industry Zone Policy Area 6 (Light Industry) and Policy Area 7 (Research))
- Incorporating remnant portions of the **Industrial Zone** and **Commercial Zone** west of the Southern Expressway into the surrounding **Residential Zone** and amending the policy for Residential Zone – Hills Policy Area 11 to ensure former industrial land is suitable for any intended use.
- Amending existing text in the following zones to take into account changes to the land within each zone:
  - Suburban Activity Zone; and
  - Residential Zone
- Introducing new Concept Plans relating to:
  - Laffer's Triangle (replacing 'Sturt Triangle (Marion)')
  - Tonsley (replacing 'Tonsley Park') and including the proposed new Suburban Activity Node Zone area along Alawoona Avenue.

- Amending and extending the vehicle parking requirements that apply in the existing Suburban Activity Node Zone to the new **Regional Activity Zone** to provide consistency in the provision of on-site parking in designated higher density, mixed use areas.
- Adjusting relevant maps to:
  - reflect changes in zoning and policy areas mentioned above
  - extend the effect of policy in designated areas dealing with – Affordable Housing, Noise and Air Emissions and Strategic Transport Routes.

***Mitcham (City) Development Plan* is amended by:**

- Replacing the material in the Metropolitan Adelaide section on 'Centres and Shops' with updated objectives and policies from the South Australian Planning Policy Library (SAPPL)
- Amending Council-wide policies to support greater housing diversity in the areas affected and other proposed zoning and land use outcomes proposed herein
- Introducing the following Overlays to apply to land supporting mixed use housing and commercial developments:
  - Affordable Housing
  - Noise and Air Emissions
  - Strategic Transport Routes

Replacing the existing Commercial (South Road) and Residential (Central Plains) zones within the triangular shaped area bounded by Main South Road, Sturt Road and Shepherds Hill Road with a new (to this Development Plan) **Suburban Activity Node Zone** to support higher density housing / accommodation and mixed use development outcomes to complement regional level services / educational activities and as employment destination
Rezoning that part of the Institutional Zone south of Sturt Road (which includes Flinders Hospital, Flinders Medial Centre and Flinders University campus) as well as a portion of the adjacent Residential (Foothills) Zone fronting Main South Road at Bedford Park to a new **Regional Activity Zone** that:

- envisages a wide range of activities to support the main health, education and training functions within the area and assist in creating a more vibrant business and community precinct, particularly around the proposed new Flinders Link railway station
- includes transitional areas and related requirements to maintain the amenity of residents in adjacent residential zones.

Amending the existing Institutional Zone to take into account the removal of the land referred to above.
Introducing new vehicle parking requirements that will apply to development in both the Suburban Activity Node and Regional Activity zones
Replacing relevant zone and policy area maps to reflect the intentions for development described above.

***Onkaparinga Council Development Plan* is amended by:**

Rezoning a Commercial Zone and a small portion of the Residential Zone fronting Main South Road, to a **Mixed Use Zone** that supports redevelopment for a wider range of land use types
Introducing the following Overlays that apply to the proposed new Mixed Use Zone:

- Affordable Housing
- Noise and Air Emissions
- Strategic Transport Routes.

5. Statement of Statutory Compliance

5.1 Section 26 of the Development Act 1993

Section 26 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

(a) accords with the Planning Strategy

(b) accords with other parts of the Development Plan

(c) complements the policies in the Development Plans for adjoining areas

(d) satisfies the requirements prescribed by the Regulations.

5.2 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 2 and Appendix 3 of this DPA document. It is the intent of this DPA to support the achievement of the Planning Strategy policies and targets.

5.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the **Marion Council**, **Mitcham (City)** and **Onkaparinga Council** **Development Plans**.

5.4 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA affect three Council Development Plans including **Marion Council**, **Mitcham (City)** and **Onkaparinga Council**. There are no other Development Plans for adjoining areas which will be affected by the proposed policy changes.

5.5 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

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APPENDICES

Appendix 1: Strategic Objectives and Priorities

Commonwealth

Our Cities Our Future (2011)

Published by the Commonwealth Government, *Our Cities, Our Future* is an overarching strategy that provides directions for the future development of Australian cities. The vision for major Australian cities is for places that are resilient to future challenges such as climate change and an ageing population. Policies are expressed under three primary goals and associated objectives:

Goal	**Objective**
Productivity	Improve labour and capital productivity Integrate land use and infrastructure Improve the efficiency of urban infrastructure
Sustainability	Protect and sustain our natural and built environments Reduce greenhouse gas emissions and improve air quality Manage our resources sustainably Increase resilience to climate change, emergency events and natural hazards
Liveability	Facilitate the supply of appropriate mixed income housing Support affordable living choices Improve accessibility and reduce dependence on private vehicles Support community wellbeing

To achieve these goals and objectives the strategy advocates changes to city form through large scale infrastructure investments that are geared towards higher density, transit-oriented development. The objective is to create liveable places that have a high quality of life through social and economic opportunities.

DPA Response

This DPA supports the goals and objectives above by reinforcing the importance of the Darlington Upgrade and Flinders Link projects by improving productivity and liveability within the Southern Adelaide region through changes that enhance opportunities for a range of employment and housing options in close proximity to major transport improvements.

State Government (other strategic documents)

South Australia's Strategic Plan (2011)

'South Australia's Strategic Plan provides an important blueprint for our state that identifies the aspirations for our future success. It is a plan that provides direction not only to the State Government, but also to business and community organisations to identify and align their long term visions with the Plan.' (Page 8, South Australia's Strategic Plan)

Consideration has been given to the various Targets set out under the six Priorities (Our Community, Our Prosperity, Our Environment, Our Health, Our Education and Our Ideas) established by the Strategic Plan.

South Australia's Strategic Plan (SASP) was updated in 2011 with regard, amongst other matters, to the *30-Year Plan for Greater Adelaide*. The targets of SASP considered most relevant to the Darlington Upgrade Project, Flinders Link project and this DPA are discussed in the following table.

Table 1: Strategic Plan Summary

Strategic Plan Priorities/Goals/Targets	Comment
Our Community	
Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.	There are a number of established cycle/pedestrian paths within the area affected by the DPA. The Darlington Upgrade and Flinders Link projects will further contribute to and expand the pedestrian/cycle networks. These improvements will also support State Government efforts on the former Mitsubishi Motors site (the 'Tonsley' project) to create a pedestrian and cycle oriented urban environment. Together these projects enhance movement networks to major services, facilities and jobs that are of regional significance.
Goal: Everyone can afford to rent or buy a home. ***Target 7: Affordable housing*** South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households ***Target 9: Aboriginal housing*** Reduce overcrowding in Aboriginal households by 10% by 2014	The DPA adopts requirements for affordable housing in any areas where land use policy amendments create additional opportunities for housing diversity and choice. While some areas within the DPA investigations area already support affordable housing, this DPA seeks to expand those requirements to some new areas so that households on low to moderate incomes have more options and can benefit from the government expenditure in transport and live close to services and jobs. Requirements for affordable housing are being included through two techniques consistent with the State's best practice Planning Policy Library – one by adopting policy for 15% affordable housing and the other by applying the Affordable Housing Overlay to mixed use development areas. The DPA also includes the rezoning of land fronting Marion Road, which is managed by the Indigenous Land Corporation. The DPA proposes to rezone this land to provide opportunities for a range of housing types and other uses to enable a vision of the Corporation to be realised.
Our Prosperity	
Goal: South Australia has a resilient, innovative economy. ***Target 35: Economic growth*** Exceed the national economic growth rate over the period to 2020	This DPA proposes to alter existing zoning in a number of locations to support opportunities for housing / accommodation and low impacting businesses to develop in a more integrated fashion. The zoning over some existing employment areas are currently quite restrictive and therefore limit uses that might be reasonably expected to occur or be encouraged based on some key locational attributes such as exposure to large volumes of traffic, access to major transport networks, proximity to regional scale services and major employment destinations.

	By expanding the land use choices in some of the area affected by the DPA, land owners and organisations can pursue development opportunities that might otherwise be forfeited under a stricter planning regime. Broadly speaking, the DPA is proposing to create additional land use opportunities in locations that already provide (limited) business opportunities or by expanding land use choices close to key transport facilities (i.e. rail stations, bus interchanges). This is reflected in the expanded use of some mixed use zones (i.e. Regional Activity and Suburban Activity Zones) as replacements to existing Industry and Institutional zones.
Goal: South Australia has a sustainable population ***Target 45: Total population*** Increase South Australia's population to 2 million by 2027	Aside for supporting business development and investment, the DPA also creates opportunities for housing and other forms of accommodation in the form of mixed use zoning and changes within some established residential areas to support greater housing diversity (including affordable housing). Changes to the planning requirements that support mixed use developments and housing choice will assist in achieving this population target.
Goal: All South Australians have job opportunities. ***Target 47: Jobs*** Increase employment by 2% each year from 2010 to 2016	The DPA proposes to replace some existing zones with zoning that better accommodates a wider range of land uses that can increase employment opportunities and access to jobs, and thereby assist in achieving jobs targets. The DPA can build onto the established employment generators within the area and further entrench the location as a significant employment hub within Adelaide's Southern Region.
Goal: Our young people have a future here. ***Target 54: Learning or earning*** Increase the proportion of 15-24 year olds engaged full-time in school, post-school education, training or employment (or combination thereof) to 85% by 2020 ***Goal: We meet industry skill needs by training South Australians.*** ***Target 55: Apprentices*** Increase the number of apprentice completions in trade occupations by 20% by 2020	The DPA investigation area includes several key learning and training hubs (i.e. Flinders University / Flinders Medical Centre / Flinders Hospital precinct, Tonsley, Laffer's (Sturt) Triangle research facilities). The proposed land use changes seek to enhance these locations as centres for learning by encouraging a range of complementary uses to occur on site or near to these locations that can provide advantages to students, teachers and researchers alike while also enhancing experiences by incorporating amenities like shops and entertainment activities / restaurants.
Target 56 – Strategic Infrastructure Ensure the provision of key economic and social infrastructure accommodates population growth	A key consideration for the DPA is the potential development uplift that might be accommodated in and around the DUP and Flinders Link rail extension to take advantage of improved transport connections and improved public transport services.

	The proposed changes create opportunities for mixed use developments and higher density housing that is conveniently located with respect to established regional scale services and areas of employment.
Our Environment	
Goal: We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport. ***Target 63: Use of public transport*** Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018	A key component of the DUP and Flinders Link project is to improve locally based road, rail, bus and pedestrian/cycle networks that encourage walking and cycling between key destinations such as the new TAFE and Flinders University facilities at Tonsley and well established education and health facilities further south. The DPA proposes changes that will also encourage housing diversity and increased population densities in the wider area that can take advantage of improved transport networks, a new rail station and a bus interchange.
Goal: We want Adelaide to grow up more than out. ***Target 68: Urban development*** By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas	The DPA is consistent with this goal and target as it supports additional housing opportunities within an established urban setting and in a location that benefits from significant services, public transport links, and employment opportunities. New development will take into account locational circumstances, in particular, the impact of buildings on established low rise housing in adjacent areas.
OUR HEALTH	
Goal: We educate young people about healthy living. ***Target 82: Healthy weight*** Increase by 5 percentage points the proportion of South Australian adults and children at a healthy body weight by 2017 ***Goal: We are physically active*** ***Target 83: Sport and recreation*** Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020	The land use outcomes being sought through the DPA, in association with transport network improvement via DUP and Flinders Link, promote improved integration between housing and other destination based land uses. By creating a more pedestrian and cycle friendly environment where homes are more convenient to activities people want to visit or where they work, the DPA encourages a healthier lifestyle.
Our Education	
Goal: We have a zest for lifelong learning. ***Target 93: Tertiary education and training*** Increase the proportion of South Australians aged 15-64 participating in tertiary education and training to 17% by 2016	The land use outcomes sought through the DPA will allow more people to live close to new and established tertiary education facilities. With added convenience between land uses, the DPA will assist in supporting educational and training pursuits.

Response

This DPA supports the goals and targets above by encouraging economic development and population growth within an area undergoing significant transport upgrades as part of the Darlington Upgrade and Flinders Link projects.

The proposed amendments will support works associated with the above projects, which will improve road safety, promote an increase in the use of public transport and encourage urban infill in an area that has close ties to public rail and bus transport, and provides regional scale opportunities for education/training and employment.

Integrated Transport and Land Use Plan for South Australia (2015)

The *Integrated Transport and Land Use Plan* (ITLUP) provides comprehensive and integrated actions and directions for land use, infrastructure and transport over the next 30 years. The focus is on connecting people to places and business to markets through three goals of:

- Healthy, safe, affordable connected communities
- A strong, diverse and growing economy
- Thriving natural and built environments

The affected area is located within an area identified in ITLUP as 'Middle Adelaide'. In Middle Adelaide, public transport trips are longer and more dispersed, with the bus network playing a major role. Car trips are also more dispersed as housing, services and jobs are located further apart than in the inner suburbs of Adelaide.

Key improvements to the transport network identified in ITLUP that are relevant to Middle Adelaide and the affected area in particular are as follows:

- Electrified train network, with more frequent trains, upgraded stations, increased park and ride car parking capacity and expanded bicycle storage.
- A redesigned and modernised bus network with improved frequency, coverage and directness of bus services that focus on major activity centres, improved and expanded feeder services to train services, development of 'super stops' at strategic activity centres, and increased park and ride car parking capacity.
- Improved cycling and walking connections to public transport stations and stops, and to activity centres and other key destinations, to expand the catchment of these services and facilities.
- Enhanced vital freight and road traffic corridors, in particular the North-South Corridor to cater for strong movement flow north-south.

Specific to the Darlington Upgrade Project, ITLUP has identified the following specific projects:

- Tonsley line – increase service frequencies, and rebuild station
- Provide a bus interchange at Darlington
- North-South Corridor – Darlington
- Partner with Marion Council to complete the Tonsley Greenway from Clovelly Park to connect with the Patrick Jonker Bikeway at Darlington

Since the release of finalisation of ITLUP in July 2015, the Flinders Link rail extension and pedestrian/cycle path, have been announced and thus were not included in the final document.

Response

This DPA supports the principles listed above by identifying the importance of the Darlington Upgrade Project and the need for a bus interchange at Darlington. The DPA seeks to make the most of the physical changes to the Darlington area by incorporating supportive planning policy that will encourage the integration of a mix of land uses surrounding the transport nodes and key activities within the area.

Delivering Transforming Health – Our Next Steps (2015)

Through 'Transforming Health', the State Government will upgrade the Flinders Medical Centre to be the pre-eminent public hospital in the Southern Adelaide Region, one of three major hospitals in the metropolitan area (the others being the New Royal Adelaide Hospital and the Lyell McEwin Hospital). Under Transforming Health, the State Government is investing $170.5 million to improve and upgrade facilities at Flinders Medical Centre, including:

- A new rehabilitation centre, with 55 rehabilitation beds, new gyms and a hydrotherapy pool.
- Southern Adelaide Palliative Services will relocate to Level 5 of the new rehabilitation building.
- More car parking, with a new 1,240 space multi-deck car park (690 additional spaces
- A dedicated orthogeriatric service.
- A new centre for the Older Persons' Mental Health Service.

Response

This DPA supports the principles listed above by providing the flexible zoning framework to allow for future development and expansion on the Flinders Medical Centre and Flinders Private sites.

Local Government

City of Marion

Strategic Directions Report (2013)

Overall, the City of Marion's Strategic Directions Report highlights problems of poor accessibility to shops and services for elderly residents and people with reduced mobility within the Council area. Strategic goals to improve accessibility and to guide development within the study area include:

- Enable community to access sustainable transport options.
- Provide a road and street network that promotes safe movement of all traffic.
- Provide or support equitable access for all to services and facilities.

DPA Response

This DPA supports the principles listed above by encouraging the development of liveable, prosperous and innovative communities which are well connected to local areas, and the rest of Metropolitan Adelaide.

Community Plan Towards 2040

The Community Plan identifies six themes to represent the shared values and aspirations that will guide how the City of Marion develops in line with the community's vision. The six themes include:

- Liveable
- Biophilic
- Engaged
- Prosperous
- Innovative
- Connected.

DPA Response

This DPA supports the principles listed above by reinvigorating the Darlington area through more flexible zoning changes and transport improvements. The proposed amendments included within this DPA will promote liveable, engaged, prosperous and innovative lifestyles with focus on biophilic nature and design and connectivity to other destinations within Metropolitan Adelaide.

City of Mitcham

Strategic Plan 2013-2022

The Mitcham Vision 2030 sets a long term vision and future actions and outcomes for the City of Mitcham. The Vision also incorporates shorter term City and Strategic Plans. The vision for the City of Mitcham includes priorities which highlight the communities' aspirations for:

- Accessible City
- Liveable City
- Inclusive and Capable Community
- Healthy Environment
- Enterprising City
- Excellence in Government.

Specifically, the strategic goals which are most relevant to the Darlington Upgrade Project include:

- Accessible city: utilise a range of urban design, infrastructure and transport management activities to improve community access to services and facilities.

- Community facilities and services: provide or facilitate community access to a range of vibrant and well-utilised government and non-government facilities and services.

DPA Response

This DPA supports the aspirations and goals listed above by promoting an increase in densities within the region and encouraging greater commercial, retail, health, education, recreation, residential and innovation activity within Southern Adelaide.

The goals will be supported by upgrades to the local transport network, a greater focus on creating community places and greater utilisation of the open space and recreation facilities within the study area. An increase in densities will provide greater housing choices and encourage a greater population to relocate to this area.

Residential Strategy 2014

The project site is identified as a specialised activity precinct with the Strategy identifying the need 'to recognise the Flinders Innovation Precinct and its role as an important area for health, education, research and technology'. The Flinders area is included as a Transit Oriented Development (TOD) due to its location along the GO zone and the location of the Tonsley Train Station. This is the only TOD within the City of Mitcham as shown in the 30-Year Plan for Greater Adelaide. It is suggested within the Residential Strategy that the rezoning to a 'combination of Residential (Central Plains) and another higher density mixed use zone with the potential for increased densities' would be appropriate for the area.

The Strategy aims to enhance and strengthen the Flinders Specialised Precinct by *'encouraging the expansion of the existing research facilities, adding related business activity, incorporating a mix of other uses including after-hours activities and further housing opportunities, and improving access to and within the project'.* Potential infill areas are also encouraged along the Go Zone public transport route (from Cross Road to Flinders Medical Centre).

DPA Response

This DPA supports the principles listed above by acknowledging the importance of the 'Innovation Precinct' through appropriate and flexible zoning and planning policy to reflect the region's status for health, education, research and technology.

The Flinders Specialised Precinct falls within the subject area for this DPA, and aligns closely with the Strategy's aspirations for business activity, a mix of land uses, further housing opportunities and improved access within the area.

City of Onkaparinga

Strategic Directions Report 2013

The Strategic Directions Report for the City of Onkaparinga highlights the importance of all forms of transport to be integrated with current and future land use and provide social and economic opportunity for communities. The report identifies a number of DPA's that will provide planning policy changes that support future TOD's, centres and urban lands to accommodate the population growth targets for the Council area as set out in *The 30-Year Plan for Greater Adelaide*.

DPA Response

This DPA supports the strategic directions of the City of Onkaparinga by promoting modern zoning changes to reflect future aspirations of the region.

City of Onkaparinga Community Plan 2035

The City of Onkaparinga Community Plan builds upon the Community Plan 2028, incorporating new directions for lifestyles, the city as a destination, improving vocational training and education opportunities as well as local employment opportunities, the growing importance of tourism to the local economy and protecting the features of the city that underpin this. The following are the goals which support the objectives and the strategic actions to 2035:

- A liveable and connected city
- Vibrant and resilient communities
- A prosperous economy
- Sustainable environments
- Council of excellence.

Specifically, the following Strategic Actions align with the Darlington Upgrade Project:

1.2.1 Work with state government to improve the integration of all transport modes at our train and bus transit stations, and to improve the coverage, reliability and directness of bus services.
1.2.2 Work with government to address road condition and traffic issues, particularly Darlington.
1.2.5 Improve the integration of recreational trails with centres (including transport interchanges), key sporting destinations, employment precincts and suburban areas.
1.2.7 Support the upgrading of the Main South Road/Sturt Road intersection at Darlington and rail/transit station adjacent.
1.3.4 Encourage and support the development of a more diverse, innovative and affordable range of housing.
1.3.5 Encourage and support the development of smaller well-located local centres as integral features of local communities.
3.4.1 Improve access to higher education facilities (university, TAFE) and services.
4.3.1 Manage our built and natural assets to minimise risks to public health and safety, property and infrastructure.

DPA Response

This DPA will support the goals and strategic actions listed above by aligning closely with a number of the Strategic Actions within the City of Onkaparinga. The DPA proposes increased flexibility in zoning to improve integration of recreational areas, transport modes, land uses and educational opportunities.

Other Organisations

Flinders University

Flinders University – Making A Difference – The 2025 Agenda

The *2025 Agenda* identifies four pillars for their Plan, namely:

1. People and Culture – most important as collective success depends on the achievements of people& it is the culture that will sustain success into the future
2. Research- aim to be a world leader, contributing knowledge, understanding and practical solutions that will improve lives and benefit society
3. Education- paramount focus on student success
4. Engagement and Impact- productive engagement will be required across a range of networks to be able to create an impact that is core to their mission of changing lives and changing the world.

Response

This DPA supports the pillars of *the 2025 Agenda* by facilitating the development of a fully functioning modern university campus.

Flinders University -An Innovation Precinct Master Plan, January 2017

Outlines a vision for their campus and surrounds to develop as a University led-innovation precinct and urban village that overcomes the existing disconnectedness resulting from the sparse nature of the current university campus.
Therefore, seeks to create a destination and sense of place with greater connectivity to surrounding and new on site services and other amenities, with a focus on high quality student accommodation.

Identifies key movement corridors and connectivity.

Response

The DPA proposes a more appropriate planning policy framework that caters for a greater range of land uses consistent with a successful modern university and highlights key points of connectivity.

Appendix 2: State Strategic and Economic Priorities

Priority type	Priorities	Relevant objectives / targets for DPA	Comments
7 Strategic Priorities	Creating a vibrant city	The priorities are intended to focus efforts towards making a difference in the life of South Australian's and the future prosperity of the State. An explanation, rather than targets, accompany each priority which can be viewed on-line via the link below: www.priorities.sa.gov.au	The DPA seeks to assist efforts in creating places of intense development and activity through land use options, investment choices and housing diversity. Over time, these changes should help create more interesting places to live and work in a locality underpinned by employment opportunities and good transport links and options.
	Safe communities, healthy neighbourhoods		The DPA promotes a form of development that encourages passive surveillance of public areas and a pedestrianized environment through links between areas of interest, employment and community activity. While land use policy in a Development Plan has a role to play in achieving such objectives, they cannot do it alone. Broader measures are need to achieve co-ordination, promote partnerships and funding arrangements between public authorities and private land owners to assist in developing a safe environment and promoting healthier lifestyles.
	An affordable place to live		The DPA includes areas where greater housing diversity is being encouraged, including higher

Priority type	Priorities	Relevant objectives / targets for DPA	Comments
			density housing forms and taller buildings. The affordable housing policies of the State are being incorporated into the zoning changes to ensure housing is available to low to moderate income households. For government owned land (e.g. Tonsley precinct) requirements for affordable housing are part of the tender process and therefore embedded into future housing and mixed use development projects.
	Every chance for every child		NA
	Growing advanced manufacturing		The DPA area includes land used for higher learning, research and training facilities and land that has been set aside for development focusses on green industry research and manufacturing. The DPA retains the value of the wider area for these purposes and seeks to further enhance the attraction and accessibility to such uses by allowing a range of complementary facilities and different forms of housing and accommodation that students, teachers, and workers can benefit from. The expanded development opportunities have the potential to make the locality more marketable for business investment.

Priority type	Priorities	Relevant objectives / targets for DPA	Comments
	Realising the benefits of the mining boom for all		NA
	Premium food and wine from our clean environment		NA
10 Economic Priorities	Unlocking our resources, energy and renewables	2017 Objectives: Expand investment in renewable energy to be on track to increase the proportion of electricity generated from renewable sources from 39% in 2013-14 to 50% in 2025. Create a substantial and sustainable bioenergy industry	The DPA area includes the existing Tonsley project area - a mixed use development precinct created to support the transformation of South Australia's manufacturing industry by providing a high quality, people-focused and knowledge-driven environment. A key tenant of the Tonsley site is the TAFE Sustainable Industries Education Centre (SIEC), which offers an innovative, creative and collaborative learning environment structured to equip the building and construction, water and renewable energy industries with the knowledge and skills necessary to lead the nation in the use of sustainable technologies. Although the DPA retains the development prospects of the Tonsley project site, changes proposed in the wider locality seek to build onto the opportunities being created by the Tonsley project through the wider introduction of mixed use zoning and expanded options for housing choice and diversity for students, workers and visitors.

Priority type	Priorities	Relevant objectives / targets for DPA	Comments
	Premium food and wine exported to the world	NA	NA
	A global leader in health and ageing research and services	2017 Objectives: Increase South Australia's share of foreign investment in healthcare and biomedical projects from 3% to 5%.	By expanding the land use opportunities, the DPA potentially offers opportunities for business development in an area that includes existing health based and training related services.
	The knowledge state - attracting students and commercialising our research	2017 Objectives: Increase the number of international students studying in South Australia from 28,300 in 2013 (baseline) to 34,500 in 2017 Increase the number of science, technology, engineering and maths (STEM) students commencing undergraduate and postgraduate studies each year from 11,200 in 2013 (baseline) to 13,100 by 201 Establish an accommodation offer guarantee to new international students studying at our public universities.	New mixed use development and housing options being proposed by the DPA will enhance opportunities in and around existing educational institutions to expand centres of learning and accommodate students and teachers nearby.
	A destination of choice for travellers	NA	NA
	Growth through innovation	2017 Objectives: Increase the level of business expenditure on research and development from $1.06bn in 2011-12 to at least $1.5bn in 2017. Establish Tonsley as a nationally recognised and globally connected innovation and advanced manufacturing hub.	The Tonsley project falls within the DPA area and the intention to development that site as a significant innovation and advanced manufacturing hub have been retained. Development opportunities in the wider locality are also being expanded that can build onto the opportunities being

Priority type	Priorities	Relevant objectives / targets for DPA	Comments
			created by the Tonsley project.
	We're the best place to do business	2017 Objectives: Create the most cost-competitive business environment in the nation Create a system of regulation which promotes innovation and removes unnecessary burdens on business and the community, while safeguarding consumers and the environment	The DPA proposes amended zoning that encourages a mix of employment generating land uses that provide opportunities for business investment. Greater flexibility for land use types allows development to proceed on a merit basis while also taking into account the potential impacts on other occupiers of land. The DPA also proposes to introduce zoning along the Sturt River that recognises the value of the system as an open space corridor within Laffer's Triangle. The new Open Space Zone will link existing areas zoned for open space open north of Sturt Road and south of Main South Road.
	Adelaide: the heart of our state	NA	NA
	Promoting our international connections and engagement	NA	NA
	Access to capital and global markets for small businesses	2017 Objectives: EP10: MT2 - Increase the number of small and medium size businesses by 5 per cent each.	The DPA proposes amended zoning that encourages a mix of employment generating land uses that provide opportunities for business investment.

Appendix 3:

The 30 Year Plan for Greater Adelaide – Summary

A1.1 Context and Vision

The context and vision for *The 30-Year Plan for Greater Adelaide – 2017 Update* (30-Year Plan) is outlined in the introductory section of that document. While it is not intended to reiterate the content of these chapters in any detail, the following section provides a snapshot of those comments of most relevance to formulating a land use planning framework to guide the future development of sites affected by this DPA.

The *30 Year Plan* has a target of an additional 545,000 people and almost 250,000 dwellings for Greater Adelaide over the 30 year period.

Over recent decades, household growth has generally outpaced population growth in Greater Adelaide, resulting in a reduction in household size. The number of group and lone person households and single-parent and couple-with-no-children families have all increased due to ageing, and there have been increased numbers of overseas students and cumulative increases in divorce and separations. One of the most profound and consistent changes in the composition of the State's population since 2001 has been a continuous increase in the number and proportion of those aged 65 years and over. For example, between 2001 to 2011 the total population of South Australia increased by 136,000 persons or 9 per cent, while the population aged 65 and over increased by 19 per cent, from 220,000 to 262,000. In addition, during the 2001-11 period, the number of persons aged 85 years and over increased from 25,000 to 38,000, equivalent to a 50 per cent increase of their number. Over this same period, the number of couple-with-children families has fallen.

The overall reduction in household size – particularly lone person households – is likely to result in an increased demand for smaller dwellings. The elderly may choose to downsize from their family home or move into retirement living. Most overseas students are young and single, and choose to live in the City or inner metropolitan suburbs. A trend towards smaller dwellings is already evident, with detached housing and flats, units and apartments increasing as a proportion of total dwellings over the past two decades.

To meet the demands of a larger population and household needs, *The 30-Year Plan* outlines a vision for a new urban form for Greater Adelaide including:

- Seeking to protect our limited land resources by continuing the focus on infill development
- Increasing use of public transport by concentrating development along public transport corridors
- Increasing the number of residents living in walkable neighbourhoods where both residential and services are provided in proximity
- Increasing the diversity of housing through the provision of compact housing choices.

The proposed DPA seeks to rezone additional corridor areas identified in the 30-Year Plan to allow multi storey mixed use development, where it forms an extension to the areas that were previously rezoned though the Inner Metropolitan Growth (Stage 1) DPAs for the same purpose. The translation of the above elements to medium-density mixed-use activity areas along corridors requires the alteration of land use policy framework in the same capacity. The policy framework that was used in the Inner Metropolitan Growth (stage 1) DPAs – ie. the Urban Corridor Zone - will continue to be used.

By doing so a range of specific strategic policies in the 30-Year Plan are supported, such as housing choice and affordability.

The following polices are relevant to this DPA:

Transit corridors, growth areas, and activity centres

Policy No.	Policy reference	Comment
P1	Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)	The affected area follows South Road, a strategic corridor that is serviced by transport, infrastructure and services. The Plan identifies the areas surrounding South Road for mixed-use infill development, hand in hand with strategic upgrades to South Road and rail services.
P2	Increase residential and mixed use development in the walking catchment of: • strategic activity centres • appropriate transit corridors • strategic railway stations.	The draft DPA targets a site specific development opportunity for mixed use residential development at Tonsley, 'Laffers Triangle' and Bedford Park North which is anticipated to provide high density residential development and commercial activity centres – with direct access to public transport on South Road or via the Tonsley Rail Line. Other parts of the affected area are also encouraged to develop medium density mixed use and residential infill in proximity to public transport corridors.
P3	Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The proposed policy changes support an increase in residential densities within the corridor areas as identified in this DPA.
P4	Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	The draft DPA targets specific site areas for potential high rise development – eg Tonsley, Laffers Triangle, Bedford Park North - where there is a large land area that provides adequate distance to address potential interface issues with lower level development and adequate access to transport and services.
P5	Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use	The draft DPA will provide medium and high rise mixed-use and residential development opportunities within localities which are well served by public transport.
P6	Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.	The DPA includes a government owned site at Tonsley and seeks to encourage increased densities and a mixture of uses on this site as well as along South Road and Tonsley train line.
P8	Provide retail and other services outside designated activity centres where they will	A number of policies underpinning the affected area for rezoning promote

Policy No.	Policy reference	Comment
	contribute to the principles of accessibility; a transit-focused and connected city; high quality urban design; and economic growth and competitiveness.	various combinations of residential and mixed-use development, under the Regional Activity Zone; Suburban Activity Node Zone and Mixed Use Zone – all of which focus on a combination of mixed use developments in proximity to transport services.
P10	Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.	The abovementioned Zones, which are proposed to be applied to the majority of the affected area, promote this mixture of residential and mixed-use developments. They include the development of retail, offices, consulting room activities etc which are considered low-impact employment activities.

Design Quality

Policy No.	Policy reference	Comment
P26	Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.	The draft DPA encourages a range of housing types including affordable housing.
P27	Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.	The existing development plans contain policy in the Council-wide / General sections that *address Design and Appearance*, as well as *Interface Between Land Uses* issues. These policies are considered to adequately address issues of transition between land use types as well as built formats to ensure amenity and safety of sensitive developments. Having noted that, the DPA proposes to introduce a new *Interface Between land Uses* module into the Mitcham (City) Development Plan to strengthen interface policies in line with the SAPPL.
P29	Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.	Council-wide / General sections of the affected development plans contain policy that addresses the *Relationship of Development to the Street and Public Realm.* Existing policy is considered and not warrant amendment with this DPA.

Policy No.	Policy reference	Comment
P30	Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.	The various new zones being introduced include Policy Areas that contain policy to reflect local area characteristics including context, location and place as well as the long term planning directions for the area.

Heritage

Policy No.	Policy reference	Comment
P33	Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.	Where there is potential for new development to impact on historic, heritage or character places, new development will be required to consider design and built form and means to develop in a manner that complements existing development.
P34	Ensure heritage places and areas of heritage value are appropriately identified and their conservation promoted.	Existing Council-wide policy in Development Plans generally addresses this issue, however, additional policy is proposed that requires that new development is cognisant of and sympathetic with valuable built forms in the vicinity.

Housing mix, affordability and competitiveness

Policy No.	Policy reference	Comment
P36	Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The draft DPA encourages medium and high density residential and mixed-use development in transit corridors where there are high frequency transit services.
P37	Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: • student housing • ancillary dwellings such as granny flats, laneway and mews housing • dependent accommodation such as nursing homes • assisted living accommodation • aged-specific accommodation such as retirement villages • small lot housing types	The draft DPA encourages a range of housing types including affordable housing to encourage the growth and development of a comprehensive community. The DPA seeks to apply the affordable housing overlay over all proposed sites as well as provision of medium to high density housing.

Policy No.	Policy reference	Comment
	• infill housing and renewal opportunities.	
P40	Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.	The DPA includes a government owned site at Tonsley as well as large areas of underutilised land or land that holds significant infill opportunity. The DPA encourage increased residential densities as well as a mixture of uses that incorporate sustainable and innovative design approaches.
P42	Provide for the integration of affordable housing with other housing to help build social capital.	The draft DPA encourages a range of housing types including affordable housing and includes the application of the Affordable Housing Overlay over relevant parts of the affected area.
P45	Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.	The draft DPA encourages a range of housing types including affordable housing. The DPA seeks to apply the affordable housing overlay over relevant parts of the affected area.
P46	Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year period).	The DPA seeks to achieve strategic objectives of The 30-Year Plan which include increased focus on infill development and employment growth.

Health, wellbeing and inclusion

Policy No.	Policy reference	Comment
P47	Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include: · diverse housing options that support affordability · access to local shops, community services and facilities · safe cycling and pedestrian--friendly streets that are tree--lined for comfort and amenity · diverse areas of quality public open space (including local parks, community gardens and playgrounds) · sporting and recreation facilities · walkable connections to public transport and community infrastructure.	The DPA seeks to increase residential diversity in the affected area by providing increased emphasis on medium density development that will meet the diversity of residential needs by the community. Hand in hand with this is the development of a comprehensive an integrated environment that includes accessibility to a range of goods and services by a range of transport modes; amenable environments including provision of open space and recreation areas. The DPA seeks to encourage a variety of development types and formats to meet the diverse community requirements.

Policy No.	Policy reference	Comment
P50	Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.	The DPA encourages a range of open space for passive or structured recreational purposes. The DPA also seeks to protect the environmental and cultural importance of the Warriparinga Wetlands by including this land within the Open Space Zone of City of Marion.

The economy and jobs

Policy No.	Policy reference	Comment
P55	Promote certainty to undertake development while at the same time providing scope for innovation.	The DPA introduces new policies which guide the integrated development of residential and mixed uses. As an integral part of this is policy provision for innovative approaches to built form and interface. The policy also, by default, inherently provides increased flexibility for the mixture of land uses, thereby opening up land supply options for retail and commercial activities. The DPA has included investigations that review impacts on industrial land supply to ensure that this is not made susceptible as a result of rezoning.
P56	Ensure there are suitable land supplies for the retail, commercial and industrial sectors.	

Transport

Policy No.	Policy reference	Comment
P74	Ensure development does not adversely impact the transport function of freight and / or major traffic routes and maintains access to markets.	The draft policy framework identifies key strategic roads and includes policies which protect their functionality.
P76	Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.	The DPA proposes to rezone and / or amend policy to support the development of medium and high density residential development and mixed uses in transit corridors to make better use of transit services and infrastructure.
P77	Ensure that new housing (and other sensitive land uses) permitted in locations	Affected Development Plans include policies and Overlay maps that trigger

Policy No.	Policy reference	Comment
	adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.	planning and building requirements for sensitive land uses in proximity to strategic transport infrastructure.
P80	Reduce car parking requirements in mixed-use areas near high frequency public transport services to encourage the use of alternative transport modes.	The DPA proposes policies that seek to reduce car parking requirements, reflecting the location of residential development and mixed-uses on transit corridors with high-frequency public transport services.

Infrastructure

Policy No.	Policy reference	Comment
P83	Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.	Proposed policies seek to minimise impacts on existing strategic infrastructure, particularly arterial roadways via parking guidance and pedestrian accessibility.

Climate Change

Policy No.	Policy reference	Comment
P105	Deliver a more compact urban form to: • Reduce vehicle travel and associated greenhouse gas emissions	The DPA seeks to increase residential and mixed use development opportunities within key transport corridors, thereby promoting reduced car use and smaller dwelling footprints.
P107	Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.	The draft DPA encourages a range of housing types including affordable housing.

Appendix 4: Existing Development Plan Description

Part 1: Existing zones, policies and land uses by Council (for Area locations, refer to Figure 4 in the body of the report)

The tables below provide a description of existing zoning and land uses for the affected areas within the City of Marion, Mitcham and Onkaparinga.

City of Marion - Area 1



This is the largest area within the **City of Marion** in the DPA investigations area, and covers some 280 hectares. The area largely comprises housing in the suburbs of Mitchell Park and Clovelly Park, with some substantial areas reserved for business, industrial, and commercial activities typically along main roads. Further details about the zoning and land uses are provided in the following table.

Zone / Policy Areas	Description / purpose
Commercial Zone – South Road Commercial Policy Area 2	The zone extends along Main South Road between the former Mitsubishi Motors site and Norrie Avenue (which is the southern boundary of a Neighbourhood Centre Zone). Only the southern extent of this zone (up to York Avenue) is within the area affected by this DPA. It is also noted as being wholly part of South Road Commercial Policy Area 2. The Commercial Zone provides for a range of business enterprises like petrol filling stations, consulting rooms, warehousing, motor vehicle services and light industrial uses. Shopping for food and personnel items (e.g. clothes, footwear, perfume etc.) is restricted though retail floor space limits, however, no such limits are applied to bulky goods outlets (such as furniture showrooms, hardware and sporting equipment).

Zone / Policy Areas	Description / purpose
	The only form of housing contemplated in the zone is a dwelling associated with a non-residential use (e.g. a caretakers residence). The requirements for development in Policy Area 2 reinforce the importance of maintaining the role and function of the Main South Road corridor and manage the interface with residential areas. The Policy Area appears in a number of location along Main South Road, most being outside the area affected by this DPA and therefore zoning changes will need to maintain the relevance of Policy Area 2 for should be confined to those. <u>Land Use</u> Activities within that part of the zone affected by this DPA comprise: on the northern side of Selgar Avenue, storage facilities and the Tonsley Hotel and on the southern side of Selgar Avenue, vehicle sales and services, manufacturing / supply of outdoor products, parking areas and a vacant site**)** The established uses are generally consistent with the zoning.
Industry Zone	The objective for the zone as a whole is to support a wide range of industrial, warehouse, storage and transport land uses. The zone's assessment criteria are concise and relate to building setbacks, advertisings and siting and design considerations to minimize impacts on residential areas. The zone comprises three separate locations: A 10 hectare area to the south of the former Mitsubishi Motors site, which provides a long frontage to Main South Road. As there no policy area or precinct specific criteria relevant to this area, development proposals are assessed against the zone wide requirements. Over 9 hectares occupying a stretch of land fronting the eastern side of Marion Road. The industrial zone continues to the west of Marion Road outside the area affected by this DPA. This land falls in the Industry/Commerce Policy Area 4, which contemplates a range of light and service industry, depots and commercial activities (including bulky goods retailing). About 6 hectares between the former Mitsubishi Motors site and residential properties fronting Byron Avenue. This area is more specifically referred to as Light Industry Policy Area 6 and caters for low impacting businesses such light industry, storage and warehousing. General industry (being activities that may generate off-site impacts) is a non-complying form of development in Policy Area 6 and only

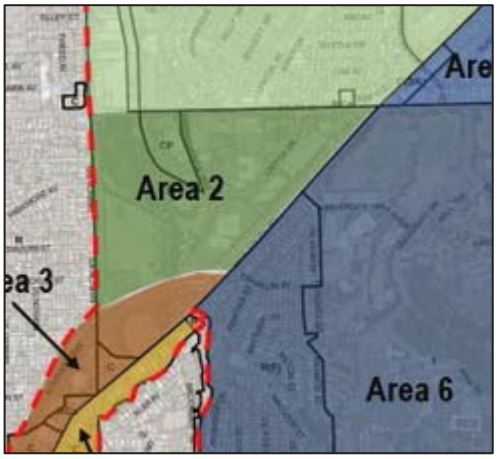
Zone / Policy Areas	Description / purpose
	applies in one other location in the Council district – refer to Area 3 below <u>Land Use</u> The larger southern Industry Zone is occupied wholly by a large scale manufacturer and supplier of automotive parts (shock absorbers). Vehicle access to the site is primarily from Main South Road, although a further access point is available from Ash Avenue / Mimosa Terrace. Policy Area 4 includes activities such as storage units, automotive repair services, council depot / service centre, and various home improvement and bulky goods outlets. Policy Area 6 provides a base for a number engineering and manufacturing services, as well as warehousing / storage units. These front onto Selgar Avenue and Drury Terrace, which is the only route for vehicular access. Selgar Avenue / Drury Terrace is essentially a dead-end road as access to / from the northern (Byron Avenue) end is controlled by gates that prevent access to residential properties on the northern side on the gate. Policy Area 6 also include a site used as a dwelling, which is noted as being a state heritage item – *'dwelling ('Wattiparinga') and Vineyard'*. Aside from the dwelling in Policy Area 6, the uses are consistent with the intent of the Industry Zone.
Local Centre Zone	There is one Local Centre Zone located in the area, which is sited on the corner of McInerney Avenue and Greenglade Drive. The zone encourages a range of business activities like shops, consulting and offices. As with all centre zones across Greater Adelaide, the zone was amended in April 2016 as part of a State Government initiative to ensure prime areas of business are able to better support businesses by removing heavy handed controls (e.g. restrictions on the amount of retail floor area able to be provided) and permitting different activities to take place within existing buildings more easily. <u>Land Use</u> The activities in the zone includes a post office, hair dressers and deli/take away, with some vacant premises. All of the floor space is housed in an older style, building measuring some 550 square metres in area.
Neighbourhood Centre Zone	There are two areas within the DPA affected area zoned as a Neighbourhood Centre.

Zone / Policy Areas	Description / purpose
	The Neighbourhood Centre Zone in the northern parts of Area 1 straddles Marion Road, therefore only partly within the DPA area. The southern zone is located on the corner of Sturt Road and Maple Avenue and is wholly inside the DPA affected area. When compared with the local centre zone above, the zone contemplates a wider range and larger scale uses such as a supermarket and petrol filling station as well as various community services such as a library, child care facility or a place of worship to name a few. As an important local business hub, the zone was also reviewed as part of the State's April 2016 initiative mentioned above. <u>Land Use</u> The northern zone includes a number of businesses including a petrol station, a hotel, professional and medical services. The zone of Sturt Road includes a single building used by a number of tenancies including fast food outlets, hairdressers, delicatessen and appliance repair services. Although the building is slightly smaller than the one found in the local centre zone mentioned above, it appears to be actively used possibly due to its exposure to a major road (Sturt Road).
Open Space Zone	The zone is part of a continuous area that extends from the northern edge of Sturt Road through to Marion Council's district boundary. In relation to the area affected by this DPA, the zone is essentially a narrow stretch of land that separates housing in Mitchell Park from industrial areas fronting Marion Road. <u>Land Use</u> The subject land contains the Sturt River, which basically comprises a formed concrete channel and associated access areas, a pedestrian/cycle path and the adjoining Maldon Avenue Reserve. The pedestrian / cycle pathway is part of the *Bikedirect* off road sealed path network which extends through Laffer's Triangle south of Sturt Road and continues northward through the DPA investigations area and then crosses Marion Road.
Residential Zone (Medium Density Policy Area 12, Northern Policy Area 13, and Regeneration Policy Area 16)	The Residential Zone consumes most of the land in Area 1 (about 160 hectares). Like other zones of this type, the intent of the zone is to provide a range of housing types as well as small scale non-residential uses. The Zone as a whole requires proposals to include a 15 per cent affordable housing, which is consistent with State strategic

Zone / Policy Areas	Description / purpose
	directions aimed at supporting the provision of housing choice for those on low to moderate incomes. The Residential Zone includes additional requirements relating to 12 individual Policy Areas. The area affected by this DPA relates to portions of three Policy Areas with different development assessment parameters to the zone as a whole. The key development Objective of each Policy Area is reproduced below: Medium Density Policy Area 12 – Obj 1: *A residential policy area comprising a range of medium-density dwellings designed to integrate with areas of open space, neighbouring centres or public transport nodes.* Northern Policy Area 13 – Obj 1: *A policy area primarily comprising low scale, low to medium density housing.* Regeneration Policy Area 16 - Obj 1: *Integrated re-development of poor quality housing stock and underutilised land.* Parameters found in each Policy Area impact the ability to redevelop land. Of particular interest are minimum site area and road frontages widths that need to be achieved for different dwelling types. There requirements can be useful indicator of development potential. Some critical parameters used in reviewing potential development yields from the existing development plans are summarized in **Appendix 5**. The 180 hectares (or thereabouts) of residentially zoned land in Area 1 is distributed as follows: • about 85 percent is Medium Density Policy Area 12 • about 10 percent is Regeneration Policy Area 16 and • 5 percent is Northern Policy Area 13. <u>Land Use</u> Policy Area 12 – primarily residential uses throughout, although data show the presences of several institutional (church, Kindergarten, school) and other activities (ambulance station and non-private residential uses). Policy Area 13 – except for two allotments, all parcels are used for housing and most of these contain individual (detached) dwellings. Some redevelopment is apparent and typically in the form of detached dwellings on smaller (narrower) sites. Only a few sites are used for other dwellings types such as units or semi-detached houses. Non-residential uses comprise institutional activities, one on Byron Avenue and the other larger facility (Cosgrove Hall) on York Avenue.

Zone / Policy Areas	Description / purpose
	Policy Area 16 – predominantly detached, single storey dwellings, however, there are a number of two storey buildings and a variety of more compact housing types including group dwellings and units.
Suburban Activity Zone	The Zone was one of two zones put in place to guide the redevelopment of the former Mitsubishi Motors site. Introduced in December 2013, the zone supports the State Government vision for the redevelopment of the land for a range of multi-storey, medium and high density forms of housing as well as compatible commercial and retail uses. The zoning scheme supports the creation of a 'Town square Precinct' to provide a focus for a mixed use development and support a vibrant community and business hub. The mixed use development theme continues along both sides of the easterly extension of Alawoona Avenue but at a lesser intensity, connecting the Tonsley Station to the Town Square. <u>Land Use</u> Redevelopment of this section of the former Mitsubishi Motors site is still in the planning stage. A contract to develop an 11 hectare residential and mixed-use precinct was awarded in 2016 and is expected to deliver about 850 homes and 1500 square metres of commercial floor space.
Urban Employment Zone	This zone also relates to the former Mitsubishi Motors site which is discussed above. In this case the zone provides a focus for a range of employment, education and training uses. <u>Land Use</u> Redevelopment of the Zone is progressing and includes a new TAFE SA campus (Sustainable Industries Education Centre), Flinders at Tonsley (Flinders University's School of Computer Science, Engineering and Mathematics), Sustainable Energy Technology Businesses, Petroleum Training Centre, and other businesses and collaborative work spaces.

City of Marion – Area 2 (Laffer's Triangle)



Zone / Policy Areas	Comment
Caravan and Tourist Park Zone	The zone occupies some 3.2 hectares of land fronting Sturt Road. It is the only land within the whole of Marion Council zoned in this way. The zone was introduced as a State planning policy initiative in 2008 across metropolitan and outer-metropolitan Adelaide to guide the future development of these parks and provide greater certainty to both the tourism industry and, in some cases, long-term residents as to the future use and function of the park. The main objective for the Zone states: *'A zone accommodating a range of short-term tourist accommodation predominantly in the form of caravan and camping sites, cabins, and transportable dwellings surrounded by open landscaped areas.'* Aside from holiday accommodation, uses contemplated in the Zone include various recreation facilities and amenities for visitor enjoyment. Other uses within the zone (e.g., shops, offices, houses) are generally discouraged unless in association with tourist accommodation. <u>Land Use</u> The zone is largely occupied by the Marion Holiday Park, which overlooks the adjacent Sturt River / Warriparri and Warriparinga Wetland areas. Information about the Park establish holiday cabins / units and caravan sites as the most prevalent forms of holiday accommodation, which is confirmed by aerial images. The easterly portion of the Park provides the bulk of the recreation and holiday maker facilities such as a pool, tennis courts, gym and games room. Access to the Park is provided from Sturt Road.

Zone / Policy Areas	Comment
	The only other land use in the zone is a dwelling located on the most easterly parcel, which also gains access via Sturt Road. From appearances the dwelling does not appear to be related to the Holiday Park and, would in such circumstances, be at odds with the general intentions of the zone.
Industry Zone – Research Policy Area 7	The Industry Zone comprises most of the land in Area 2, all of which is part of Research Policy Area 7. The purpose of the Zone was described previously, however, the Policy Area 7 has a particular focus Although the requirements of Policy Area 7 apply over a contiguous area, the southern 'wedge' of the Policy Area is separated from the bulk of the land by the Southern Expressway. For this reason, discussion about the southern wedge of Policy Area 7 is included in 'Area 3' below given the spatial relationship between this part of Policy Area 7 and other land further south that is also 'wedged' between the Southern Expressway and Main South Road. Importantly, Policy Area 7 is wholly within the area affected by this DPA and therefore changes to the Policy Area may be proposed wholly or partly, and could include its entire deletion from the Development Plan. Objective 1 for the Policy Area outlines its purpose as follows: *'…….accommodating industry comprising a range of scientific and technical research, development and manufacturing establishments related or complementary to the research functions of the Flinders University and Flinders Medical Centre and to other Adelaide-based research and development institutions.'* Development in the Policy Area is guided by Concept Plan Map Mar/7 – Sturt Triangle that broadly identifies: • reserve and wetland areas around the Sturt River / Warriparri and Warriparinga Wetlands • pedestrian / bicycle routes • a proposed road network that links Laffer Drive to Marion Road • areas for industry research development. <u>Land Use</u> Land uses within the Policy Area appear typically consistent with the intentions to accommodate facilities for scientific and technical research. However, there are other uses in the area that were perhaps not contemplated at the time the zoning was established. They include: the Living Kaurna Cultural Centre and Warriparinga Wetlands, accessed via Warriparinga Way from Sturt Road Sturt Police Station on Sturt Road.

Zone / Policy Areas	Comment
	The main entrance route to the Policy Area is from Sturt Road via Laffer Drive. Laffer Drive was proposed to be extended as an eventual link to Marion Road, however, development at the end of the deader Drive has that would indicate that the original link proposal is no longer anticipated. The Sturt River / Warriparinga separates land fronting Marion Road from the remainder of the zone. All of the land fronting Marion Road is identified as open space and reserve areas and mainly owned by the City of Marion. Land use data for the southern parcel identifies it as vacant. This almost 6 hectare parcel is owned by the Indigenous Land Corporation (ILC), who indicated a desire to use the land for a variety of purposes as part of the Concept Plan consultation process including some housing.

City of Marion - Area 3



The zoning and allotment configuration in Area 3 reflects land use intentions pre-dating the construction of the Southern Expressway. It comprises land in a mix of zones that likely took advantage of its exposure and access to the busy Main South Road corridor.

A review of the zoning in this area is warranted given the significant changes in the road network and the poor relationship with existing land uses and on-going expectations created by an outdated zoning layout.

Zone	Comment
Commercial Zone	The Zone occupies two sites – one on the corner of Marion and Main South roads and another further south on the corner of Seacombe and Main South roads. Both areas are subject to zone requirements only (there are no additional Policy Area or Precinct provisions)

Zone	Comment
	The zone supports '*a range of commercial and business land uses*' including consulting rooms, offices, service trades warehousing. Limitations are placed on the use of land for shops, other than bulky goods outlets. While there are no limits on the size of bulky goods outlets, other shops trigger a non-complying assessment process when the floor area exceeds 250 square metres. <u>Land Use</u> The northern, triangular shaped zone is occupied solely by a fast food outlet. Vehicular access is provided from both Marion and Main South Roads (left in left out only). To the north of this part of the zone is the Industry Zone - Research Policy Area 7 (see below). The southern portion of the zone is divided by the carriageway of the Southern Expressway: • to the west of the carriageway - the land is unused, being what appears to be 'remnant' land from Expressway alignment and construction • to the east of the carriageway – existing commercial uses front onto Main South Road and include plant, equipment and vehicle hire services and motor mechanics. Access to uses in the zone is generally from Main South Road, although the business adjacent to Seacombe Road also has an access from this road.
Industry Zone – Policy Area 6 and 7	The Industry Zone is found at both the northern and southern tips of Area 3. The northern end forms part of Research Policy Area 7, which is discussed above under Area 2. The Industry Zone located to the southern extent of Area 3 (more specifically identified as Policy Area 6 – Light Industry) demonstrates the effect the construction of the Southern Expressway has had on the availability of land for urban activity. Most of the allotments that make up Policy Area 6 at Darlington are now part of the road corridor and /or form part of the road reserve. Only three privately held allotments west of the road corridor are available for development in accordance with the existing Industry Zone requirements. The requirements in Policy Area 6 of the Industry Zone affect two areas – one at Darlington (located in this area) and another at Clovelly Park that abuts the former Mitsubishi Motors site, which is located in Area 1 mentioned in this table above. This means that the whole of Industry Zone Policy Area 6 is under review as part of this DPA.

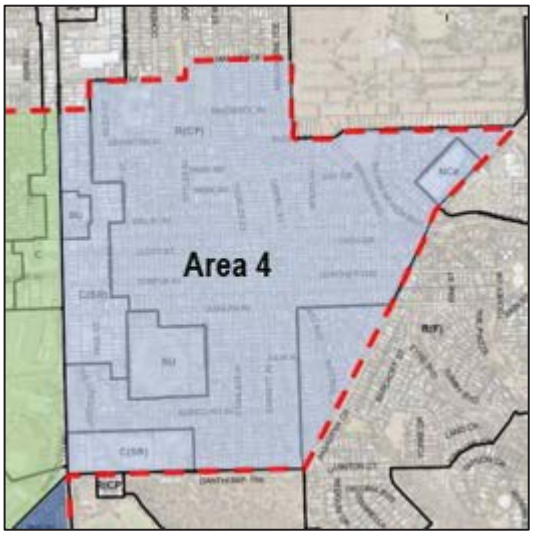
Zone	Comment
	Land Use ***Northern section*** Land use data for the northern section of the zone is unavailable, however, aerial photography (from 2015) indicates that land is not use for any commercial / industrial purposes. A significant feature in the area is the Sturt River / Warriparri. The river passes under Main South Road through the northern section of the zone and then under the Southern Expressway. A walking / cycle path also passes through the area alongside the river Much of the top northern half of the zone is vegetated, although a horseshoe shaped clearing is also apparent in the southern half. ***Southern section*** Most of the existing parcels in the southern section are alienated for industrial use due to the Southern Expressway corridor. To the west of the road corridor, only three of the industrially zoned parcels are currently used in a manner consistent with the zone provisions. They include: • a warehouse / store located at the eastern end of Grace Road - this is a residential street and provides the only vehicle access to the site • automotive services and a medical clinic at the western end of and fronting Graham Road – while this road is also characterised by residential development, an alternative access route is available via Seacombe Road and leads to rear parking areas associated with these uses. The long term use of land at the end of residential cul-de-sacs for these types of non-residential uses seems less than ideal.
Neighbourhood Centre Zone	The zone is a small neighbourhood centre relative to those found across metropolitan Adelaide (being less than 1 hectare gross in area). Land use expectations in the zone are considered in Area 1 above. Land Use Generally speaking the zone includes two clusters of shops, each containing multiple tenancies and shared parking facilities which are accessed from Main South Road. Land between the rear of the shops and up to the Southern Expressway is zoned for residential purposes, which is vacant (non-government) land.

Zone	Comment
	Land to the north of the zone is also residential land, but occupied by SA Water services.
Residential Zone	The zone covers areas to the west of Marion Road and also to the western side of the Neighbourhood Centre and Commercial zones mentioned above. This part of the Residential Zone is included in Northern Policy Area 13, which is already mentioned in Area 1 for Marion. Land Use Land in this part of the Residential Zone appears essentially undeveloped apart from a site adjacent to Marion Road which used for utility services by SA Water.

City of Mitcham

Similar to Marion, the Mitcham Council area has been divided into three precincts to describe zoning and land use. The following table identifies existing zoning and land uses in the affected areas of the City of Mitcham.

City of Mitcham - Area 4



Zone	Comment
Commercial (South Road) Zone	The Zone occupies two prominent positions in Area 4 – one fronting Main South Road and the other on the corner of Main South Road / Ayliffes Road. Both areas are subject to zone provisions only, which has the following key objective:

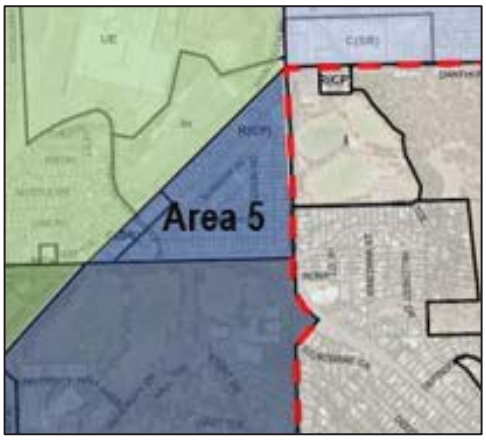
Zone	Comment
	Accommodation of mixed service trade premises, light and service industrial, transport, wholesale, storage, small-scale office, indoor recreation, leisure and retail showroom uses. Other notable considerations when proposing development in the zone are to maintain the arterial road function of Main South Road and provide transitional uses (e.g. offices) at the interface with residential areas. Other requirements relate to built-form and amenity consideration such as building heights, design, advertising and landscaping to improve the aesthetics along main road corridors. As with many zones of this type, restrictions operate around the scale and type of shopping in out-of-centre locations and in this case a non-complying floor space limit of 150 square metres exists for most shops (other than bulky goods outlets / retail showrooms). <u>Land Use</u> The zone includes a diverse range of businesses from utility service depots, vehicle sales and services yards, child support services, hotel, home improvement outlets, recreational supply sales and an assortment of other shops and offices.
Neighbourhood Centre	The zone establishes similar requirements to those in the Marion Council area mentioned above. Objective 1 for the zone states: *A zone primarily accommodating a range of retail, community, office, commercial, entertainment, educational, religious and recreational facilities to serve the day-to-day needs of the neighbourhood.* Changes to the zone came into effect in April 2016 in accordance with those made across the Greater Adelaide Region to promote and encourage these area for investment and business opportunities. This included the introduction of complying development criteria to support the adaption of existing buildings for different land uses. <u>Land Use</u> The zone includes a large shopping complex and petrol filling station. The shopping complex has undergone expansion, which included undercroft / basement parking. The parking areas can be accessed from Fiveash Drive, Painter Street and Forbes Street.
Residential (Central Plains)	The Residential (Central Plains) Zone makes up the bulk of Area 4. The zone includes 5 Policy Areas, two of which are (partly) represented in the DPA investigation area – Policy Areas 8 and 10.

Zone	Comment
(Policy Areas 8 and 10)	Objective 1 for the Zone sets the scene for development as follows: *Development comprising primarily detached dwellings within Residential (Central Plains) Policy Areas 8, 9, 10 and 12 undertaken in a manner that complements the predominant architecture, streetscape and low density character of existing development in the locality.* The respective Desired Character statements for Policy Areas 8 and 10 seek to ensure: Policy Area 8 - *New building forms should generally maintain the existing pattern and scale of detached dwellings with road frontage, although other forms of dwellings should also be provided to extend the range and choice of housing options available to the community*. Policy Area 10 - *further selective redevelopment of suitable properties should continue with encouragement of diversity of housing types, at a density appropriate to the locality. New development should reinforce the existing streetscape pattern of detached dwellings and at the same time improve the overall appearance and amenity of the locality.* Important criteria for dwellings proposed in Policy Areas 8 and 10 are set out in **Appendix 5** (minimum site areas and frontages). In addition, the following types of development are non-complying in the Zone: *Dwelling on a site with a frontage of less than nine metres to a public or private road whether existing or proposed in a plan of division (excepting where such a site is to contain a row dwelling)* *Land division creating an allotment with a frontage of less than nine metres to a public or private road either existing or proposed in a plan of division (excepting where such an allotment is to contain a row dwelling either existing or under construction)* *Multiple Dwelling* *Residential Flat Building comprising three or more dwellings* <u>Land Use</u> The areas under consideration comprise mostly housing with reserves / stormwater reserves scattered throughout. The housing is typically single storey detached dwellings, with some one and two storey residential flat buildings. Recent construction activity suggests a strong preference towards two-for-one developments consisting mostly of single storey detached houses on narrower allotments and one-for-one replacement activity (i.e. no additional housing). However, this type of development is likely a product of development plan requirements rather than being an indicator of housing preferences.

Zone	Comment
	Most of the redevelopment has occurred in the northern half of Area 1, where housing stock is typically older (pre 1960). Land use data indicates only a handful of allotments contain non-residential activities including: • landscape conservation and restoration • kindergarten • shops adjacent to Quinlan Avenue (near panther park) • church • small warehouse.
Residential (Foothills)	This zone encourages detached houses at low density due to topography of the land and help minimize visual and environmental impacts. Different requirements apply depending on the gradient of the land / site, where larger site areas and wider frontages are needed as land becomes steeper. Again, **Appendix 4** includes some information on minimum sites areas and allotment widths when developing land with a gradient of less than 1 metre vertical change in elevation in every 8 metres travelled horizontally. The DPA investigation area in Area 1 relates to a triangular shaped area adjacent to Fiveash Drive. <u>Land Use</u> That portion of the zone in Area 4 is comprised entirely of housing, with the exception of some open space along a stormwater drainage channel. The housing is predominantly single storey detached houses, with few two storey buildings or components of buildings (often needed to adapt built form to the slope of the land, such as undercroft car parking). Steeper sites (i.e. greater than 1:8) in this part of the Zone are located near Fiveash Drive.
Special Uses	The Zone appears in two locations in Area 4: 1.6 hectares on either side of Walsh Avenue with frontage to Main South Road, and about 7.3 hectares adjoining and to the south of Quinlan Avenue. In a policy sense, the only assessment guidance provides at the Zone level is as follows: *Development undertaken in the Special Uses Zone should be special public and private activities of an institutional or open character.* The Zone is supported by a relatively long list of uses (non-complying forms of development) which are not contemplated in the Zone.

Zone	Comment
	Land Use The larger of the two zoned areas comprises a football oval (Kenilworth Football Club), which is wholly owned by Mitcham Council. The smaller area is also in single ownership, but privately held and operated as a school / religious facilities.

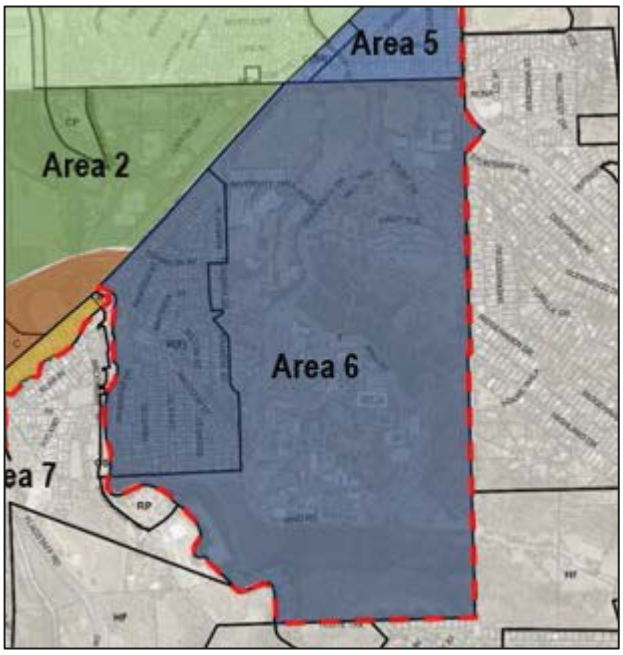
City of Mitcham – Area 5



Zone	Comment
Commercial (South Road) Zone	The Zone occupies a narrow strip of land fronting Main South Road. The purpose of the zone is mentioned above for Area 4. Land Use Prior to the DUP, all the land in the zone was used for commercial / retail purposes. Road construction requirements mean that the land is needed for road infrastructure. In this case the purpose of the zone is anomalous. Importantly, the zone will no longer provide an interface between the Main South Road traffic and residential uses behind.
Residential (Central Plains) (Policy Area 8)	For Zone and Policy Area requirements, refer to Area 4 above. Land Use The age of housing in the area is quite mixed, but generally predates the 1980s. Most is in the form of detached dwellings, although there are a number of single and double storey unit sites typically from the 1960s and 1970s.

Zone	Comment
	Housing constructed in recent years is typically replacement and two-for-one semi-detached single storey houses, although this has been limited. Like properties in the adjacent Commercial Zone, houses next to the Main South Road corridor will be affected by the DUP.

City of Mitcham – Area 6



Zone	Comment
Institutional Zone	The Zone as a whole seeks to accommodate: *(a) public and private activities primarily of an institutional and/or open character.* The Zone also includes specific Objectives for individually zoned areas across the district. In this case, Objective 4 for the Zone states: *The Flinders University area accommodating a wide range of tertiary education, research and public hospital activities with:* *(a) the Flinders University Campus, the Sturt Campus of the South Australian College of Advanced Education and the Flinders Medical Centre, set within landscaped areas, recreational grounds and open spaces; and* *(b) mature vegetation in the area preserved and reinforced by additional plantings where appropriate.*

Zone	Comment
	To preserve the open landscape character of the Zone, the policies require buildings to be clustered with existing buildings. Amongst the range of uses listed as non-complying development in the Zone are: • most forms of housing – • shops with over 50 square metres of floor space • consulting rooms • bus depots and stations • hotel (licensed premises) • motel (temporary accommodation with restaurant). There are no requirements in the zone regarding built form such as height and setbacks from boundaries. Although residential flat buildings are a consent use, the zone provisions do not encourage any form of residential development or other forms of accommodation. <u>Land Use</u> The zones comprises a number of major metropolitan health and education services including the Flinders Hospital, Flinders Medical Centre, Flinders University, car parking stations and sports fields. Existing buildings within the zone are generally up to 6 storeys in height. Some parts of the zone have not be developed for urban uses and include gully areas in the outside of the Ring Road.
Residential (Foothills)	The Zone relates to areas that are typically undulating to very steep, accommodating homes on larger sites. Minimum site areas for detached and semi-detached dwellings are reinforced through non-complying development triggers and other more intensive housing types are non-complying forms of development. <u>Land Use</u> Land use data shows that most parcels in the zone are used for housing. Individual dwellings of separate parcels are the dominant form of housing, with some sites containing multiple dwellings. Aside from a couple of reserve areas, information indicates there are no non-residential land uses within the area. Notably, site inspections and aerial photography shows some commercial activities have occurred along the Main South Road

Zone	Comment
	frontage, however, all of these allotments have been acquired by the State Government for road infrastructure improvements resulting in a loss of some local businesses.

City of Onkaparinga – Area 7



The area under consideration within the City of Onkaparinga is limited to the stretch of land fronting Main South Road between Arthur Street and the Sturt River. With exception of one residentially zone parcel, the land along this section of Main South Road falls in the Commercial Zone.

The following table details existing zoning, policies and land uses for the affected area in the City of Onkaparinga.

Zone	Comment
Commercial	The Commercial Zone is more specifically referred to as Flagstaff Hill Policy Area 4 and is bounded to the east and south by the Residential Zone. The commercial and residential areas are separated by a watercourse along most of the shared boundary, forming a natural separation between competing land use areas. The natural separation ceases towards the southern extent of the Commercial Zone (i.e. south of Cameron Street), where interface considerations between residential and commercial activities are likely to become more important. The Zone contemplates a range of low impacting commercial and business activities including retail outlets, motor vehicle services, consulting rooms, warehousing and the like. The Flagstaff Hill Policy Area 4 establishes some subtle differences to the rest of the zone including allowing slightly larger shops and a bottle-shop, while reducing opportunities for office development.

Zone	Comment
	A notable aim of the Policy Area is to rationalise land uses to improve the overall appearance and function of the area. Development in the Policy Area is guided by *Concept Plan Map Onka/5 – Flagstaff Hill Mixed Commercial*, which identifies preferred vehicle access points to public roads and onsite vehicle movement corridors. Limits on some commercial uses (including the size of shops and offices) are 'mandated' through non-complying development criteria. All forms of housing are non-complying forms of development. <u>Land Use</u> Land uses in the area include fast food outlets, petrol stations, a hotel, bulky goods outlets and garden / landscape supplies.
Residential	At the northern end of the Commercial Zone (described above) is a small area zoned as Residential. Objective 1 for the zone sets out the following development expectations: *A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.* <u>Land Use</u> The site is unused land 'wedged' between as existing commercial use and an Open Space Zone containing the Sturt River.

Appendix 5: Existing Development Plan Criteria

Existing Development Plan Building Heights Summary

Zones	Policy Areas	Building height (maximum)	Comments
Marion Council			
Commercial	NA	None	General Section - Design and Appearance requirements apply - i.e. PDC 2 seeks to minimise the impact of bulk and scale of development on adjoining properties. Policy Areas may prescribe additional height limits. Aside from the maximum 2 storey limit in Policy Area 2: • buildings located within 20m of a residential zone are limited to one storey • any building greater than 2 storeys is non-complying.
	Policy Area 2	2 storeys	
Industry	Policy Area 4	2 storeys	Unless otherwise specified, building heights for industrial development is determined using a building envelope established in accordance with PDC 2 of the General Section - Industrial Development. Policy Areas may prescribe additional requirements as indicated. In relation to Policy Area 4: • buildings located within 20m of a residential zone are limited to one storey • any building greater than 2 storeys is non-complying.
	Policy Area 6	None	
	Policy Area 7	3 storeys	
Local Centre	NA	None	General Section - Design and Appearance requirements apply - i.e. PDC 2 seeks to minimise the impact of bulk and scale of development on adjoining properties.
Neighbourhood Centre	NA	None	See Local Centre.
Open Space	NA	None	See Local Centre.
Residential	Policy Area 12 Medium Density	3 storeys	The third storey in Policy Area 12 is required to be within the roof / attic space (see Zone PDC 7).
	Policy Area 13 Northern	2 storeys	
	Policy Area 16 Regeneration	3 storeys	
Suburban Activity Node		7 storeys	Zone PDC 15 prescribes different height limits based on location: • Core Area - 7 storeys • Transition Area - 3 storeys • Other areas - 6 storeys.
Urban Employment	NA	Medium rise (10 storeys)	Zone PDC 7 prescribes different height limits based on location

Zones	Policy Areas	Building height (maximum)	Comments
Caravan and Tourist Park	NA	single storey	The buildings height limit is described in the Desired Character statement.
Mitcham Council			
Commercial (South Road)	NA	2 storeys	Council wide policy (eg see PDC 14 under Form of Development) provides a basis to assess the impact of non-residential development on adjacent residential areas, including design and siting.
Neighbourhood Centre	NA	None	See Commercial Zone
Residential (Central Plains)	Policy Area 10	2 storeys	For residential development, Council-wide PDC 26 relating to 'Building Height, Bulk and Site Coverage' provides a basis for assessing the impact of building heights of adjacent development.
	Policy Area 8	2 storeys	
Residential (Foothills)	NA	2 storeys	as above
Special Uses (incl. Panther Park)	NA	None	See Commercial Zone
Institutional	NA	None	See Commercial Zone
Onkaparinga Council			
Commercial	Policy Area 4	2 storeys	Flagstaff Hill Policy Area 4 PDC 9 largely contemplates single storey development, but allows two storey between Seacombe Road and Brookside Road.
Residential	NA	2 storeys	

Appendix 6: Dwelling Yield Analysis Scenarios

Background

The following four scenarios were used to test possible housing yields against existing policy in the residentially zoned areas within the area affected (other than those areas proposed to be rezoned for mixed use development):

1) Northgate (Port Adelaide Enfield Development Plan – Suburban Neighbourhood Zone)

2) Regeneration Policy Area 16 criteria within the **City of Marion** consistently applied to all residential areas

3) Similar to scenario 1 (Northgate), but using different minimum lot widths and introducing minimums for group and row dwellings and residential flat buildings

4) Retaining existing minimum site areas for each zone as per the development plan, but using the same minimum site widths as scenario 3.

Each scenario used the short-medium term redevelopment parcels to ensure comparable results against the existing development plan. The results show:

- alterations to minimum site areas has a more profound impact on dwellings yields than changes to minimum site frontages
- reductions to minimum site areas consistent with those used at Northfield produce housing densities above those contemplated in the Planning Strategy (i.e. more than 35 dwellings per hectare)
- the existing criteria used in Regeneration Policy Area 16 can achieve housing yields comparable with the Planning Strategy.

The estimated dwelling numbers from each scenario is likely to be higher than what is achieved in practice given that:

- all parcels with a capital value nearing the site value are unlikely to be redeveloped
- the analysis produced a theoretical maximum based on the most efficient use of each identified parcel – realistically, redevelopment of existing sites is likely to produce fewer dwellings due to other factors such as market preferences for housing, and the effect of other development plan criteria (i.e. street setbacks, site coverage, parking).

The temptation in such cases is to establish a land use policy framework that enables development to exceed the housing outcomes sought by the Planning Strategy in recognition that the actual outcomes will be sub-optimal. In considering such an approach the following matters were taken into account:

- While a Northfield policy approach supports much higher densities, Northfield is a new housing estate and therefore does not present the same challenges as the potential for ad-hoc redevelopment within established suburbs. For example, there are streetscape character issues (e.g. existing road setbacks) that will need to be taken into account separately from criteria such as minimum site areas.
- The analysis for the 4 scenarios was generally applied to less that 50 percent of existing parcels within a zone or policy area, suggesting that there is scope for further redevelopment to occur in each area over the 30 year timeframe of the Planning Strategy.
- The DPA area includes existing and proposed zones that accommodate more intensive housing opportunities that should help generate higher gross housing densities across the DPA affected area – this could mitigate the need for more substantive policy changes in most of the established residential suburbs including in the DPA.

For the purposes of this DPA, the development criteria currently found in the Regeneration Policy Area 16 (scenario 2) were applied to the other residential zones and policy areas. The analysis for this scenario, excluded areas proposed to be rezoned for mixed use development but included residential parcels that are more likely to be redeveloped in the short to medium term being parcels

having a capital value to site value ratio of 1.3 or less. Such parcels made up less than half of the total parcels available and therefore there is considerable scope for further redevelopment in the longer term should capital values deteriorate. This scenario will result in almost 6200 dwellings producing a gross density of about 23 dwelling per hectare. (6750 dwellings would be needed to achieve the minimum target of 25 dwellings per hectare across the 270 hectares of residential land). Given the gross residential density is not significantly below the target and the limited extent of residential zones included in the area affected it is considered more acceptable and more appropriate for residential policies to be reviewed consistently across each Council area as part of a residential DPA.

Developable residential sites

The following table provides a summary of the possible developable parcels after discounting those sites unlikely to be used or redevelopment for residential purposes.

Table: Developable Parcels summary

Council	Zone/Policy Meaning	Total Parcels[1]	Developable Parcels[2]	Parcels discounted from analysis	% of Total Parcels that were identified as Developable[3]
Marion	Residential Medium Density	1,465	1,430	35	98%
	Residential Northern[4]	48 (221)	44 (217)	4 (4)	92% (93%)
	Residential Regeneration	108	106	2	98%
	Sub total	**1621**	**1580**	**41**	**97%**
Mitcham	Residential (Central Plains) - Policy Area 8 - St Marys/Pasadena	491	491	-	100%
	Residential (Central Plains) - Policy Area 8 - Bedford Park	130	118	12	91%
	Residential (Central Plains) - Policy Area 10	487	479	8	98%
	Residential (Foothills) – Pasadena with a Gradient <1:8	45	43	2	96%
	Residential (Foothills) – Bedford Park with a Gradient <1:8	122	113	9	93%
	Sub total	**1,275**	**1,244**	**31**	**98%**
	TOTAL	2896	2824	**72**	98%

Notes:

1 – Total Parcels: Total number of land parcels within the zone/policy area. Parcels that could not be linked to the valuation file are excluded.

2 – Developable Parcels: Total number of parcels within the zone/policy area considered developable (parcels with only one valuation; not owned by local or state government agencies (SAHT is an exception); do not contain a state or local heritage item; less than 4,000m^2).

3 – % of Total Parcels that are Developable: Percent of parcels within the zone/policy area that are developable. [Developable Parcels] / [Parcels]

4 – The eastern portion of Residential Northern Policy Area 13, being land generally east of the alignment of Kensington Street/Cambridge Terrace was largely part of the former Marion High School which was redevelopment in the late 1990s.

The total number of discounted parcels comprises largely open spaces areas / reserves and sites with multiple owners given there are very few heritage places within the DPA investigation area.

Table: Capital / Site Value Ratio for Developable Parcels

Council	Zone/Policy Meaning	Developable Parcels with CV/SV <=1.3[1]		Developable Parcels with CV/SV <=1.3 that Contain <=1 Dwelling or are SAHT Owned[2]	
		Number	As a % of developable parcels	Number	As a % of developable parcels
Marion	Residential Medium Density	647	45%	645	99.7%
	Residential Northern	71	27%	71	100.0%
	Residential Regeneration	70	66%	70	100.0%
	Sub total	**788**	44%	**786**	99.7%
Mitcham	Residential (Central Plains) - Policy Area 8 - St Marys/Pasadena	204	42%	204	100.0%
	Residential (Central Plains) - Policy Area 8 - Bedford Park	33	28%	32	97.0%
	Residential (Central Plains) - Policy Area 10	248	52%	248	100.0%
	Residential (Foothills) - Gradient <1:8	12	8%	12	100.0%
	Sub total	**497**	40%	**496**	99.8%
	TOTAL	1,285	42%	1,282	99.8%

Notes:

1 - Developable Parcels with CV/SV <=1.3: Number of developable parcels that have a capital to site value ratio of <=1.3 as at 30 June 2015

2 - Developable Parcels with CV/SV <=1.3 that Contain <=1 Dwelling or are SAHT Owned: Number of developable parcels that have a capital to site value ratio of <=1.3 that contain 0 or 1 dwelling, or are SAHT owned and contain multiple dwellings. SAHT properties with multiple dwellings (e.g. two maisonettes) have been included because they are under the same ownership and are likely to be redeveloped in the future.

Table: Criteria in Residential Zones used in yield analysis

Council	Zone / Policy Area	Minimum Site Areas (m^2)					Minimum Frontages (m)				
		Detached	Semi-detached	Group	Row	Flat	Detached	Semi-detached	Group	Row	Flat
Marion	Residential Medium Density Policy Area 2	300	270	250	210	250	10	9	18	7	18
	Residential Northern R13	375	320	300	250	300	12	9	20	7	20
	Residential Regeneration Policy Area 16	250	220	200	170	150	9	8	18	7	18
Mitcham	Residential (Central Plains) - Policy Area 8	500	425	400	400	400*	15	9	9**	8	18
	Residential (Central Plains) - Policy Area 10	500	425	400	400	400*	15	9	9**	8	18
	Residential (Foothills) (for sites with a gradient < 1:8)	700	450	500	Non-complying form of housing	Non-complying form of housing	12	12	12**	Non-complying form of housing	Non-complying form of housing

Notes:

* Maximum number of flat dwellings allowed on a parcel is capped at 2 under the current development plan for Mitcham.

** Minimum frontage for group dwellings applies to each dwelling as opposed to the allotment under the current development plan for Mitcham. E.g. two group dwellings require a parcel with a frontage of at least 18m (9m x 2) in R(CP)8 and R(CP)10.

Table: Existing Gross Dwelling Densities for Residential Zones

Council	Zone / Policy Area	2015 dwellings (all types)	Gross Area (approx.)	Gross residential density (dw/ha)
Marion	R12(MD)2	1,925	125.4	15
	R12(MD)3	126	11.9	11
	R13(Nthn)4 - west	135	7.3	18
	R13(Nthn)5 - east	249	18.4	14
	R16(Regen)	209	15.2	14
	Sub-total	**2,644**	**178**	**15**
Mitcham	R(CP)8 - St Marys / Pasadena	614	58.8	10
	R(CP)8 - Bedford Park	233	16	15
	R(CP)10	597	51.9	12
	R(F) - Pasadena with Gradient <1:8	50	6.8	7
	R(F) - Bedford Park with gradient <1:8	157	20.9	8
	Sub-total	**1651**	**154.4**	**11**
	TOTAL	**4,295**	**333**	**13**

In relation to the Residential (Foothills) Zone (R(F)) in the City of Mitcham, the gross area and dwelling numbers exclude those parts of the zone that have a gradient 1:8 or more. In addition, the Bedford Park area is largely unaffected by the DPA and is simply included in the table for comparative purposes. Only the requirements for the northern portion of the Bedford Park R(F) Zone is affected by virtue of its proposed inclusion as a transitional area into the Regional Activity Zone.

Appendix 7: Residential Zones – Analysis Summary

Yield Using Existing Development Plan Criteria (for parcels with short / medium term potential)

Council	Zone / Policy Area	Developable Parcels[1] (short/ medium term)	2015 dwellings (all types)	Maximum potential for each dwelling type using the 'developable parcels'– Current Development Plan												Yield using any dwelling type	
				Detached			Semi-detached			Group dwelling			Row dwelling			Flats			
				increase	% increase		increase	% increase		increase	% increase		increase	% increase		increase	% increase	increase	% increase
Marion	R12(MD)[2]	596	1,925	324	17%	OR	243	13%	OR	331	17%	OR	220	11%	OR	331	17%	543	28%
	R12(MD)[3]	*49*	*126*	*29*	*23%*		*25*	*20%*		*57*	*45%*		*49*	*39%*		*57*	*45%*	*69*	*55%*
	R13(Nthn)[4] - east	8	135	1	1%		2	1%		3	2%		2	1%		3	2%	3	2%
	R13(Nthn)[5] - west	63	249	6	2%		17	7%		14	6%		6	2%		14	6%	20	8%
	R16(Regen)	*70*	*209*	*73*	*35%*		*64*	*31%*		*125*	*60%*		*59*	*28%*		*125*	*60%*	*147*	*70%*
	Sub-total	667	2309	331	14%		262	11%		348	15%		228	10%		348	15%	566	25%
Mitcham	R(CP)8 - St Marys / Pasadena	204	614	4	1%	OR	77	13%	OR	117	19%	OR	0	0%	OR	117	19%	120	20%
	R(CP)8 - Bedford Park	*33*	*233*	*1*	*0%*		*2*	*1%*		*6*	*3%*		*0*	*0%*		*6*	*3%*	*6*	*3%*
	R(CP)10	248	597	1	0%		41	7%		78	13%		0	0%		78	13%	81	14%
	R(F) - Pasadena with Gradient <1:8	11	50	0	0%		1	2%		0	0%		0	0%		0	0%	2	4%
	R(F) - Bedford Park with gradient <1:8	*1*	*157*	*0*	*0%*		*0*	*0%*		*0*	*0%*		*0*	*0%*		*0*	*0%*	*0*	*0%*
	Sub-total	463	1261	5	0%		119	8%		195	15%		0	0%		195	15%	203	16%
	TOTAL	1130	3570	336	9%		381	10%		543	15%		228	6%		543	15%	769	22%

All Sub-totals and each overall TOTAL exclude:
areas proposed to be included in the Suburban Activity Zone
R13(Nthn) 'east' which is unchanged by the DPA
R(F) – Bedford Park, due to the low number of 'developable parcels' and the proposed inclusion of part of the area into the Regional Activity Zone.

NOTES:

1 – Developable Parcels with CV/SV <=1.3 that contain <=1 dwelling or are SAHT owned.

2 – Excludes allotments on either side of Alawoona Avenue that are proposed to be included in the Suburban Activity Zone.

3 – Relates to lots either side of Alawoona Avenue that are proposed to be included in the Suburban Activity Zone.

4 – Figures relate to a portion of Policy Area 13 generally west of the alignment of Cambridge Place / Kensington Street

5 – Figures relate to a portion of Policy Area 13 generally east of the alignment of Cambridge Place / Kensington Street which includes a housing estate built in 1998 on the formed Marion High School site.

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Appendix 8: Review of Industrial Uses and EPA licensed Sites

NOTE: The following table uses 2016 land use valuations data and EPA license information available on Location SA Viewer, which can be accessed on-line via www.location.sa.gov.au.

Council	Are there any Industry Zones in the DPA investigations area?	Is any residential land in the DPA investigations area adjacent to an industry zone (or similar)?	Are there industrial / food industry or utility facilities located in non-industry zones near the DPA investigation area?	Are there any EPA Licensed site(s) in or near the DPA investigation area?
Marion	YES. Industry Zone Urban Employment Zone (see Areas 1, 2 and 3 on Figure 8)	YES. The residential areas of Clovelly Park and Mitchell Park as well as the Caravan and Tourist Park Zone (in Laffer's Triangle) share zone boundaries with the Urban Employment Zone and/or Industry Zone. Based on 2016 land use valuations data, most of the land in these two zones is used for purposes other than industrial. Indeed, only three sites are observed as being used for industry / food industry / utility purposes as follows: • in the Industry Zone to the north of the Tonsley site, an industrial manufacturing facility fronting Drury Terrace • in the Industry Zone to the south of the Tonsley site, a large manufacturing facility fronting Main South Road • in the Laffer's Triangle Industry Zone, a State owned (Commissioner of	YES. There is only one site identified within the DPA investigation area used for industry / utility purposes being land west of Marion Road, wedged between the Southern Expressway / Main South Road. The site is an SA Water storage facility / tank.	YES. All of the licensed sites are located in the Urban Employment Zone and the Industry Zone immediately south of the Urban Employment Zone. The site in the Industry Zone includes multiple licenses for: surface coating / metal finishing listed wastes fuel burning. The EPA publication: *Evaluation distances for effective air quality and noise management*, recommends an evaluation distance of: • 200 metres for surface coating • listed wastes – none specified • fuel burning – individual assessment. Depending on the location of surface coating activities within the site, the evaluation distance is already likely to contain sensitive receptors given the

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		Highways) depot site fronting Sturt Road. The depot site is separated from the Caravan and Tourist Park Zone by a roadway (Warriparinga Way).		proximity of housing to the west (Clovelly Park) and south (Bedford Park) of the site. The two licensed sites in the Urban Employment Zone include: • listed wastes (associated with the Flinders University) and • abrasive blasting associated with a private business. The EPA evaluation distances for abrasive blasting differ significantly depending on whether it is undertaken indoors (in a cabinet) or outdoors. For indoor activities the evaluation distance can be 50 to 100 metres subject to the size of the cabinet in which blasting occurs. The site of the abrasive blasting is more than 100 metres from the closest area currently, or intended to be, used for housing. The closest sensitive receptor locations include St Mary's (about 400 metres to the closest residential lot) in the adjacent Mitcham Council area and the Suburban Activity Node Zone(about 250 metres to the zone boundary, excluding the Tonsley 'Town Square' precinct) which takes up the north-western sector of the former Mitsubishi Motors manufacturing site.

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Mitcham	NO.	YES. Residential areas within the suburbs of St Mary's and Bedford Park are separated by Industry and Urban Employment zones in the Marion Council area by Main South Road. The road works associated with the DUP include the acquisition of residential parcels fronting Main South Road Bedford Park which will further separate the remaining residential areas from the Industry Zone. Most of the land opposite housing areas in the Industry / Urban Employment zones is either vacant or used for commercial enterprises. The most significant industrial use is found in the Industry Zone south of the Urban Employment Zone, which contains the Monroe manufacturing facility.	YES. There are two sites identified as 'utilities / industry' near the residential areas of Bedford Park that are within the DPA investigation area. The southern half of the Flinders University site east of Flinders Drive, which includes the School of Medicine and residential flats associated with the Flinders Medical Centre. a SA Water storage facility / tank located south-east of the residential areas Neither of these two site would be expected to generate emissions that would result in a significant loss of amenity to nearby housing.	YES. There are several EPA licensed sites of interest in Mitcham Council area. Two of the sites are located in the Institutional Zone in the DPA investigation area and both relate to 'listed wastes'. As mentioned previously, the evaluation distance associated with listed wastes is not specified under the EPA publication. To the west of the Institutional Zone is the Residential (Foothills) Zone where established houses are less than 100 metres from the EPA licensed site. There are two other licensed sites located outside and to the north of the DPA investigation area as follows: Waste disposal and treatment (incineration) associated with the operations on Centennial Park. The EPA evaluation distance for cremation facilities is recommend at 150 metres. The crematorium is located relatively centrally within the Park and is estimated to be at least 270 metres from the residential areas of Pasadena within the DPA investigation area. Produce processing works, which appears to be a facility used for the roasting of coffee beans. The facility is located on Denis Street, which is about 130 metres away from

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				residentially zoned land within the DPA investigation area. The closest houses are less than 20 metres away, being on the eastern side of Denis Street. The housing in Bedford Park is currently about 60 metres from EPA licensed premises located in the Industry Zone in the City of Marion on the opposite side of Main South Road. The residential properties fronting Main South Road in Bedford Park have been acquired for the DUP which will increase the overall distance to the remaining residential land, however, this is still lower that the evaluation distance of 200 metres for 'surface coating' activities. The DPA proposal seeks to change the current focus on residential use to a mixed use environment that will allow less sensitive uses to be contemplated in areas that may be adversely affected by emissions from other uses or roads. Furthermore, the requirements of the 'Noise and Air Emissions Overlay' are proposed to apply that require the design, siting and construction of any dwellings to mitigate noise impacts from major roads and other uses (i.e. music venues).

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Onkaparinga	NO.	YES. There is one small site zoned for residential use near the Sturt River, which is currently vacant. Only There is no land in Onkaparinga currently zoned for residential uses. – the	YES. There are two utility sites (both SA Water storage tank facilities) close to the Commercial Zone / residential site under consideration in this DPA. One utility site is located between Main South Road / Southern Expressway to the west of Marion Road and the other partially opposite the Commercial Zone but on the eastern side of Flagstaff Road. These facilities are unlikely to cause emissions that might be a nuisance to future development in the Commercial Zone.	NO. The single residential site is over 500 metres from the closest EPA licensed site located in the Institutional Zone (Flinders Medical Centre). The residential site is the most northern and closest point of the land within the City of Onkaparinga to the EPA licensed site. The proposal to replace the Commercial Zone plus the single residential site with a Mixed Used Zone will allow houses to be considered along the Main South Road frontage. This change will be accompanied by the addition of the 'Noise and Air Emissions Overlay' that will require the design, siting and construction of any dwellings to be undertaken in a manner that mitigate traffic noise from Main South Road and other uses located in the zone itself (i.e. music venue).

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Development Plan Amendment

By the Minister

Marion Council Development Plan
Mitcham (City) Development Plan
Onkaparinga Council Development Plan

Southern Innovation Area Development Plan Amendment

The Amendment

FOR CONSULTATION

Government of South Australia
Department of Planning, Transport and Infrastructure

On Public Consultation from 4 July 2017 to 29 August 2017

Amendment Instructions Table

Name of Local Government Area: City of Marion

Name of Development Plan: Marion Council Development Plan

Name of DPA: Southern Innovation Area DPA

The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 28 April 2016.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Amend • Replace • Delete • Insert	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **No**				
Centres and Retail Development				
1.	Insert	In PDC 7 before the words 'Suburban Activity Node Zone……', the following words: ***'Regional Activity Zone** and'*	N	N
Industrial Development				
2.	Delete	In PDC 2 the words: "(other than industrial development on or near the boundary between the Urban Employment Zone and Suburban Activity Node Zone)"	N	N
Land Division				
3.	Insert	In PDC 3 under the sub-heading 'Design and Layout' and before the words 'Suburban Activity Node Zone……', the following words: ***'Regional Activity Zone** and'*	N	N
Orderly and Sustainable Development				
4.	Replace	In the list associated with PDC 10, the following: *Concept Plan Map Mar/7 - Sturt Triangle (Marion)* With: *Concept Plan Map Mar/7 - Laffer's Triangle (Marion)* *Concept Plan Map Mar/8 - Tonsley*	N	N

Residential Development				
5.	Insert	In PDC 15 under the sub-heading 'Site Coverage' and before the words 'Suburban Activity Node Zone……', the following words: ***'Regional Activity Zone** and'*	N	N
OVERLAY SECTION (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **No**				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Commercial Zone				
6.	Replace	The following words in the list associated with PDC 1: *'shop with a gross leasable area of 250 square metres or less'* with: *'shop with a gross leasable area of 250 square metres or less, except within the **Darlington Policy Area 6'***	N	N
7.	Replace	PDC 4 which states: *1 Shops, other than a bulky goods outlet, should have a gross leasable area of 250 square metres or less.* With: *2 Shops, other than a bulky goods outlet or where located in **Darlington Policy Area 6,** should have a gross leasable area of 250 square metres or less.*	N	N
8.	Insert	Immediately after **Sturt/Marion Road Corner Policy Area 3,** new **Darlington Policy Area 6** contained in **'ATTACHMENT MAR 1'**:	N	N
9.	Insert	In the row commencing with 'Shop or groups of shops' of the Non-complying Development table, the following additional clause in the column headed 'Exceptions': *(e) the shop is located within **Darlington Policy Area 6**.*	N	N
Industry Zone				
10.	Delete	The following words at the beginning of PDC 8: *Except within **Light Industry Policy Area 6**,*	N	N
11.	Delete	The whole of **Light Industry Policy Area 6**.	N	N
12.	Delete	The whole of **Research Policy Area 7**.	N	N
13.	Delete	In the Non-complying Development table, the following: *General industry located within **Light Industry Policy Area 6**.*	N	N
Regional Activity Zone (new)				

14.	Insert	Immediately after the **Racecourse (Morphettville) Zone**, new **Regional Activity Zone** contained in **'ATTACHMENT MAR 2'**.	N	N
Residential Zone – Hills Policy Area 11				
15.	Insert	After PDC 2 in **Hills Policy Area 11**, insert the following new PDC: 3 Land formerly zoned for industry at the eastern end of Graham Road and Grace Road, Darlington should only be developed for dwellings or other sensitive uses if it can be demonstrated that the sites are suitable for the intended use.	Y	N
Residential Zone – Northern policy Area 13				
16.	Replace	In PDC 5 the words: **"Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6"** **with the words** "and **Industry/Commerce Edwardstown Policy Area 5"**	N	N
17.	Replace	In PDC 6 the words: **"Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6"** **with the words** "and **Industry/Commerce Edwardstown Policy Area 5"**	N	N
18.	Replace	In PDC 7the words: **"Industry/Commerce Edwardstown Policy Area 5** and **Light Industry Policy Area 6"** **with the words** "and **Industry/Commerce Edwardstown Policy Area 5"**	N	N
Suburban Activity Node Zone				
19.	Replace	The whole of the Suburban Activity Node Zone with the contents of '**ATTACHMENT MAR 3'**	N	N
Urban Employment Zone				
20.	Delete	The entire contents of the Urban Employment Zone	N	N
TABLES				
Amendments required (Yes/No): **Yes**				
Table Mar/1 – Building Setbacks from Road Boundaries				
21.	Delete	The entire Table Mar/1 – Building Setbacks from Road Boundaries.	N	N
22.				
23.				
24.				
Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas				
25.	Replace	The whole of **Table Mar/2A – Off Street Vehicle Parking Requirements for Designated Areas** with the contents of **'ATTACHMENT MAR 4'.**	N	N

MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): **Yes**				
Map Reference Tables – Zone Maps				
26.	Insert	In the column headed 'Zone Name', the words 'Regional Activity Zone' (in alphabetical order) and in the same row 'Mar/8' in the column headed 'Zone Map Numbers'.	N	N
27.	Delete	In the column headed 'Zone Name', the words 'Urban Employment Zone' and 'Mar/8' in the same row.		
Map Reference Tables – Policy Area Maps				
28.	Replace	'Light Industry Policy Area 6' and associated Policy Area Map Numbers with the following: In the column headed Policy Area Name: *'Darlington Policy Area 6'* In the same row in the column headed 'Policy Area Map Numbers': *'Mar/8, Mar/11'*	N	N
29.	Delete	In the column headed 'Policy Area Name', the words 'Research Policy Area 7' and 'Mar/8' in the same row.	N	N
30.	Delete	In the row commencing 'Regeneration Policy Area 16', the reference to 'Mar/8'.	N	N
Map Reference Tables – Overlay Maps				
31.	Insert	In the row commencing 'Strategic Transport Routes', the following additional Overlay Map Number: *',Mar/11'*	N	N
Map Reference Tables – Concept Plan Maps				
32.	Replace	In the column headed 'Concept Plan Title', the words 'Sturt Triangle (Marion)' with: *'Laffer's Triangle'*	N	N
33.	Replace	In the column headed 'Concept Plan Title', the words 'Tonsley Park' with: *''Tonsley'*	N	N
Spatial Extent Maps				
34.	Replace	The following maps with the contents of **'ATTACHMENT MAR 5'**: • Council Index Map • Overlay Map Mar/1 – Transport* • Location Map Mar/8* • Overlay Map Mar/8 – Transport* • Overlay Map Mar/8 – Development Constraints* • Overlay Map Mar/8 – Heritage* • Overlay Map Mar/8 – Noise and Air Emissions	N	N

		• Overlay Map Mar/8 – Strategic Transport Routes • Overlay Map Mar/8 – Affordable Housing • Zone Map Mar/8 • Policy Area Map Mar/8 • Location Map Mar/11* • Zone Map Mar/11 • Policy Area Map Mar/11 (***Note***: Replacement maps indicated by '*' are included for the purpose of updating cadastre)		
35.	Insert	The following new map contained in '**ATTACHMENT MAR 6'**: • Overlay Map Mar/11 – Strategic Transport Routes Immediately after Overlay Map Mar/11 – Heritage.	N	N
Concept Plan Maps				
36.	Replace	Replace the following Concept Plan Maps with corresponding new maps contained in ATTACHMENT MAR 7: • Concept Plan Map Mar/7 – Sturt Triangle • Concept Plan Map Mar 8 – Tonsley Park '	N	N

ATTACHMENT MAR 1

New Darlington Policy Area 6

Darlington Policy Area 6

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area providing a range of facilities to meet the shopping and business needs of the surrounding neighbourhood and commercial and light industry activities.

2 Development that does not compromise the arterial road function of Main South Road.

3 Development that enhances the appearance of the policy area.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the area along Main South Road at Darlington is highly commercialised and provides an important local and regional service role. It contains a mixture of commercial, retail and service trade premises located between Main South Road and the Southern Expressway. New development is encouraged to intensify activity while improving the appearance of the policy area to passing traffic.

Retail development should be of a neighbourhood scale and provide a maximum gross leasable floor area of 4500 square metres across the policy area, not including the floor area associated with bulky goods outlets.

Due of the importance of Main South Road as a major arterial road, new development must be consistent with its arterial road function.

The architectural style and finishes of building development will be varied and display high aesthetic qualities to enhance the visual character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- bulky goods outlet
- light industry
- motor vehicle related activities
- office
- service industry
- service trade premises
- shop, other than a bulky goods outlet, with a gross leasable floor area less than 500 square metres
- store
- storage uses
- transport related activities
- warehouse
- wholesale uses.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 Buildings should not exceed 3 storeys or 12 metres in height above natural ground surface level.

4 Development should be undertaken in accordance with the following parameters and requirements:

(a) no additional vehicle access points should be created onto Main South Road

(b) minimise its impact on the existing traffic network

(c) improve the level of integration and visual amenity within the zone

(d) non-residential buildings are setback at least 6 metres from the boundary of any zone with more sensitive envisaged uses.

5 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1 metre.

Land Division

6 Land division should create allotments that:

(a) are of a size and shape suitable for the intended use

(b) have an area of 1200 square metres or more, unless intended for a specific purpose consistent with the zone provisions and for which a suitable lesser site area requirement can be demonstrated

(c) have a frontage to a public road of at least 20 metres.

ATTACHMENT MAR 2

New Regional Activity Zone

Regional Activity Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone that has a focus of land uses that are state wide, national and international attractors supported by a mix of compatible land uses including shops, entertainment, medium and high density residential.

2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

3 The design and layout of development to encourage walking and cycling and promote public transport use and healthy neighbourhoods.

4 A mixed use zone with a variety and concentration of activity close to a key focal point such as an education or health facility, fixed transit stop, activity centre or high quality open space area.

5 Development that minimises environmental health impacts upon human health, local amenity and the environment.

6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is part of a destination that includes adjoining land within the district and within the City of Mitcham and takes in a range of education, research and employment facilities of regional significance. While these activities will be the focus for development in the zone, other activities will be encouraged to provide a supporting role such as clusters of medium to high density housing and other forms of accommodation, mixed use developments, quality public open spaces and public transport infrastructure.

A limited range of complementary activities such as shops, consulting rooms and entertainment venues will also be encouraged to meet the day to day needs of workers, students, residents and visitors.

Development will be of high quality urban design and will contribute to the provision of a coherent public realm by framing streets. Buildings at the interface of the zone will create an appropriate transition of development scale and massing.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques, transition of building heights, design and siting of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access.

To promote walkability and a compact pedestrian oriented development, building entrances will be oriented to the street, large parking areas will be minimised and on-site parking areas will be located behind buildings.

Sharing of facilities including communal open space, parking areas and access ways is encouraged.

A high amenity public realm and connected pedestrian environment will be achieved by landscaping, surface treatments, street furniture, wayfinding and public art and building design. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Consistency in the use of these elements will visually connect different areas within the zone.

The street system will be highly connected to surrounding areas and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations (such as shops, schools and local parks).

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the zone. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

The integration of green infrastructure to reduce urban heat island effect is encouraged to be incorporated in all design.

Development within any EPA Evaluation Distances should not proceed until adverse impacts of adjacent industrial activities that affect the proposed development have been satisfactorily addressed. Development should also be designed and orientated to mitigate environmental impacts where possible.

The zone will include Regional Activity Core Area (Tonsley), Core Area (Laffers's Triangle), Transition Area, and Commercial Area (Tonsley) as identified on *Concept Plan Map Mar/7 - Laffer's Triangle* and *Concept Plan Map Mar/8 - Tonsley.*

Core Area (Laffer's Triangle)

The form, scale and mix of development will be at its greatest intensity in the Core Area. Land uses will primarily be education, office and research facilities, but will include major transport interchanges or terminals, formal outdoor recreation areas, medium to high density residential, consulting rooms and a mix of secondary land uses including shops, tourist accommodation, and entertainment facilities. Secondary uses will cater for the day to day needs of local residents, workers and students. Features and activities that attract people and add vitality to the area, such as display windows, retail shopfronts and outdoor dining areas are desirable at street level.

Land adjacent to the Warriparinga Wetlands should predominantly cater for medium to high density residential uses, shops with outdoor dining areas, and tourist accommodation to maximise the outlook over this important regional open space, but may include other low impact uses such as offices and consulting rooms.

Core Area (Tonsley)

The form, scale and mix of development will be at its greatest intensity in the Core Area. Land uses in the Core Area (Tonsley) will be focused on education, research, commerce and light industry, combined with clusters of residential uses in an innovative, alternative and intense urban form concentrated within Mab Circuit and reinforcing the reuse of the former Main Assembly Building (MAB).

Building heights and intensity of development will be significantly greater than adjacent areas within the zone. A core retail area and higher density housing will be focused around the western end of Tonsley Boulevard and adjacent the rail corridor to create an active, vibrant focus for community activity.

Some areas within the Core Area (Tonsley) were previously used for industrial purposes (motor vehicle manufacturing). As such, development in the Core Area is expected to occur on a precautionary basis where a site contamination audit will be required to verify that a site or sites are suitable for the intended use, particularly sensitive uses like residential development.

Commercial Area (Tonsley)

The Commercial Area (Tonsley) will be developed as a mixed use area with a focus on commercial, light industry and service trade uses that provide and capitalise on frontage to Main South Road.

Buildings fronting Tonsley Boulevard will be designed to frame the street to create an attractive entranceway from South Road. This will be achieved through buildings designed with minimal setbacks and that incorporate verandahs and awnings. Whilst commercial and industrial uses will be the focus for this area, residential mixed use development is also appropriate along Tonsley Boulevard, subject to compatibility with commercial and light industrial uses.

Transition Area

Land uses in the Transition Area will be predominantly medium to high density residential and open space recreation areas, but may include other low impact uses such as offices and consulting rooms. The density and intensity of development will be less than that of the adjacent Core Areas but will be greater than neighbouring residential zones.

Residential development will primarily be in the form of row dwellings and residential flat buildings. Student accommodation, serviced apartments and diverse housing forms that cater for students, professionals and families which are adaptable, are encouraged in the Transition Area.

Higher density residential development in medium to high rise buildings will be located along the rail corridor and adjacent the 'Core' Area with lower density and low to medium rise forms transitioning towards existing lower density residential areas to the north.

The general design and layout of buildings and activities, in combination with open space areas, are expected to foster a sense of identity and create vehicle, pedestrian and cycle connections to and between major activity hubs, transport facilities, and local destinations (eg shops, schools, local parks) within and beyond the zone's boundaries. The Tonsley rail line extension, public transport facilities and upgrades to road infrastructure and pedestrian/cycle paths across the Main South Road and Sturt Road corridors, should be used to guide development and encourage a pedestrian oriented environment.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the Core Area Laffer's Triangle) and the Core Area (Tonsley) of the zone:

- active outdoor recreation
- affordable housing
- consulting room
- educational establishment
- entertainment venue
- hall
- hospital
- indoor recreation centre
- light industry (excluding the Core Area (Laffer's Triangle))
- mixed use development
- office
- parking facility
- place of worship
- pre-school
- public transport interchange
- recreation area
- residential flat building
- semi– detached dwelling
- service industry
- shop or group of shops, excluding a bulky goods outlet
- tourist accommodation.

2 The following types of development, or combination thereof, are envisaged in the Transition Area of the zone:

- active outdoor recreation
- affordable housing
- aged persons accommodation
- consulting room
- group dwelling
- mixed use development

- nursing home
- office
- pre-school
- recreation area
- residential flat building
- row dwelling
- shop or group of shops, excluding a bulky goods outlet
- supported accommodation
- tourist accommodation.

3 The following types of development, or combination thereof, are envisaged in the Commercial Area (Tonsley) of the zone:

- active outdoor recreation
- affordable housing
- consulting room
- educational establishment
- indoor recreation centre
- light industry
- office
- parking facility
- recreation area
- residential flat building within a mixed use development located adjacent Tonsley Boulevard
- service industry
- service trade premises
- shop or group of shops
- tourist accommodation
- warehouse.

4 Development listed as non-complying is generally inappropriate.

5 Development should be undertaken in accordance with the Core, Commercial (Tonsley) and Transition Areas as identified on *Concept Plan Map Mar/7 – Laffer'sTriangle* and *Concept Plan Map Mar/8 - Tonsley*.

6 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

7 Development should primarily take the form of:

(a) in Core Areas – land uses including education, research establishments, offices, public transport interchange, consulting rooms, and in Tonsley, light industry and service trade, with secondary land uses such as residential flat buildings, shops, entertainment venues, halls

(b) in Transition Areas – land uses including residential flat buildings, row dwellings, group dwellings, and recreation areas with secondary land uses such as shops, offices and consulting rooms

(c) in Commercial Areas – land uses including commercial, light industry, service industry, service trade, and warehouse with secondary land uses such as shops and mixed use residential.

8 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development in both land use intensity and built form bulk and scale.

9 Secondary land uses should be of local or neighbourhood scale and not include bulky goods outlets.

10 Sensitive uses within the zone should be designed and located to ensure the ongoing operation of any existing activity within or adjacent to the zone is not impeded.

11 Sensitive development, including residential development at the interface with non-residential development should seek to mitigate impacts of noise and odour from adjoining non-residential development through built form, design and orientation.

12 Non- residential development at the interface with sensitive development, including residential development should seek to minimise impacts of visual appearance, building bulk and scale, overshadowing, noise, vibration, chemical over-spray, air quality, odour, dust, hours of operation and on – street car parking.

Form and Character

13 Development should be consistent with the desired character for the zone.

14 Development should transition from medium and high-rise along Tonsley Boulevard and within the area bound by Mab Circuit to medium to low-rise where the development site abuts the zone boundary.

15 Residential development should achieve a residential density in accordance with the following:

Designated area	Minimum net residential density
Core Area	80 dwellings per hectare
Transition Area	50 dwellings per hectare

16 New development should not have direct vehicular access to Main South Road.

Building Envelopes

Building Height

17 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area (Laffer's Triangle)		
Land adjacent zone boundary:	2 storeys	4 storeys and up to 16.5 metres
Other area:	3 storeys	10 storeys and up to 40.5 metres
Core Area (Tonsley)		
Land bound by Mab Circuit:	3 storeys	15 storeys and up to 60.5 metres
Land adjacent Suburban Activity Node (non - core area) , or Residential Zone boundaries:	2 storeys	4 storeys and up to 16.5 metres
Other area:	3 storeys	10 storeys and up to 40.5 metres
Transition Area	2 storeys	6 storeys and up to 24.5 metres
Land adjacent zone boundary:	2 storeys	4 storeys and up to 16.5 metres
Commercial Area (Tonsley)		
Land adjacent Tonsley Boulevard:	3 storeys	10 storeys and up to 40.5 metres

Designated area	Minimum building height	Maximum building height
Land adjacent zone boundary (except where fronting Main South Road or the **Industry Zone**):	2 storeys	4 storeys and up to 16.5 metres
Other area:	3 storeys	6 storeys and up to 24.5 metre

18 Development should generally not exceed the heights specified for the zone, unless it meets one or more of the following criteria:

(a) the site area is greater than 1500 square metres and has side or rear vehicle access

(b) the design provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining area

(c) the building demonstrates design excellence (6 star greenstar), is mixed use and incorporates key sustainability initiatives including green roofs and green walls.

Building Setbacks

19 Except where the Metropolitan Adselaide Road Widening Plan applies, buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value
Primary road frontage	No minimum except where it also abuts the Southern Expressway or Main South Road: 10 metres. Maximum setback: 2 metres, except where it abuts the Southern Expressway or Main South Road.
Secondary road frontage	No minimum, except where it also abuts the Southern Expressway or Main South Road: 10 metres.
Side or rear boundary	No minimum, except where: (a) it is also the zone boundary: 4 metres (b) it is also abutting the Southern Expressway or Main South Road: 10 metres.

Design and Appearance

20 To minimise overshadowing of sensitive uses outside of the zone, development should ensure that:

(a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space; or

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

21 Buildings should be orientated towards public open space and defined pedestrian and cycle routes as illustrated on *Concept Plan Map Mar/7 – Laffer'sTriangle* and *Concept Plan Map Mar/8 - Tonsley*.

22 In Core and Commercial Areas, the ground and first floor of buildings of 4 or more storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

23 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:

(a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like

(b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes

(c) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade

(d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape

(e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.

24 Where vehicle parking is to be provided at ground level or above, it should be designed to:

(a) minimise the extent of parking that is visible from public areas to that which is required for emergency service vehicles, temporary event parking and set down (drop off) functions

(b) not be located at ground floor street frontages or detract from the provision of active street frontages

(c) complement the surrounding built form in terms of height, massing and scale

(d) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings and screen vehicle parking from view from public areas and other buildings

(e) be comprehensively integrated with high quality landscaping that includes large trees.

25 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

26 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Off Street Vehicle Parking

27 Vehicle parking should be provided in accordance *Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas*.

Land Division

28 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development are designated as complying subject to the conditions contained in *Table Mar/2A - Off-street Vehicle Parking Requirements*:

(a) change in the use of land from residential to office less than 250 square metres on the ground or first floor of a building

(b) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Bulky goods outlet	Except where the gross leasable floor area is less than 500 square metres.
Fuel depot	
General Industry	
Public service depot	Alterations or additions to an existing public service depot.
Road transport terminal	
Store	Where associated with a light industry within the Regional Activity Core Area (Tonsley) or Regional Activity Commercial Area (Tonsley) as identified on *Concept Plan Map Mar/8 - Tonsley*.
Transport depot	Where it is a public transport interchange
Warehouse	Where associated with a light industry within the Regional Activity Core Area (Tonsley) or Regional Activity Commercial Area (Tonsley) as identified on *Concept Plan Map Mar/8 - Tonsley*.
Waste reception storage treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination thereof (except where the development is non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Community centre	
Consulting room	
Dwelling	
Dependent accommodation	
Educational establishment	
Hall	
Hospital	
Light industry within the Regional Activity Commercial Area (Tonsley) as identified on *Concept Plan Map Mar/8 - Tonsley*.	
Mixed use development	
Nursing home	
Office	
Place of worship	
Pre-school	
Primary school	
Public infrastructure	
Residential flat building	
Retirement village	
Service trade premises within the Regional Activity Commercial Area (Tonsley) as identified on *Concept Plan Map Mar/8 - Tonsley*.	
Shop or group of shops	
Supported accommodation	
Tourist accommodation	

ATTACHMENT MAR 3

Replacement: Suburban Activity Node Zone

Suburban Activity Node Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone that includes a range of medium and high density residential development supported by a mix of compatible land uses.

2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

3 The design and layout of development to encourage walking and cycling and promote public transport use.

4 A mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space.

5 To identify and remediate contaminated land to a level appropriate for its intended use.

6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone will be developed predominantly for medium to high density housing and accommodation with integrated mixed use activities at an appropriate scale.

Residential development will be primarily in the form of residential flat buildings, row dwellings, semi-detached dwellings, serviced apartments and other forms of accommodation that meet the needs of students and aged persons. The location of high density housing and other forms of targeted accommodation will take into account its proximity to education and employment facilities, and public transit services.

The form, scale and mix of development will be at its greatest intensity in 'Core Areas' as shown on *Concept Plan Map Mar/7 – Laffer's Triangle* and *Concept Plan Map Mar/8 – Tonsley*. Non-residential activities in 'Core Areas' may include shops, community services, offices, consulting rooms, cafes, restaurants and other eateries that provide for day-to-day needs of residents and workers and reduce the need for multiple trips. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are encouraged.

Outside 'Core Areas', smaller scale non-residential uses will be encouraged at street level, with residential units and/or other forms of accommodation located on upper floors.

The height of buildings will trend lower from 'Core Areas'. Buildings on land adjacent to a residential zone accommodating low rise development will create an appropriate transition of development scale and massing.

Development in the zone will create an appropriate interface between residential development in the zone and established incompatible uses outside the zone such as industrial activities. Additional scope in the use of land at the interface of such areas will be provided to encourage a pattern of development that achieves a suitable level of amenity for residents and will enhance residential areas located further away from the interface.

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian oriented development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings.

Amalgamation of adjacent allotments or sharing of facilities including communal open space, parking areas and access ways is encouraged.

Streets will be highly connected to surrounding areas (acknowledging the physical constraints imposed by the rail corridor on the western boundary of the adjacent **Regional Activity Zone**, the Sturt River and Warriparinga Wetlands in Laffer's Triangle) and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations such as shops, public transport stops and local parks.

Development in the zone will achieve high quality urban design in both the public and private realm through building design, landscaping, surface treatments and street furniture. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Streets will incorporate traffic calming measures.

Front fences will be minimised to ensure visual permeability and avoid large blank walls to encourage passive surveillance, active streetscapes and a visually interesting public realm.

Contamination is known to exist in the southern parts of the adjacent **Regional Activity Zone** as well as the adjacent areas further south. As a result, buildings located in these areas should only be developed where it is demonstrated that soil vapours would not present a risk to human health following the occupation of buildings.

Residential buildings will sit within a landscaped public realm environment that provides high quality amenity for residents. A range of setbacks will be provided to achieve physical and/or visual activation to the streetscape, and provide sufficient space between individual buildings for landscaping, car parking areas, building entries, pedestrian entries and movement networks, and create a pleasant, short range visual outlook.

Quality public spaces will be provided for community interaction, with a range of forms and sizes catering for a variety of uses, including passive and active recreation. An urban wetland will be integrated into the open space as a key feature and a visible symbol of the sustainability measures imbedded in the development of the precinct.

A linear park will be established adjacent to the rail corridor to separate development from railway operations and create a recreation/commuter shared path linking the precinct with areas to the north and south. The northern section of the 'Greenway and bike/pedestrian path' shown on *Concept Plan Map Mar/8 – Tonsley* may involve positioning the path away from the rail corridor alignment to provide a continuous route beyond the precinct's northern boundary.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout this precinct and the adjoining **Regional Activity Zone** at the neighbourhood, street, site and building level. Stormwater management will address potential water quality impacts from site contamination and other factors while improving the aesthetic and functional value of open spaces, including public access ways and greenways.

Laffer's Triangle

Laffer's Triangle will be developed as a predominantly medium to high density residential area with land uses adjacent to the Warriparinga Wetlands designed and sited to maximise the outlook over the wetlands and open spaces. Land uses in this locality will include aged care accommodation.

Small-scale non-residential land uses are encouraged along the Marion Road frontage and will be orientated to integrate with residential development within the area.

The number of access points to Marion Road will be limited, with access to individual sites achieved through service roads, internal driveways and shared parking areas.

Alawoona Avenue

Through a combination of multi-storey buildings and active ground floor frontages, the redevelopment of land on either side of Alawoona Avenue should establish it as a 'gateway' to the Tonsley Precinct.

Buildings containing retail/commercial uses will have zero or minimal setbacks to Alawoona Avenue, with sufficient space provided for outdoor dining and/or display purposes. Residential uses at ground level will assist in activating the street frontage through the placement of foyers, windows, entries and the like.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- advertisement
- affordable housing
- aged persons accommodation
- all forms of development that are ancillary to and in association with residential development
- community centre
- consulting room
- dwelling
- educational establishment
- office
- pre-school
- recreation area
- residential flat building
- shop or group of shops, other than larger scale bulky goods outlets that exceed a maximum gross leasable floor area in the order of 250 square metres
- stormwater detention/retention basin
- student accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Development should be undertaken in accordance with *Concept Plan Map Mar/7 – Laffer's Triangle* and *Concept Plan Map Mar/8 – Tonsley* and primarily take the form of:

(a) in the Core Area - residential flat buildings, row dwellings, non-residential buildings and mixed use buildings comprising two or more land uses with non-residential land uses on the ground floor

(b) in all other areas - residential flat buildings, row dwellings, detached and semi-detached dwellings and including aged care and student accommodation.

4 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

5 Except in Core Areas where a higher intensity of development may be appropriate, non-residential development should:

(a) have a local focus to their scale of activity and intended market catchment

(b) encourage walking to local shopping, community services and other activities

(c) not detrimentally impact on the amenity of nearby residents.

6 Shops or groups of shops and offices should have the following maximum gross leasable areas.

Designated area	Office (square metres)	Shop or group of shops (square metres)	Consulting Room (square metres)
Core Area (Tonsley)	250	250	250
Core Area (Laffer's Triangle)	250	250	250
Other area	100	100	100

Form and Character

7 Development should be consistent with the desired character for the zone.

8 Residential development, should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density
Core Area (Tonsley)	70 dwellings per hectare
Core Area (Laffer's Triangle)	70 dwellings per hectare t
Other Area	50 dwellings per hectare

Building Envelopes

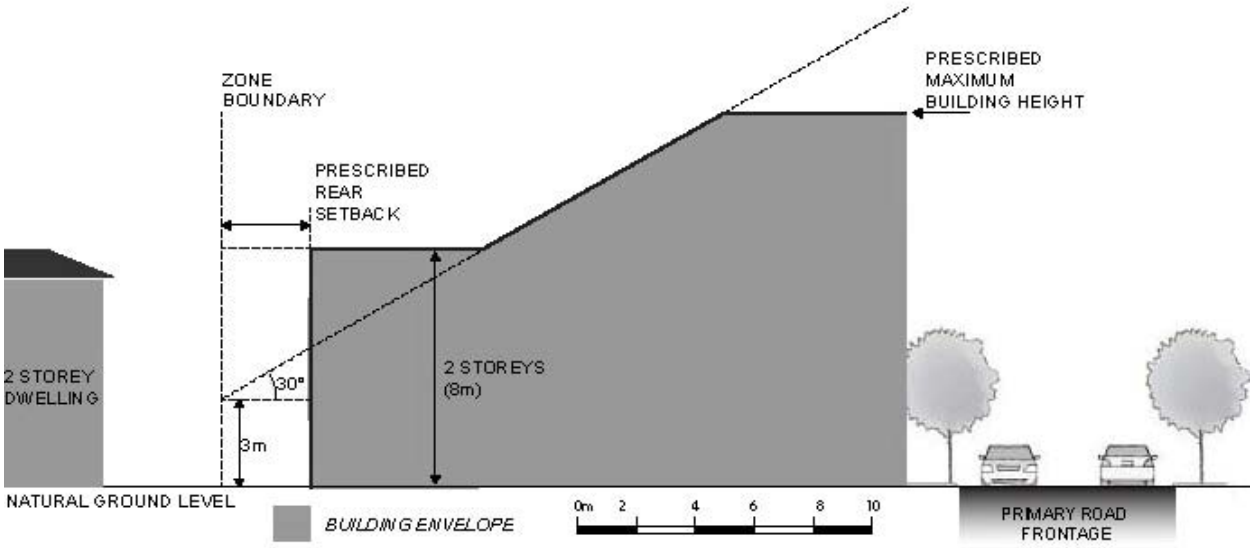
Building Height

9 Building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area (Tonsley)	2 storeys	6 storeys and up to 24.5 metres
Core Area (Laffer's Triangle)	2 storeys	6 storeys and up to 24.5 metres
Other Area	1 storey or	4 storeys and up to 16.5 metres
Area adjacent a lower density residential zone boundary	1 storey	3 storeys and up to 12.5 metres

Interface Height Provisions

10 To minimise building massing at the interface with residential development located in a residential zone, components of buildings over two storeys in height should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone, as illustrated in **Figure 1**:



Building Setbacks

11 A zero minimum setback applies for the primary road frontage and/ or side boundary(ies) of buildings, except where it also abuts the Southern Expressway or Main South Road, in which case there is a minimum 10 metre setback, or where contrary to another provision in the zone.

12 Unless contrary to another provision in the zone, buildings (excluding verandas, porticos and the like) should be set back a minimum of 10 metres where it abuts the Southern Expressway or Main South Road and otherwise in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage	No minimum
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Minimum setback from the rear allotment boundary	4 metres where the rear allotment boundary abuts a residential allotment within a residential zone No minimum in all other circumstances

Design and Appearance

13 To minimise overshadowing of sensitive uses outside of the zone, development should ensure that:

(a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space; or

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

14 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in *Concept Plan Map Mar/7 – Laffer's Triangle* and *Concept Plan Map Mar/8 – Tonsley*

15 In Core Areas, the ground floor of buildings of 4 or more storeys should be built to dimensions (including a target minimum ceiling height of 3.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

16 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:

(a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like

(b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes

(c) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade

(d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape

(e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.

17 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Private Open Space

18 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

Off Street Vehicle Parking

19 Vehicle parking should be provided in accordance with *Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas*.

Land Division

20 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

21 Allotments along Alawoona Avenue should be amalgamated to facilitate co-ordinated and efficient development.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Fuel depot	
Industry	
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	
Store	
Transport depot	
Warehouse	
Waste reception storage treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination thereof (except where the development is non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Affordable housing	
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Residential flat building	
Shop or group of shops, excluding a bulky goods outlet or retail showroom	
Stormwater detention/retention basin	

ATTACHMENT MAR 4

Replacement Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

1 The vehicle parking rates table applies to Designated Areas listed below except where:

(a) any applicable condition(s) is/are not met

(b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates tables below.

Designated Areas

2 The following are Designated Areas:

Designated Area	Conditions
Regional Activity Zone Suburban Activity Node Zone	None
District Centre Zone Local Centre Zone Neighbourhood Centre Zone Regional Centre Zone	Any part of the development site is located in accordance with at least one of the following: (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) within 400 metres of a bus interchange(1) that is part of a high frequency public transit service(2) (c) within 400 metres of an O-Bahn interchange(1) (d) within 400 metres of a passenger rail station(1) that is part of a high frequency public transit service(2) (e) within 400 metres of a passenger tram station(1) (f) within 400 metres of the Adelaide Parklands.

(1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles
(2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

1 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times

(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas

(c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

(d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)

(e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening

(f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes

(g) development that involves the reuse of the Main Assembly Building (MAB) at Tonsley which includes significant infrastructure to support cycling: where a reduction of up to 20 percent may be acceptable.

Tables Vehicle Parking Rates

Table 1: Non-residential development (excluding light industry and tourist accommodation)

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All **Designated Areas** (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Core Area (Tonsley) and Core Area (Laffer's Triangle) as shown on *Concept Plan Map Mar/7 – Laffer's Triangle* and *Concept Plan Map Mar/8 - Tonsley* of the **Suburban Activity Node Zone**	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Table 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

Table 3: Residential development in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Regional Activity Zone	0.25 per bed for student accommodation	0.25 per dwelling
Regional Activity Zone / **Suburban Activity Node Zone** Core Area as shown on *Concept Plan Map Mar/7 – Laffer's Triangle and Concept Plan Map Mar/8 - Tonsley*	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
Suburban Activity Node Zone Transition Area/Other area as shown on *Concept Plan Map Mar/7 – Laffer's Triangle and Concept Plan Map Mar/8 - Tonsley*	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling	0.25 per dwelling

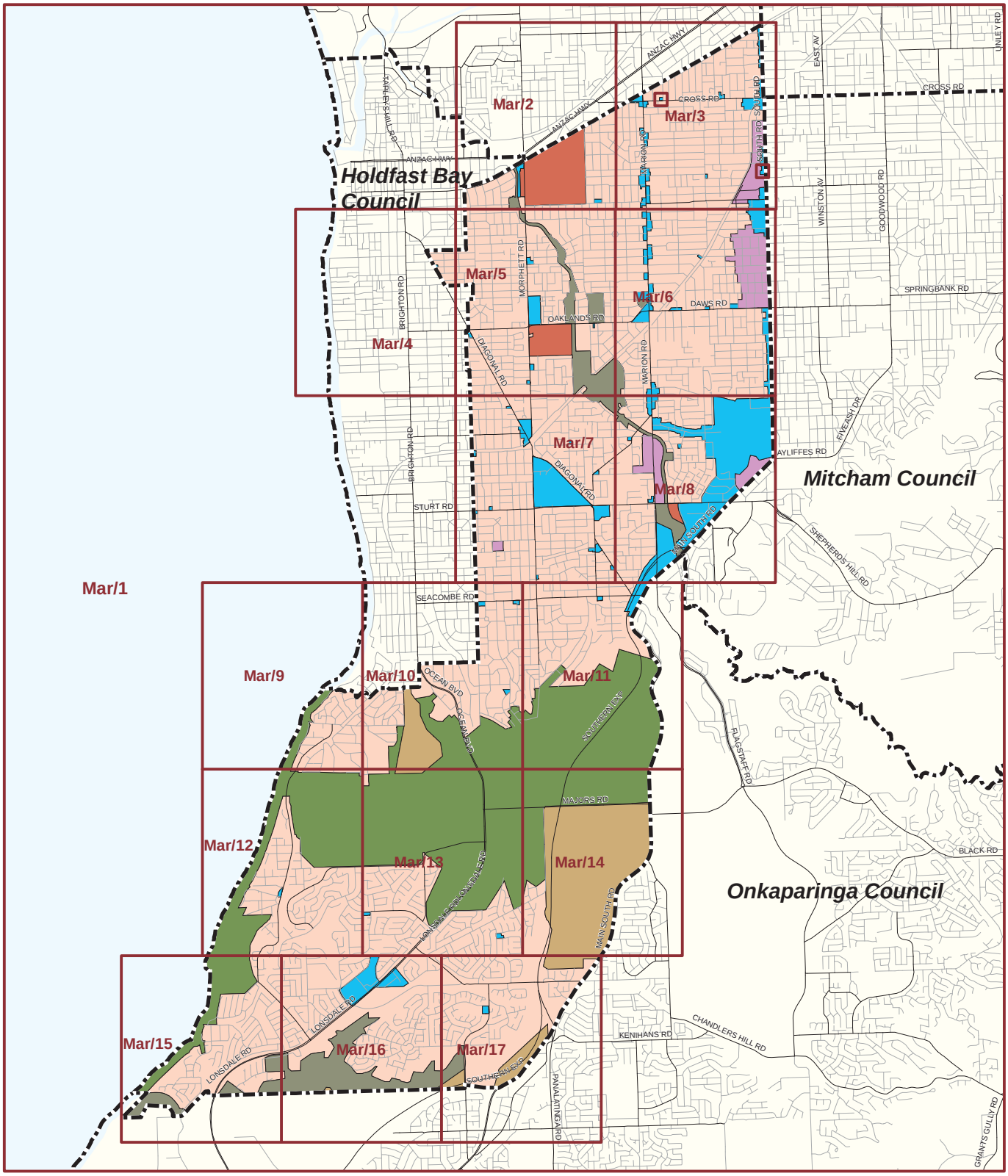
Table 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Regional Activity Zone / **Suburban Activity Node Zone**	1 or 2 bedrooms	1
	3 + bedrooms	2

ATTACHMENT MAR 5

Replacement Maps:

- Council Index Map
- Overlay Map Mar/1 – Transport
- Location Map Mar/8
- Overlay Map Mar/8 – Transport
- Overlay Map Mar/8 – Development Constraints
- Overlay Map Mar/8 – Heritage
- Overlay Map Mar/8 – Noise and Air Emissions
- Overlay Map Mar/8 – Strategic Transport Routes
- Overlay Map Mar/8 – Affordable Housing
- Zone Map Mar/8
- Policy Area Map Mar/8
- Location Map Mar/11
- Zone Map Mar/11
- Policy Area Map Mar/11

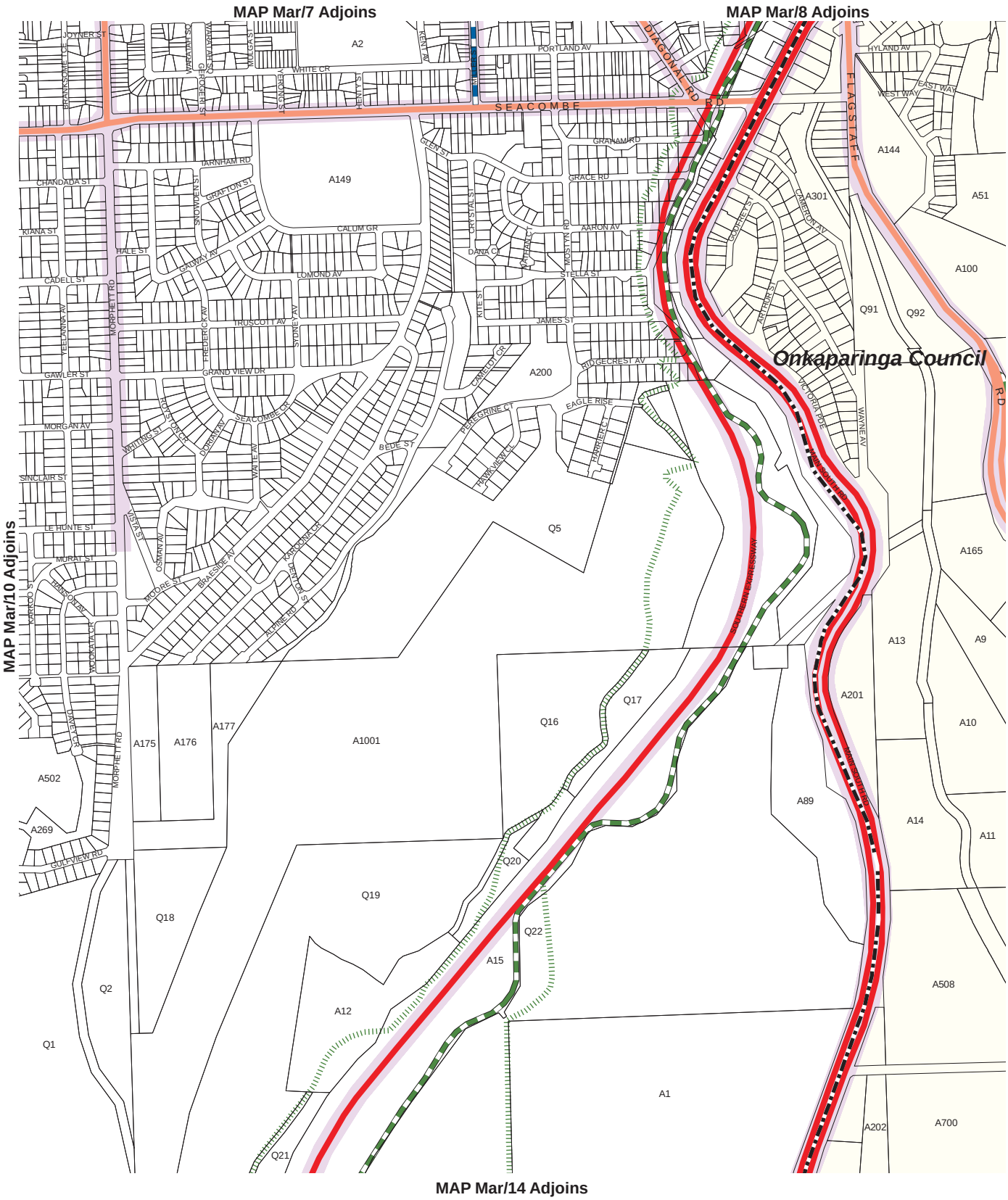


For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017



Primary Arterial Roads
Secondary Arterial Roads

Bikedirect Network

Secondary Road - Bike Lane
Secondary Road
Off Road Sealed Path
Off Road Track
Public Transport
Development Plan Boundary

Overlay Map Mar/11

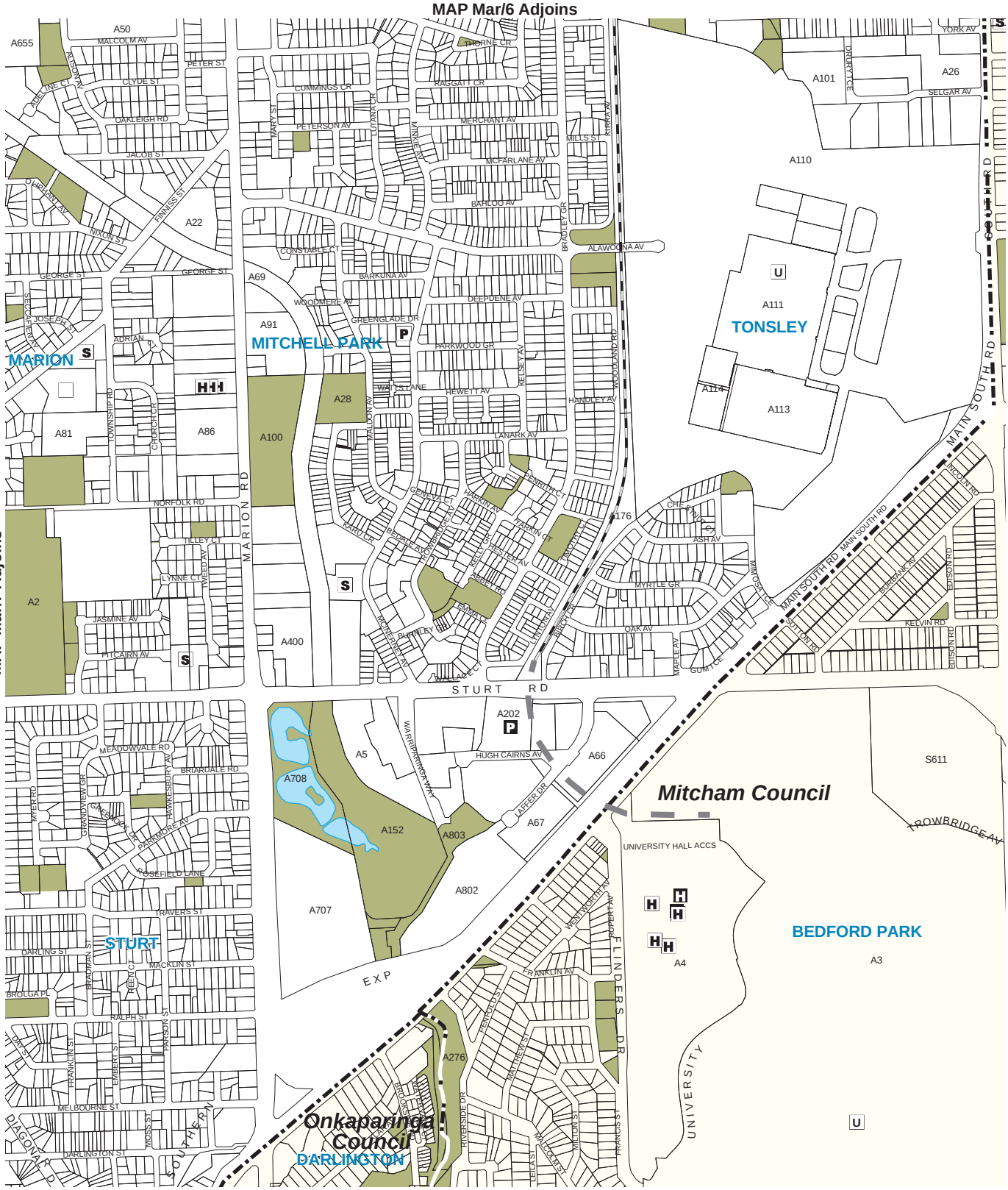
TRANSPORT

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Mar/6 Adjoins

MAP Mar/7 Adjoins



MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

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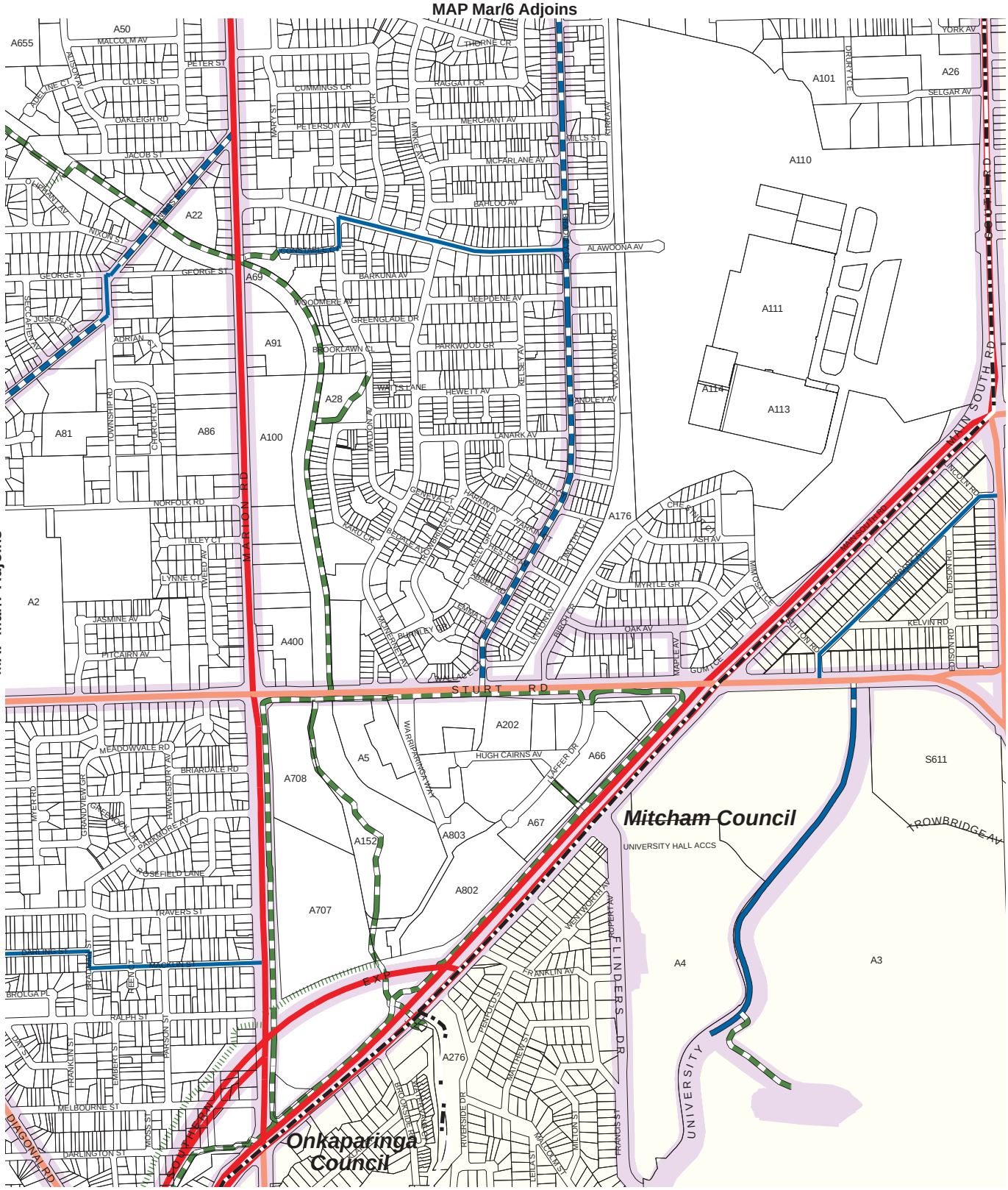
- U University
- S School
- P Post Office
- H Other Health Services
- H Hospital
- P Police Station
- Planned Railway Extension
- Railways
- Local Reserves
- Waterbodies
- Development Plan Boundary

Location Map Mar/8

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Mar/6 Adjoins



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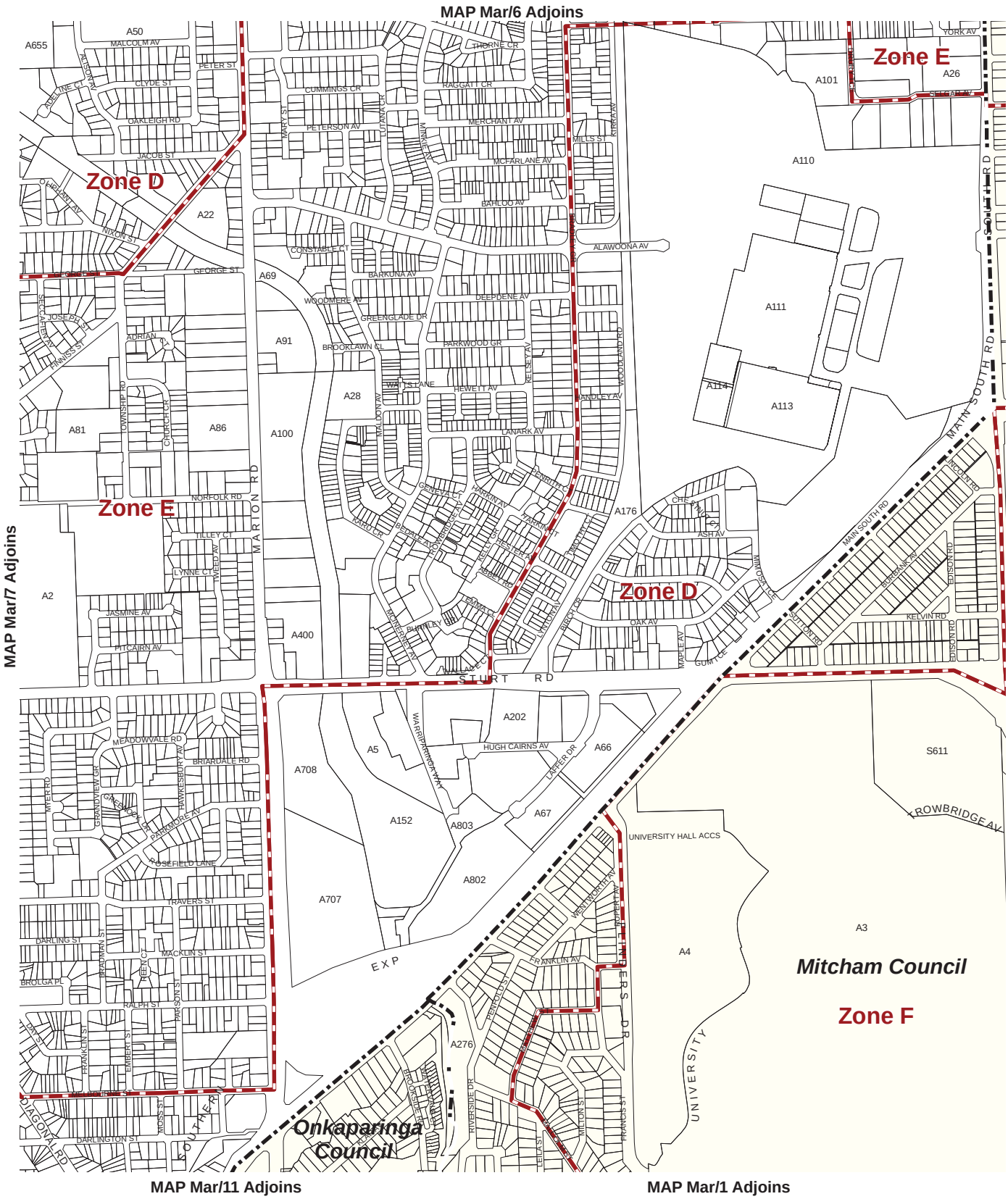
Primary Arterial Roads
Secondary Arterial Roads
Bikedirect Network
Secondary Road - Bike Lane
Secondary Road
Off Road Sealed Path
Off Road Track
Public Transport
Development Plan Boundary

Overlay Map Mar/8

TRANSPORT

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

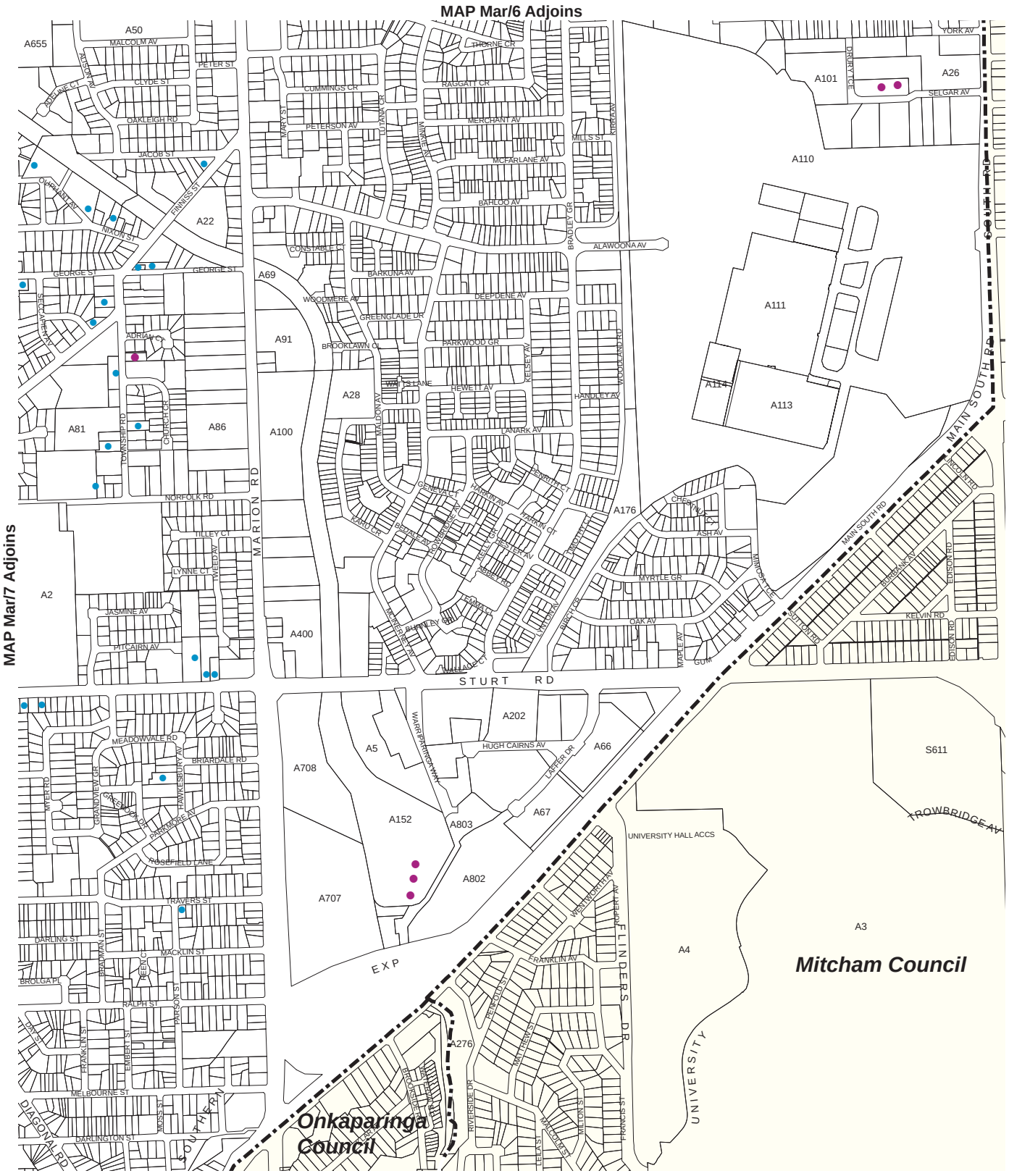


Overlay Map Mar/8

DEVELOPMENT CONSTRAINTS

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017



Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.

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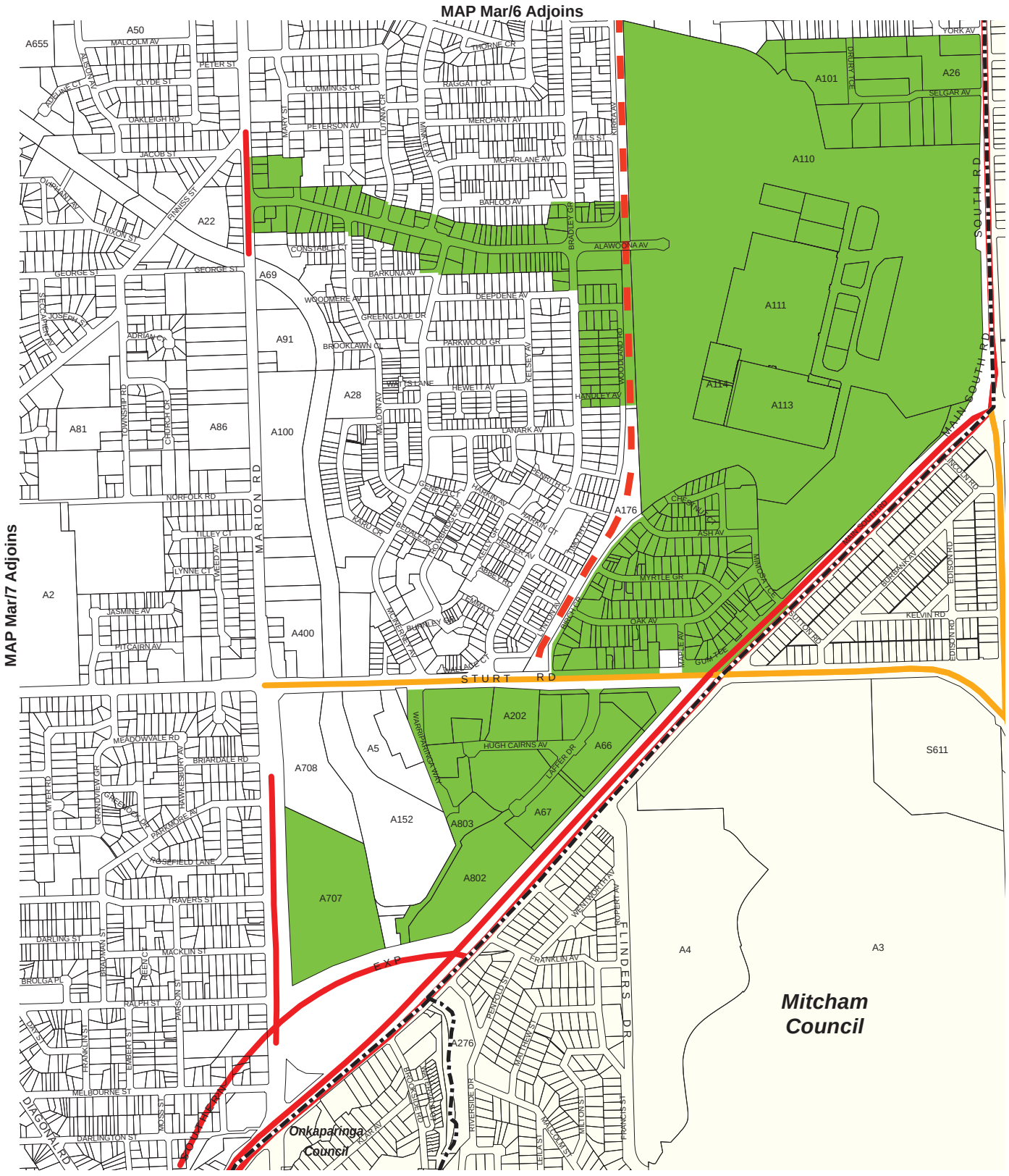
Overlay Map Mar/8

HERITAGE

- State heritage place
- Local heritage place
- Development Plan Boundary

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017



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- Designated Road: type A road
- Designated Road: type B road
- Train Line
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map Mar/8

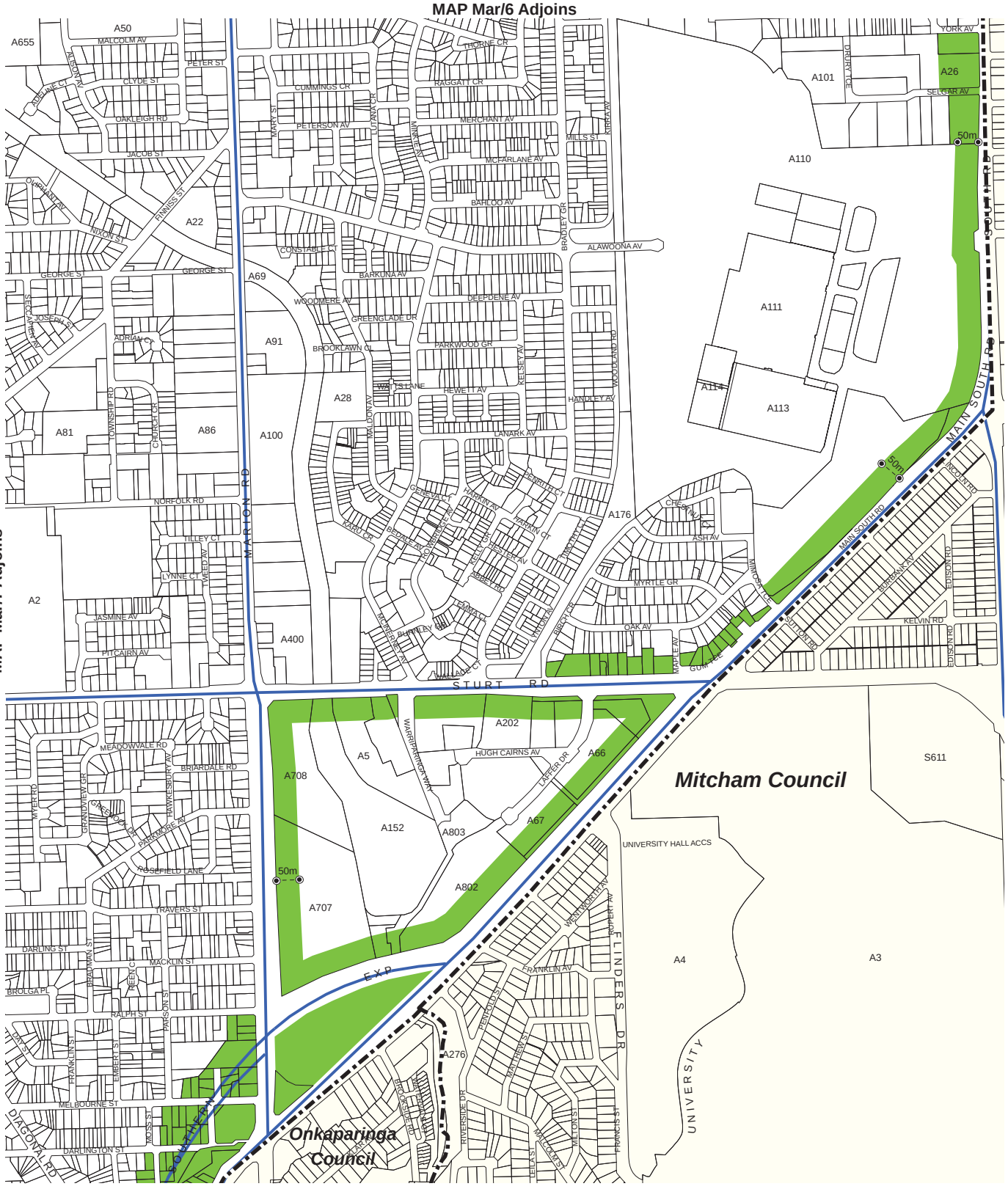
NOISE AND AIR EMISSIONS

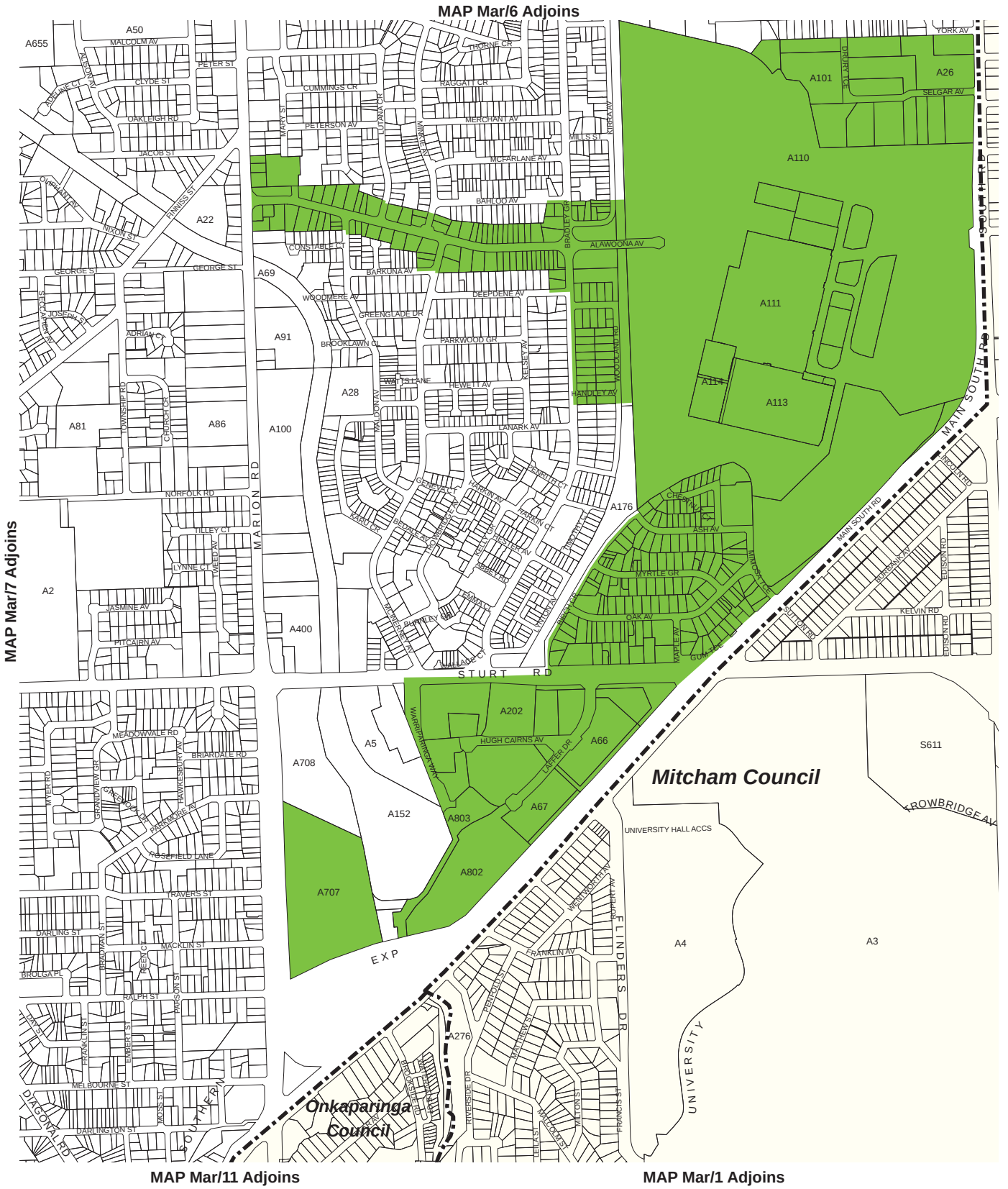
MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Mar/6 Adjoins

MAP Mar/7 Adjoins


A655
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MALCOLM AV
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CLYDE ST
OAKLEIGH RD
JACOB ST
ADELINE CT
ALISON AV
O'REILLY AV
FINNISS ST
MINON ST
A22
GEORGE ST
A69
CUMMINGS CR
THORNE CR
RAGGATT CR
MARY ST
PETERSON AV
LUTANA CR
MERCHANT AV
MINNETA AV
MCFARLANE AV
BAHLOO AV
CONSTABLE CT
BARKUNA AV
WOODMERE AV
DEEPDENE AV
GREENGLADE DR
PARKWOOD GR
BROOKLAWN CT
WATTLE LANE
HEWETT AV
MALDON AV
LANARK AV
BRADLEY GR
ALAWOONA AV
KIRRA AV
MILLS ST
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YORK AV
DRURY TCE
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SELGAR AV
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A400
A176
A202
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A708
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Overlay Map Mar/8

AFFORDABLE HOUSING

MARION COUNCIL

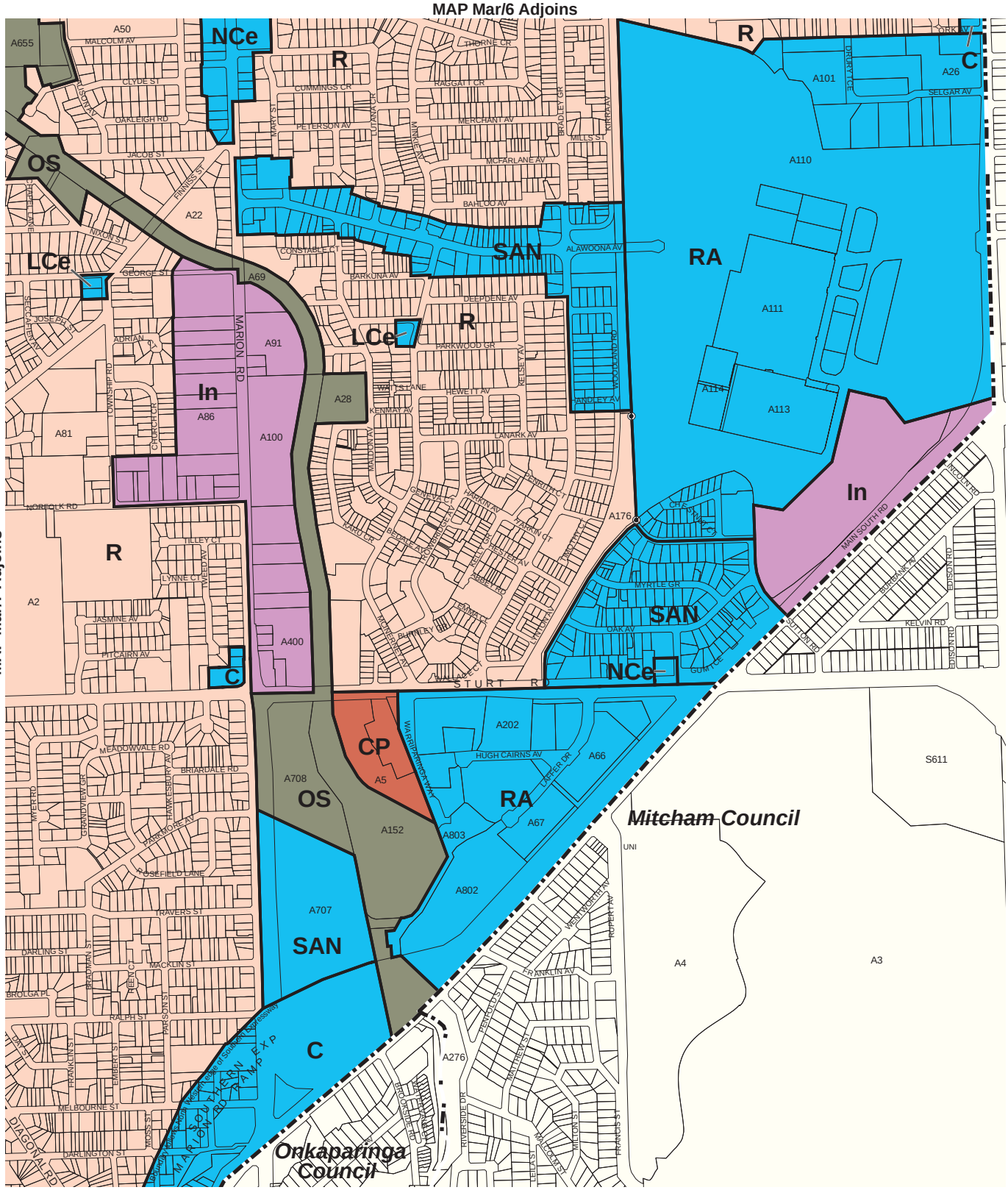
On Public Consultation from 4 July 2017 to 29 August 2017

Affordable Housing Designated Area

Development Plan Boundary

MAP Mar/6 Adjoins

MAP Mar/7 Adjoins



MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

CP	Caravan and Tourist Park
C	Commercial
In	Industry
LCe	Local Centre
NCe	Neighbourhood Centre
OS	Open Space
RA	Regional Activity
R	Residential
SAN	Suburban Activity Node
	Zone Boundary
	Development Plan Boundary

N

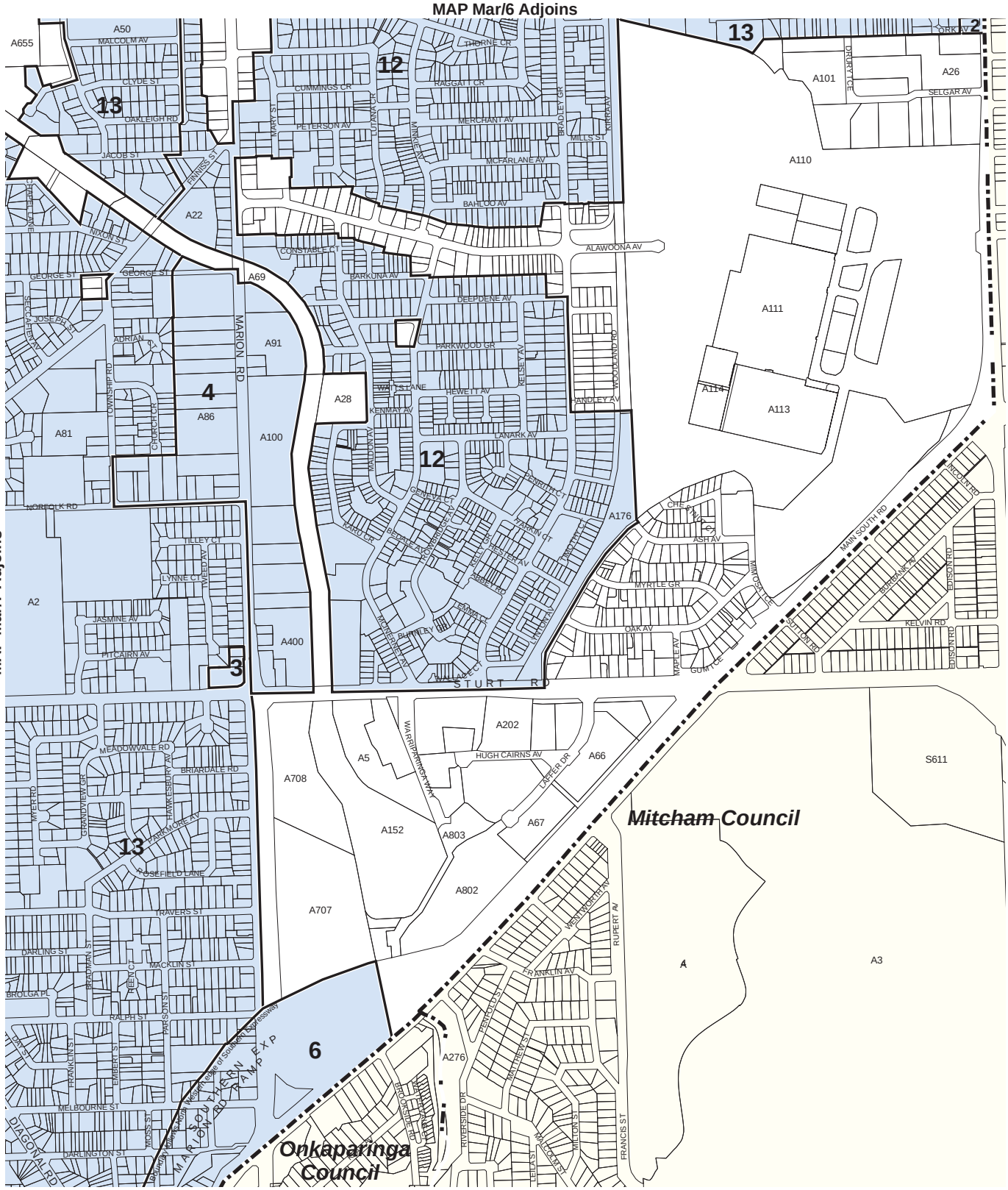
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Zone Map Mar/8

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Mar/6 Adjoins



MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

12 Medium Density
13 Northern
2 South Road
3 Sturt/Marion Road Corner
4 Industry/Commerce
6 Darlington

N

0 500 m

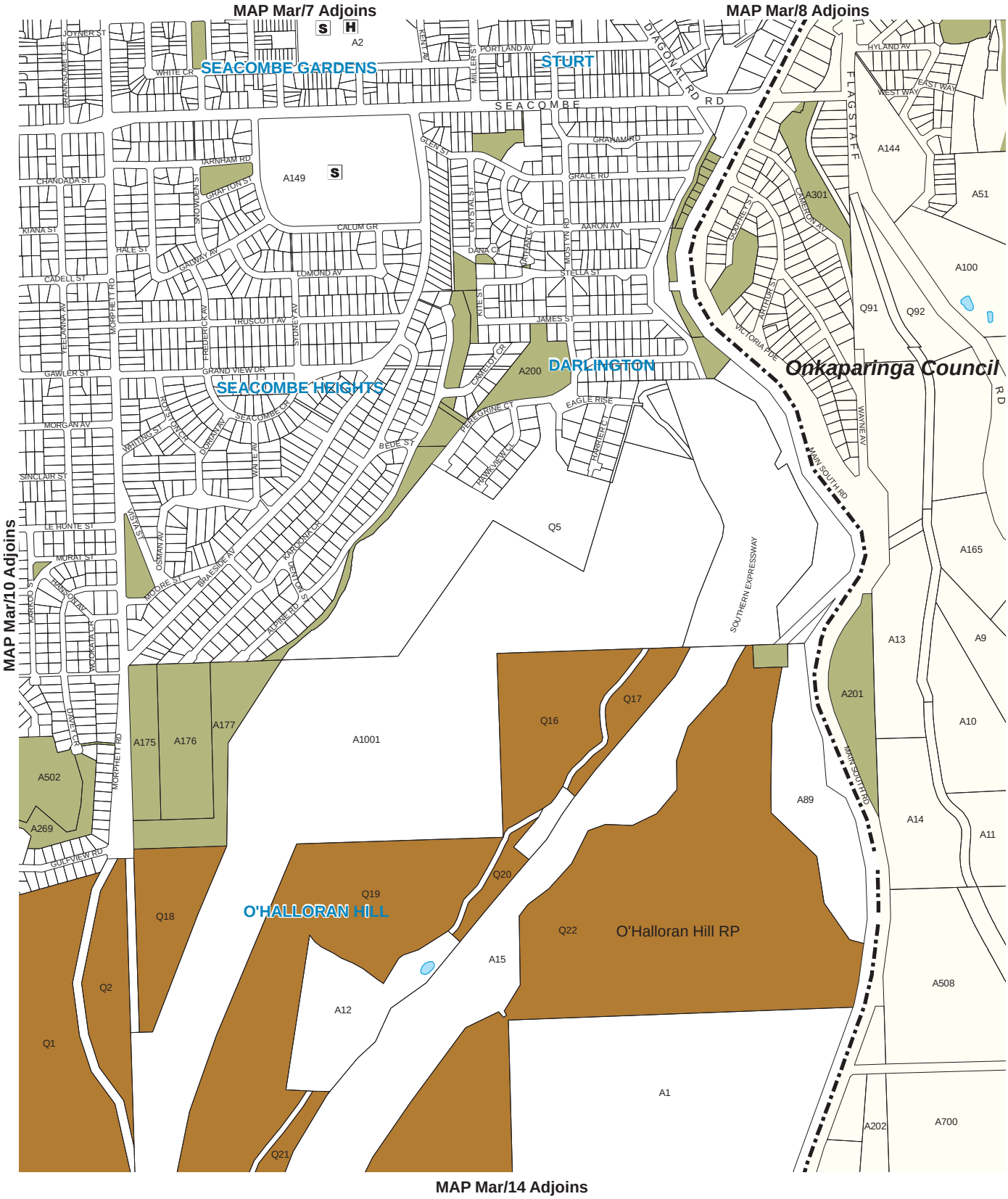
Policy Area Map Mar/8

Policy Area Boundary

Development Plan Boundary

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017



- School
- Other Health Services
- Local Reserves
- Recreation Park
- Waterbodies
- Development Plan Boundary

Location Map Mar/11

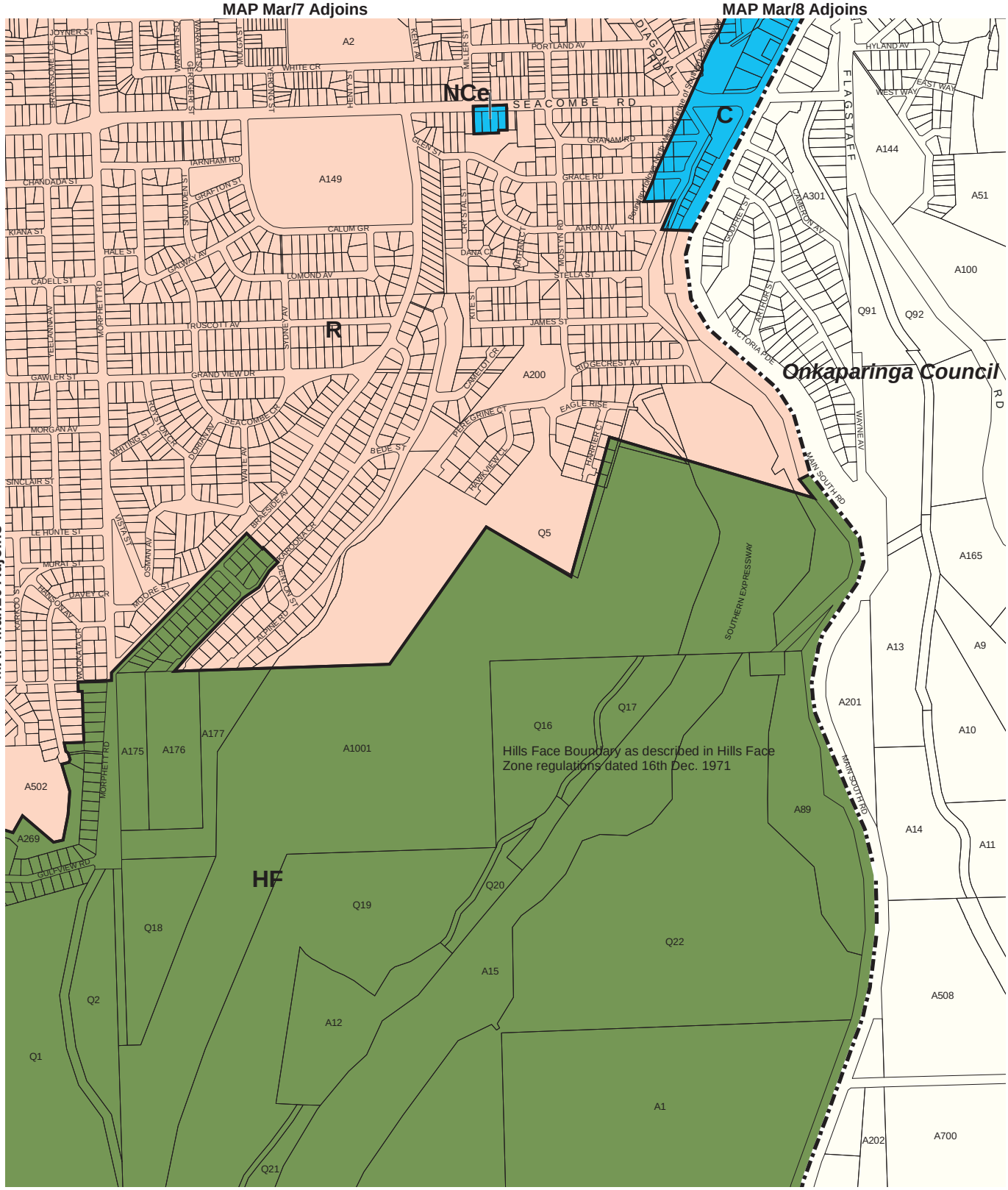
MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Mar/7 Adjoins

MAP Mar/8 Adjoins

MAP Mar/10 Adjoins



MAP Mar/14 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

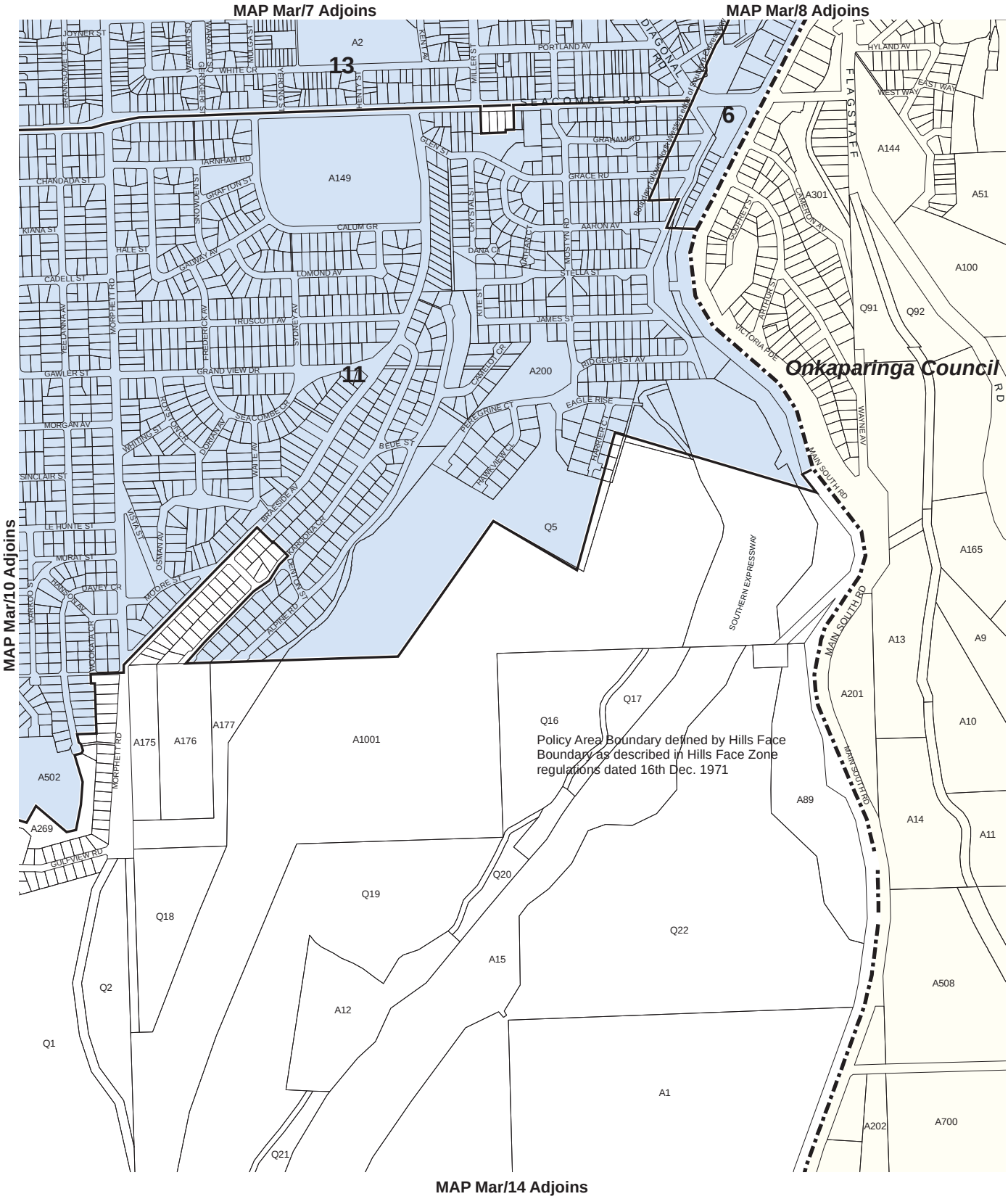
Zones

- C Commercial
- HF Hills Face
- NCe Neighbourhood Centre
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map Mar/11

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017



Lamberts Conformal Conic Projection, GDA94

Policy Area

11 Hills
13 Northern
6 Darlington

N

0 500 m

Policy Area Map Mar/11

Policy Area Boundary

Development Plan Boundary

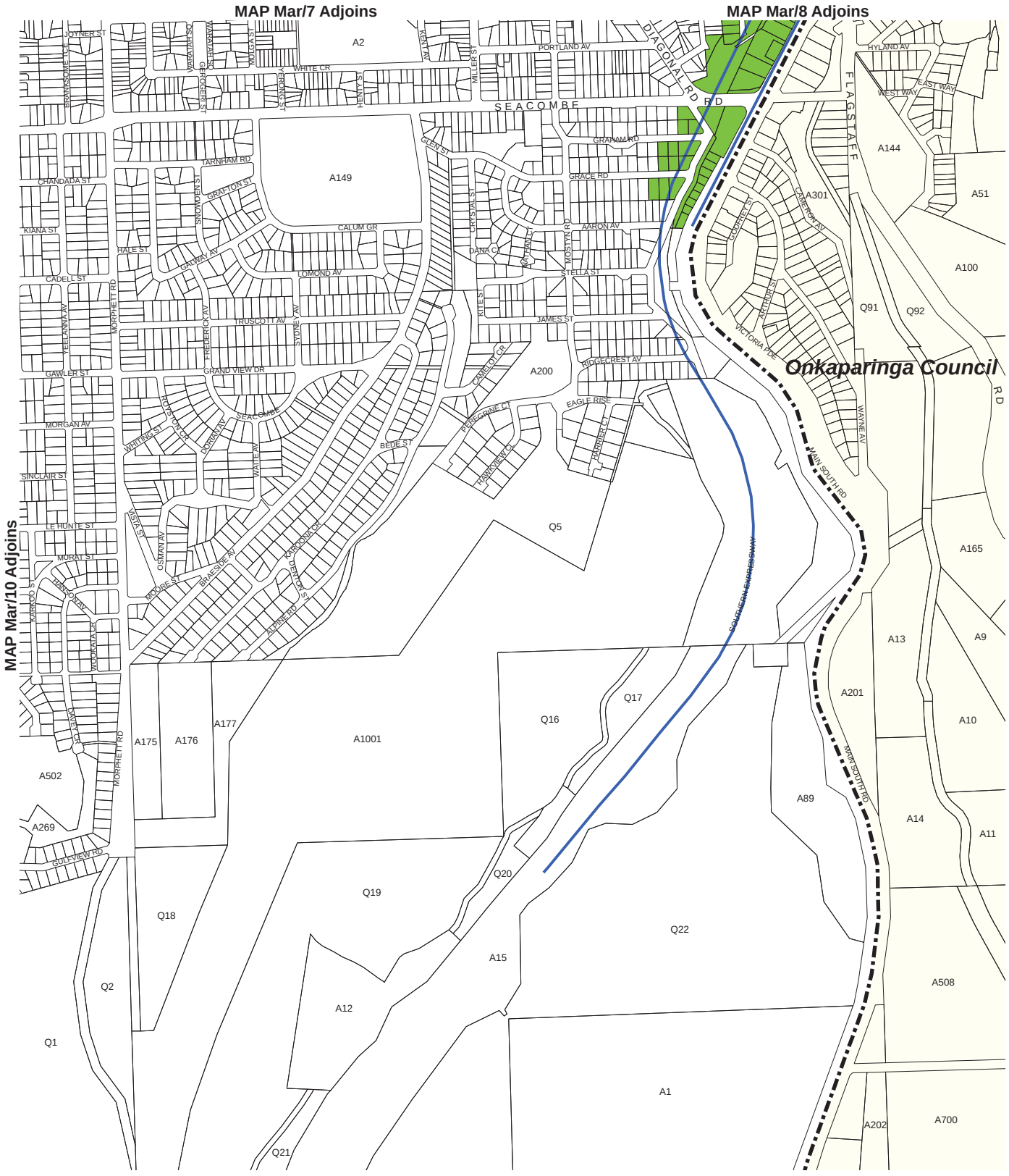
MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

ATTACHMENT MAR 6

New Maps:

- Overlay Map Mar/11 – Strategic Transport Routes



Overlay Map Mar/11

STRATEGIC TRANSPORT ROUTES

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

Strategic Transport Route

Strategic Transport Routes Designated Area

Development Plan Boundary

ATTACHMENT MAR 7

Replacement Concept Plan maps:

- Concept Plan Map Mar/7 - Laffer's Triangle (Marion)
- Concept Plan Map Mar/8 - Tonsley

CONCEPT PLAN MAP/8 ADJOINS



- Open Space
- Caravan Park
- Suburban Activity Node Zone
- Core Area
- Regional Activity Zone Core
- Commercial
- Waterways
- Water Retention
- Future Local Connector Roads
- Strategic Transport Routes
- Future Road Access
- Railway
- Future Rail Line
- Future Pedestrian/Cycle Link
- Future Intersection Upgrade
- Concept Plan Boundary
- Development Plan Boundary

N

0 100 200 300 400 500 metres

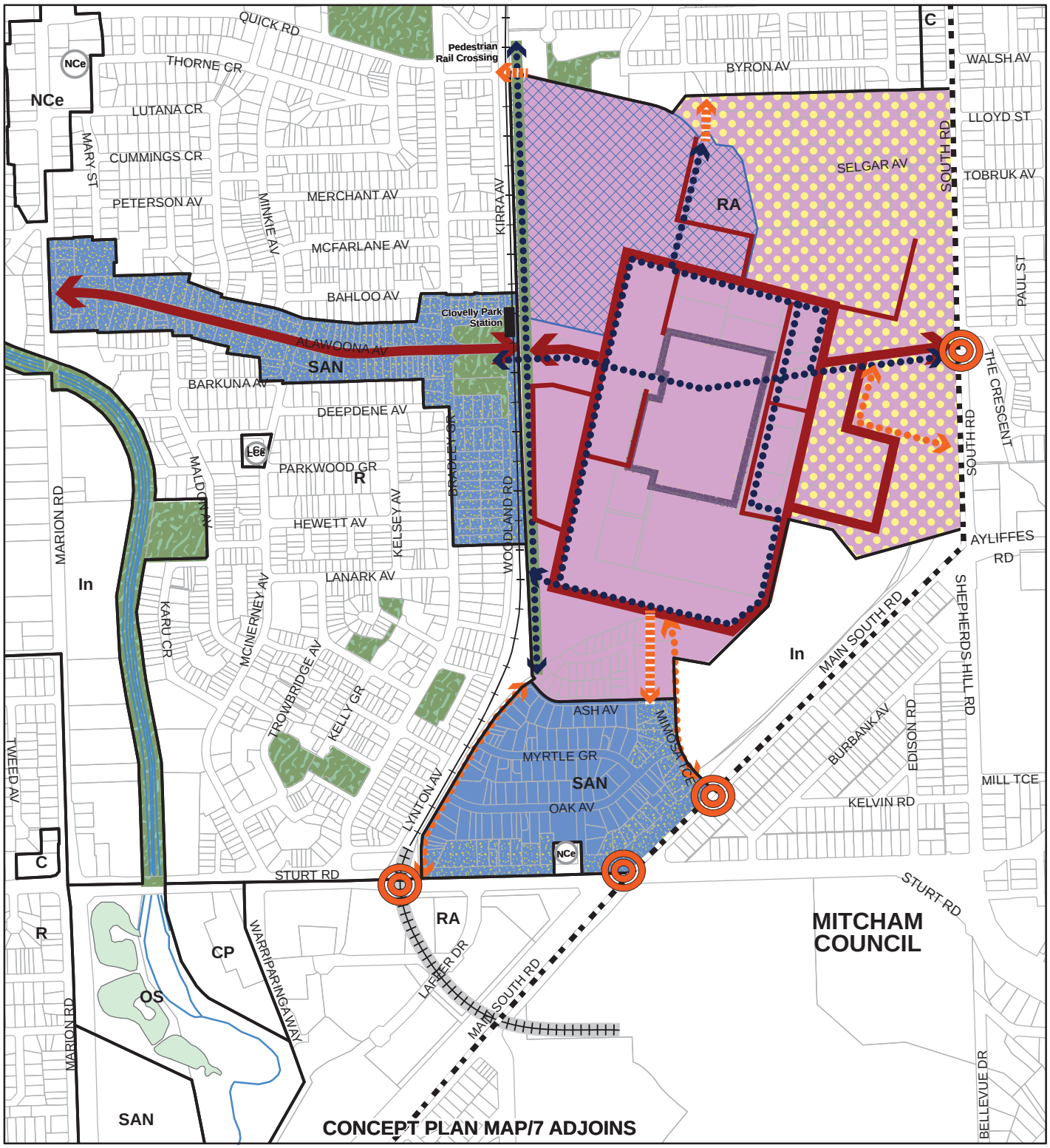
MARION

Concept Plan Map Mar/7

LAFFER'S TRIANGLE

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017



- Suburban Activity Node Zone
- Suburban Activity Node Core area
- Regional Activity Transition area
- Regional Activity Zone Core
- Regional Activity Commercial area
- Open Space
- Main Assembly Building
- Greenway and bike/pedestrian path
- Pedestrian / Cycle Link
- Potential Pedestrian / Cycle Link
- Potential Future Connections
- Primary Vehicular Route
- Secondary Vehicular Route
- Tonsley Rail Line
- Proposed Intersection Upgrade
- Neighbourhood Centre
- Local Centre
- Future Rail Line
- Waterways
- Development Plan Boundary

N

0 100 200 300 400 500 m

Concept Plan Map Mar/8

TONSLEY

MARION COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

Amendment Instructions Table

Name of Local Government Area: City of Mitcham

Name of Development Plan: Mitcham (City) Development Plan

Name of DPA: Southern Innovation Area DPA

The following amendment instructions (at the time of drafting) relate to the Mitcham (City) Development Plan consolidated on 21 April 2016.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Amend • Replace • Delete • Insert	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Metropolitan Adelaide Section				
1.	Replace	Under the heading 'OBJECTIVES', the sub-heading 'Centres and Shops' and all the associated text up to the sub-heading 'Community Facilities' with the contents of **'ATTACHMENT MIT 1'.**	Y	N
2.	Replace	Under the heading 'PRINCIPLES OF DEVELOPMENT CONTROL', the sub-heading 'Centres and Shops' and all the associated text up to the sub-heading 'Metropolitan Open Space System (MOSS)' with the contents of '**ATTACHMENT MIT 2**'.	Y	N
Council Wide Section				
3.	Replace	Objective 18 under the heading 'Residential Development' which states: *The establishment of medium density residential development in proximity to district centres at Mitcham, Cumberland Park and Blackwood, public transport routes and areas of public open space.* with the following new Objective 18: *The establishment of medium density residential development in proximity to: district centres at Mitcham, Cumberland Park and Blackwood; public transport routes;*	N	N

		areas of public open space and; major sources of employment and services.		
4.	Insert	In the explanatory text following Objective 18, and after the paragraph commencing with the words 'Medium density residential development is allowed…….', the following: *'Medium and higher density forms of housing are also being encouraged in parts of Bedford Park, where new residents can take advantage of major transport upgrades that will improve local transport links (including walking and cycling) and enhance travel to other parts of the wider metropolitan Adelaide area. The wider area is also home to regional scale health and education services which provide opportunities for local jobs and housing growth.'*	N	N
5.	Insert	In the section containing the 'Objectives' and before the sub-heading 'Stormwater Management', the following: ***Interface Between Land Uses*** **Objective 19:** Development located and designed to minimise adverse impact and conflict between land uses. **Objective 20:** Protect community health and amenity from adverse impacts of development. **Objective 21:** Protect desired land uses from the encroachment of incompatible development. ***Medium and High Rise Development (3 or More Storeys)*** **Objective 22:** Medium and high rise development that provides housing choice and employment opportunities. **Objective 23** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs. **Objective 24:** Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality. **Objective 25:** Buildings designed and sited to be energy and water efficient.	Y	N
6.	Insert	In the section containing the 'Principles of Development Control' and before the sub-heading 'Residential Development', the contents of **'ATTACHMENT MIT 3'**.	Y	N
7.	Replace	In the section containing the 'Principles of Development Control' the sub-heading 'Residential Development', with the following:	N	N

		Residential Development (Except where otherwise specified in a zone or policy area)		
8.	Insert	In PDC 62, under the sub-heading 'Centres and shops' after the words '…….within centre zones', the following: *', the Regional Activity Zone or the Suburban Activity Node Zone.'*	N	N
9.	Insert	In sub clauses (a) and (b) of PDC 63, under the sub-heading 'Centres and shops' after the words '…….a centre zone', the following: *'a Regional Activity Zone or a Suburban Activity Node Zone.'*	N	N
10.	Replace	Sub clause (d) of PDC 63 with the following: *(d) Retail showrooms should be located in centre zones, the Mixed Use (Belair Road) Zone, the Mixed Use (Goodwood Road) Zone, the Commercial (Main Road) Zone, the Commercial (South Road) Zone the Regional Activity Zone or the Suburban Activity Node Zone.*	N	N
11.	Insert	In PDC 65, after the words '……located outside centre zones', the following: *', the Regional Activity Zone or the Suburban Activity Node Zone'*	N	N
12.	Replace	The introduction of PDC 67, which states: *Development within centre zones should conform to the following access, movement and car parking principles:* With: *Development within centre zones, the Regional Activity Zone or the Suburban Activity Node Zone should conform to the following access, movement and car parking principles (except where otherwise stated in the zone):*	N	N
13.	Replace	The introduction of PDC 68, which states: *Development within centre zones should conform with the following design principles:* With: *Development within centre zones, the Regional Activity Zone or the Suburban Activity Node Zone should conform with the following design principles (except where otherwise stated in the zone):*	N	N
OVERLAY SECTION (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
14.	Insert	Before the heading Residential (East Plains) Zone, the contents of **ATTACHMENT MIT 4** containing: • Affordable Housing Overlay • Noise and Air Emissions Overlay	N	N

		• Strategic Transport Routes Overlay.		
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Suburban Activity Node Zone (new)				
15.	Insert	After the District Centre Zone, new Suburban Activity Node Zone as contained in **'ATTACHMENT MIT 5'**.	N	N
Regional Activity Zone (new)				
16.	Insert	After the new Suburban Activity Node Zone, new Regional Activity Zone as contained in '**ATTACHMENT MIT 6'**.	N	N
Institutional Zone				
17.	Replace	The paragraph under the sub-heading 'Introduction' with the following: *The objectives and principles of development control that follow apply in the Institutional Zone shown on Maps Mit/5, 6, 8, 9, 11, 13 and 19 to 21. They are additional to those expressed for the whole of the council area.*	N	N
18.	Delete	The whole of **Objective 4**.	Y	N
19.	Insert	After the Rural Landscape Zone, new Open Space Zone as contained in **ATTACHMENT MIT 7**.		
TABLES				
Amendments required (Yes/No): **Yes**				
Table Mit/9 - Off-street Vehicle Parking Requirements for Designated Areas				
20.	Replace	The whole of the table with the contents of **'ATTACHMENT MIT 8'.**	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): **Yes**				
Map Reference Tables - NA				
Map(s)				
21.	Replace	The following with corresponding maps contained in **'ATTACHMENT MIT 9'**: • Map Mit/1* • Structure Plan Map Mit/1 (Overlay 1) • Zones Map Mit/12 • Zones Map Mit/13 • Zones Map Mit/18 • Policy Areas Map Mit/33 (***Note***: Replacement maps indicated by '*' are included for the purpose of updating cadastre)	N	N
22.	Insert	New Overlay Maps after Map Mit/1 (Overlay3) contained in '**ATTACHMENT MIT 10'** for: • Affordable Housing Map Mit/1 (Overlay 4) • Noise and Air Emissions Map Mit/1 (Overlay 5) • Strategic Transport Routes Map Mit/1 (Overlay 6)	N	N

ATTACHMENT MIT 1

Replacement Objectives: Centres and Retail Development

Centres and Retail Development

Objective 10: Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres and mixed use zones.

Objective 11: Centres that ensure rational, economic and convenient provision of goods and services and provide:

(a) a focus for community life

(b) safe, permeable, pleasant and accessible walking and cycling environments.

Objective 12: The provision of a safe pedestrian and cycling environments within centres which gives high priority to pedestrians, public and community transport.

Objective 13: Increased vitality and activity in centres through the introduction and integration of housing.

Objective 14: The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

ATTACHMENT MIT 2

Replacement Principles of Development Control: Centres and Retail Development

Centres and Retail Development

17 Development within centres should:

(a) integrate facilities within the zone

(b) allow for the multiple use of facilities and the sharing of utility spaces

(c) allow for the staging of development within the centre

(d) be integrated with public and community transport.

18 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

19 Development within centres should provide:

(a) public spaces such as malls, plazas and courtyards

(b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character

(c) unobtrusive facilities for the storage and removal of waste materials

(d) public facilities including toilets, infant changing facilities for parents, telephones and community information boards

(e) access for public and community transport and sheltered waiting areas for passengers

(f) lighting for pedestrian paths, buildings and associated areas

(g) a single landscaping theme

(h) safe and secure bicycle parking.

20 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.

21 Centre development straddling an arterial road should:

(a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection

(b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

22 Bulky goods outlets located within centres zones should:

(a) complement the overall provision of facilities

(b) be sited towards the periphery of those centres where the bulky goods outlet has a gross leaseable area of 500 square metres or more.

ATTACHMENT MIT 3

Principles of Development Control:

- **Interface Between Land Uses**
- **Medium and High Rise Development (3 or more storeys)**

Interface Between Land Uses

16 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants

(b) noise

(c) vibration

(d) electrical interference

(e) light spill

(f) glare

(g) hours of operation

(h) traffic impacts.

17 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

18 Development adjacent to a Residential Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.

19 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.

20 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.

21 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

22 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.

23 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

24 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.

25 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing *noise sensitive development* property boundary	Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level.
Adjacent land property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.

Air Quality

26 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.

27 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:

(a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere

(b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Medium Density and High Rise Development (3 or More Storeys)

Design and Appearance

28 Buildings should:

(a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections

(b) provide shelter over the footpath where minimal setbacks are desirable

(c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.

29 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.

30 Entrances to multi-storey buildings should:

(a) be oriented towards the street

(b) be clearly identifiable

(c) provide shelter, a sense of personal address and transitional space around the entry

(d) provide separate access for residential and non-residential land uses.

Visual Privacy

31 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

Building Separation and Outlook

32 Residential buildings (or the residential floors of mixed use buildings) should:

(a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces

(b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

Dwelling Configuration

33 Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.

34 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

35 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Environmental

36 Multi-storey buildings should:

(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow

(b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.

37 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.

38 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street

(b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas

(c) the placement of buildings and use of setbacks to deflect the wind at ground level.

39 Site Facilities and Storage

40 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

(a) in the dwelling (but not including a habitable room)

(b) in a garage, carport or outbuilding

(c) within an on-site communal facility.

41 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.

42 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

ATTACHMENT MIT 4

Affordable Housing Overlay
Noise and Air Emissions Overlay
Strategic Transport Routes Overlay

OVERLAYS

OVERLAY 1 – AFFORDABLE HOUSING

The following objectives and principles of development control that follow apply to the 'designated area' marked on Map Mit/1 (Overlay 4). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Affordable Housing Overlay are in conflict with the relevant General Section Objectives and or Principles of Development Control in the Development Plan, the Overlay will prevail.

OBJECTIVES

Objective 1: Affordable housing that is integrated into residential and mixed use development.

Objective 2: Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.

OVERLAY 2 – NOISE AND AIR EMISSIONS

The following objectives and principles of development control that follow apply to the 'designated area' marked on Map Mit/1 (Overlay 5). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Noise and Air Emissions Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

Objective 1: Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:

(a) shield sensitive uses and areas through one or more of the following measures:

(i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas

(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source

(iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met

(b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable

(c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

OVERLAY 3 – STRATEGIC TRANSPORT ROUTES

The following objectives and principles of development control that follow apply to the 'designated area' marked on Map Mit/1 (Overlay 6). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Strategic Transport Routes Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

Objective 1: Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development adjacent to a strategic transport route should:

(a) avoid the provision of parking on the main carriageway

(b) be accessible via service roads, where possible, that provide:

(i) parking off the main carriageway

(ii) a buffer from the main carriageway for pedestrian and cycle activity

(c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.

3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

ATTACHMENT MIT 5

(New) Suburban Activity Node Zone

SUBURBAN ACTIVITY NODE ZONE

Introduction

The objectives and principles of development control that follow apply in the Suburban Activity Node Zone shown on Map Mit/13. They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone that includes a range of medium and high density residential development supported by a mix of compatible land uses.

Objective 2: Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

Objective 3: The design and layout of development to encourage walking and cycling and promote public transport use.

Objective 4: A mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space.

Objective 5: To identify and remediate contaminated land appropriate for its intended use.

Objective 6: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone comprises land in the north of Bedford Park (bounded by Main South Road, Sturt Road and Shepherds Hill Road) as shown on Concept Plan Map Mit/1 – Bedford Park. This node will be developed with medium to high density residential development with integrated mixed use development at an appropriate scale.

Mixed use and small scale non-residential development will primarily be focused in the Core Area along the proposed extension of University Drive, which will connect with the Tonsley Precinct located in the adjoining Marion Council area, as well as land fronting Sturt Road and may include a mix of shops, offices and commercial activities, with residential uses generally located on upper floors.

Building in the Core Area, fronting the extension of University Drive and along Sturt Road will have zero or minimal setbacks except where providing space for communal activities such as outdoor dining. The use and design of such buildings should activate the street frontage through the provision of spaces for outdoor dining and display purposes and for residential land uses through the placement of foyers, windows, entries and the like.

Residential development in the zone will be primarily in the form of residential flat buildings, row dwellings and semi-detached dwellings containing a mix of 1, 2 and 3 bedroom dwellings for students and aged persons that take advantage of the zone's proximity to education and employment facilities and public transport services.

Buildings up to five storeys in height are envisaged along the extension of University Drive and along Sturt Road. The remainder of the zone should consist mainly of buildings up to three storeys high.

The role of the zone will be enhanced through design that provides a safe and highly permeable environment that is easily accessible to people from within the zone and the surrounding areas.

Development in the zone will achieve high quality urban design in both the public and private realm through building design, landscaping, surface treatments and street furniture. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings

and street furniture will create a pedestrian friendly environment, particularly along the extension of University Drive.

Streets will incorporate traffic calming measures as required and be highly connected to surrounding areas (acknowledging the physical constraints imposed by South Road to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link Flinders University with the Tonsley Precinct.

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian oriented development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings.

The sharing of facilities including communal open space, parking areas and access ways will also be encouraged.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- advertisement
- affordable housing
- aged persons accommodation
- all forms of development that are ancillary to and in association with residential development
- community centre
- consulting room
- dwelling
- office
- pre-school
- residential flat building
- shop or group of shops, excluding a bulky goods outlet or a retail showroom
- student accommodation
- supported accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

4 Development should primarily take the form of:

(a) residential flat buildings, row dwellings, detached and semi-detached dwellings, aged persons accommodation and student accommodation

(b) in the area along the extension of University Drive and Sturt Road shown residential flat buildings, row dwellings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor.

5 Non-residential development should:

(a) have a local focus to their scale of activity and intended market catchment

(b) be located to encourage walking between activities

(c) not detrimentally impact on the amenity of nearby residents.

6 Shops or groups of shops and offices should have the following maximum gross leasable areas.

Designated area	Office (square metres)	Consulting room (square metres)	Shop or group of shops (square metres)
Core Area – land fronting the extension of University Drive and Sturt Road	250	250	250
Any other area not designated by the above	50	50	Zero

Form and Character

7 Development should be consistent with the desired character for the zone.

8 Development in the area shown on Concept Plan Map Mit/1 – Bedford Park should comprise low to medium-rise development.

9 Residential development (other than residential development in mixed use buildings), should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density
Core Area – land fronting the extension of University Drive or Sturt Road	70 dwellings per hectare
Other Area	50 dwellings per hectare

Building Height

10 Except where airport building height restrictions prevail, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area – land fronting the extension of University Drive or Sturt Road	2 storey	6 storeys and up to 20.5 metres
Other Area	1 storeys	3 storeys and up to 12.5 metres

Design and Appearance

11 Development should ensure that:

(a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space; or

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

12 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:

(a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like.

(b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes.

(c) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade.

(d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape.

(e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.

Private Open Space

13 Private open space should be provided for exclusive use by residents of each dwelling, and should be sited and designed:

(a) to be accessed directly from the internal living rooms of the dwelling

(b) to be generally at ground level (other than for dwellings without ground level internal living rooms)

(c) to be located to the side or rear of a dwelling and screened for privacy

(d) to take advantage of, but not adversely affect, natural features of the site

(e) to minimise overlooking from adjacent buildings

(f) to achieve separation from bedroom windows on adjacent sites

(g) to have a northerly aspect to provide for comfortable year round use

(h) to not be significantly shaded during winter by the associated dwelling or adjacent development

(i) to be partly shaded in summer

(j) to minimise noise or air quality impacts that may arise from traffic, industry or other business

(k) activities within the locality

(l) to have sufficient area and shape to be functional, taking into consideration the location of the

(m) dwelling, and the dimension and gradient of the site.

14 Private open space should not include:

(a) any area covered by a dwelling, carport, garage or outbuildings

(b) driveways, effluent drainage areas, rubbish bin storage areas, site for rainwater tanks and other utility areas

(c) common areas such as parking areas and communal open spaces

(d) any area at ground level at the front of the dwelling (forward of the building line)

15 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

16 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

17 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:

(a) assist with ease of drainage

(b) allow for effective deep planting

(c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.

18 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

19 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.

20 Private open space may be substituted for the equivalent area of communal open space where:

(a) at least 50 per cent of the communal open space is visually screened from public areas of the development

(b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance

(c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

Off Street Vehicle Parking

21 Vehicle parking should be provided in accordance with Table Mit/9 - Off Street Vehicle Parking Requirements for Designated Areas.

Land Division

22 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

23 Allotments along the extension of University Drive and Sturt Road should be amalgamated to facilitate co-ordinated and efficient development.

24 The following kinds of development (including building work, a change in the use of land or division of an allotment) are non-complying in the Suburban Activity Node Zone:

Bulky goods outlet (except where the gross leasable floor area is less than 500 square metres)
Fuel Depot
Industry
Hotel
Petrol Filling Station
Public Service Depot
Road Transport Terminal
Service Trade Premises
Store
Transport Depot
Warehouse
Waste Reception Storage Treatment or Disposal

25 The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 1 in the Suburban Activity Node Zone:

Advertisement
Affordable Housing
Aged Persons Accommodation
All forms of development that are ancillary and in association with residential development
Community Centre
Consulting Room
Dwelling
Educational Establishment
Office
Pre-school
Residential Flat Building
Shop or Group of Shops
Stormwater Detention/Retention Basin.

26 The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 2 in the Suburban Activity Node Zone:

All forms of development not listed as Category 1

ATTACHMENT MIT 6

(New) Regional Activity Zone

REGIONAL ACTIVITY ZONE

Introduction

The objectives and principles of development control that follow apply in the Regional Activity Zone shown on Maps Mit/12, 13 and 18. They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone that has a focus of land uses that are state wide, national and international attractors supported by a mix of compatible land uses.

Objective 2: Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.

Objective 3: The design and layout of development to encourage walking and cycling and promote public transport use and healthy neighbourhoods.

Objective 4: A mixed use zone with a variety and concentration of activity close to key focal points such as education or health facilities, fixed transit stops, or high quality open space areas.

Objective 5: Development that ensures the long-term operational, safety, and aviation requirements of helicopter landing sites continue to be met.

Objective 6: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is part of a destination that includes land within the City of Marion and takes in a range of education, health, research and employment facilities of regional significance. While these activities will be the focus for development in the zone, other activities will be encouraged to provide a supporting role such as medium to high density housing and other forms of accommodation, mixed use developments and quality public open spaces.

A range of complementary activities such as shops, consulting rooms, offices and entertainment facilities and the like will also be encouraged to meet the day to day needs of workers, students, residents and visitors and to create vibrant and interesting places to visit and linger.

The general design and layout of buildings and activities, in combination with open space areas, are expected to foster a sense of identity and create vehicle, pedestrian and cycle connections to and between major activity hubs, transport facilities, and local destinations (eg shops, schools, local parks) within and beyond the zone's boundaries. The Tonsley rail line extension, railway station north of the Flinders Medical Centre station, and upgrades to road infrastructure and pedestrian/cycle paths across the Main South Road and Sturt Road corridors, as identified on Concept Plan Fig Mit/1 – Bedford Park, will be used to guide development and encourage a pedestrian oriented environment.

Sharing of facilities including communal open space, parking areas and access ways is encouraged.

Development will be of high quality urban design, promote a high amenity public realm and contribute to a coherent, legible, safe and well-connected pedestrian friendly environment through a range of techniques including: orientating building entrances to the street; minimising large parking areas; placing on-site parking behind buildings: landscaping and surface treatments; street furniture; building design; provision of wide footpaths; use of trees to shade pedestrian areas and soften built form and; the integration of colonnades, courtyards and awnings. Consistency in the use of these elements will visually connect different areas within the zone.

Some parts of the zone are framed by established low rise residential development located in adjacent residential zones. Buildings at the edge of the zone in these locations should create an appropriate transition of scale and massing. In cases where the boundary of the zone is formed by a local residential road, development will take cues from the road setback of existing dwellings in the adjacent zone to promote cohesive streetscapes.

Building design and height will need to ensure the ongoing safety of emergency aircraft accessing the Flinders Medical Centre.

The zone will consist of a Core Area, Transition Area and Open Space Area as identified on *Concept Plan Fig Mit/1 – Bedford Park*.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the zone. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

Core Area

This area will cater for the most intensive development in the zone in terms of overall scale and variety of uses. Areas of mixed use development will be encouraged to provide places where people can meet and socialise that are vibrant, interesting and safe. Mixed use development will be important in and around the railway station as a means to promote public transport use, create a safer environment for public transport users and encourage integration with other parts of the zone.

Education, health and research facilities will be the dominant land uses, however, the area will also accommodate major transport interchanges or terminals, formal outdoor recreation areas, consulting rooms and offices, high density residential development (including student and workers accommodation) and a mix of supporting land uses including shops, tourist/short term stay accommodation, and entertainment facilities.

Features and activities that attract people and add vitality to the area such as display windows, retail shopfronts and outdoor dining areas are desired at street level.

Transition Area

The density and intensity of development in the area will be less than that of the Core Area, but should be greater than neighbouring residential zones.

Land uses in the Transition Area will be predominantly medium to high density residential development that caters for students, professionals and families in the form of row dwellings, residential flat buildings providing student accommodation and serviced apartments. The Transition area west of Flinders Drive will also provide for offices, consulting rooms and small scale retail to supplement the health and education uses on the east side of Flinders Drive.

The Transition area will also cater for open space recreation areas and low impacting uses such as offices and consulting rooms.

Open Space Area

The Open Space Area will comprise open space and informal vegetated areas that contribute to the open character of the zone. These areas may also form visual linkages to sites within the zone through the use of common landscaping themes.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the Core Area of the zone:

- active outdoor recreation
- consulting room
- educational establishment
- entertainment venue
- hall
- hospital
- indoor recreation centre
- office
- parking facility
- place of worship
- pre-school
- public transport interchange
- recreation area
- shop or group of shops (excluding a bulky goods outlet)
- student accommodation
- tourist accommodation.

2 The following types of development, or combination thereof, are envisaged in the Transition Area of the zone:

- active outdoor recreation
- aged persons accommodation
- consulting room
- office
- pre-school
- residential flat building
- row dwelling
- shop or group of shops in the area west of Flinders Drive
- student accommodation
- supported accommodation
- tourist accommodation.

3 The following types of development, or combination thereof, are envisaged in the Open Space Area of the zone:

- active outdoor recreation
- recreation area.

4 Secondary land uses should have a local or neighbourhood focus to their scale of activity and intended market catchment.

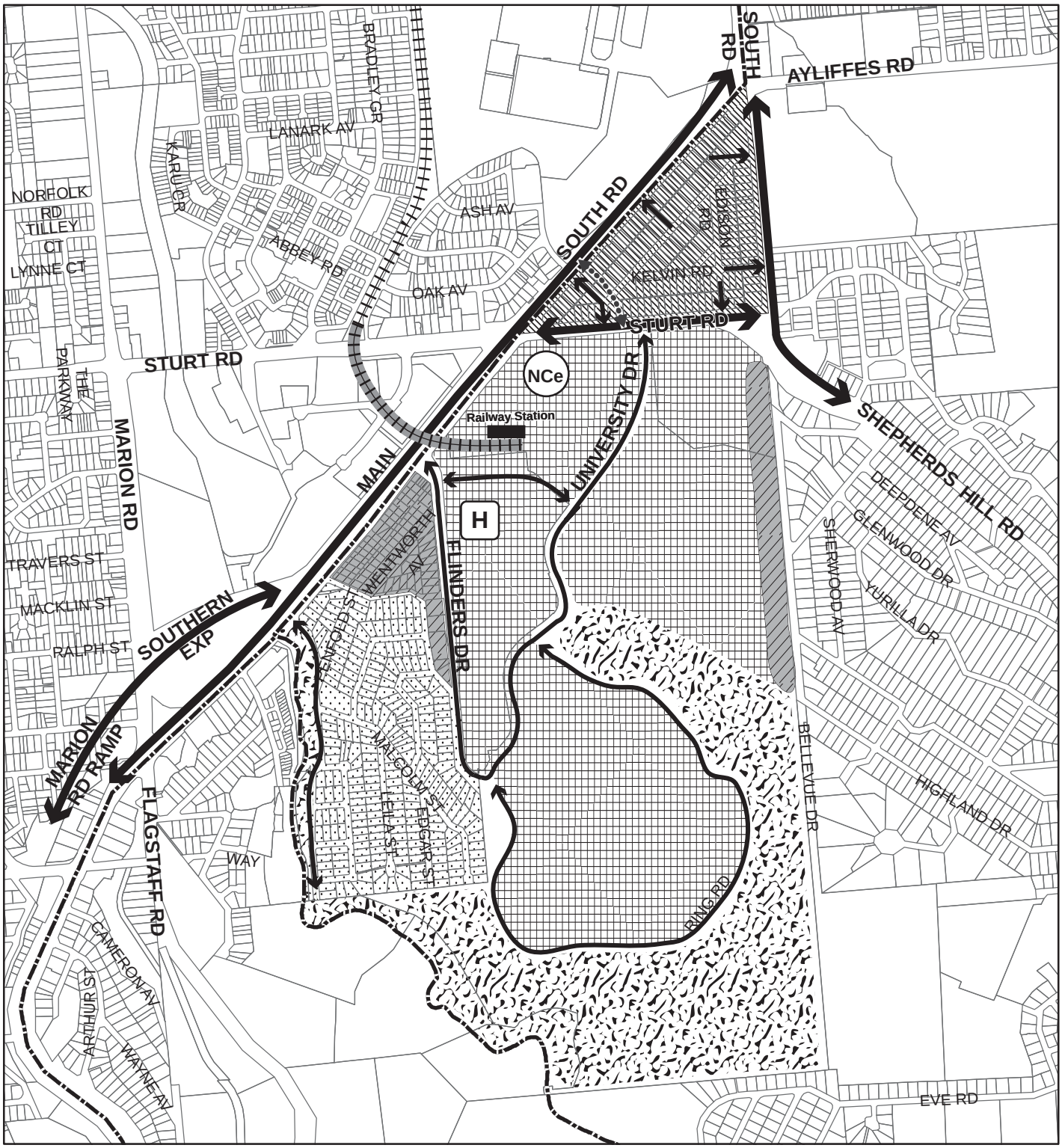
5 Development listed as non-complying is generally inappropriate.

6 Development should be undertaken in accordance with *Concept Plan Fig Mit/1 – Bedford Park* and should primarily take the form of:

(a) in Core Areas - education, health and research establishments, public transport interchange, consulting rooms and offices, with secondary land uses such as shops, accommodation, entertainment venues and halls.

(b) in Transition Areas - residential flat buildings, row dwellings, short stay or tourist accommodation, with secondary land uses such as shops, offices and consulting rooms.

(c) in Open Space Areas - passive outdoor recreation.



Residential

Mixed Use/Residential

Core Area (Employment/Education/Health/Accommodation)

Transition Area

Open Space Area

NCe Neighbourhood Centre

H Hospital

Strategic Roads

Local Connector Road

Future Pedestrian/Cycle Link

Development Plan Boundry

Railway

Future Rail Line

N

1:14,000

0 150 300 450 600 750 metres

MITCHAM (CITY)
BEDFORD PARK
CONCEPT PLAN
Fig Mit/1

On Public Consultation from 4 July 2017 to 29 August 2017

7 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

8 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.

9 Shops or groups of shops and offices should generally have maximum gross leasable areas in the order of the amounts shown in the table below:

Designated area	Office (square metres)	Consulting Room (square metres)	Shop or groups of shops (square metres)
Core Area	No maximum	No maximum	No maximum
Transition Area	250	250	250
Open Space	0	0	0

Form and Character

10 Development should be consistent with the desired character for the zone.

11 Development should graduate from medium to high-rise in Core Areas to medium to low-rise in Transition Areas, with low rise development where the development site abuts a residential zone boundary.

12 Residential development (other than residential development in mixed use buildings), should achieve a residential density in accordance with the following:

Designated area	Minimum net residential density
Core Area	80 dwellings per hectare
Transition Area	50 dwellings per hectare

13 Development should not have a primary frontage to Main South Road.

Building near Helicopter landing sites

14 The height and location of buildings and structures should not adversely affect the long-term operational, safety and aviation requirements of helicopter landing sites.

15 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:

(a) lighting glare

(b) smoke, dust and exhaust emissions

(c) air turbulence

(d) storage of flammable liquids

(e) attraction of birds

(f) reflective surfaces (eg roofs of buildings, large windows)

(g) materials that affect aircraft navigational aids.

16 Dwelling or buildings providing accommodation should not be located within areas affected by airport noise unless they are designed and sited to ensure noise generated by helicopter take-off and landings at helicopter landing sites achieves an acceptable internal noise level.

17 Development within areas affected by helicopter noise should be consistent with *Australian Standard AS 2021: - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction*.

Building Envelopes

Building Height

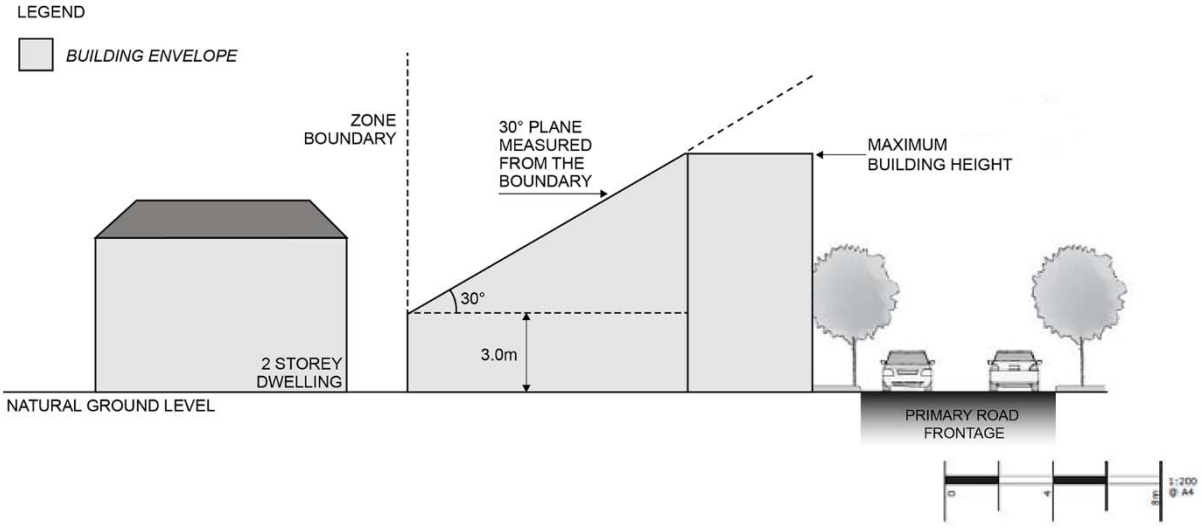
18 Except where airport building height restrictions prevail, and where the ongoing safety of emergency aircraft accessing the Flinders Medical Centre needs to be ensured, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	3 storeys	10 storeys and up to 40.5 metres
Transition Area	2 storeys	6 storeys and up to 20.5 metres
Land adjacent zone boundary	2 storeys	4 storeys and up to 16.5 metres
Open Space Area	Nil	1 storey and up to 4.5 metres

Interface Height Provisions

19 To minimise building massing at the interface with residential development located in a lower density residential zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone, as illustrated in Figure 1:

Figure 1



Setbacks from the Primary Road Frontage

20 Buildings (excluding verandas, porticos and the like) should be set back 10 metres from the Southern Expressway or Main South Road, four metres from any zone boundary and zero metres in any other case, unless contrary to another provision in the zone.

Design and Appearance

21 To minimise overshadowing of sensitive uses outside of the zone, development should ensure that:

(a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space; or

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

22 Buildings should be oriented towards public open space and defined pedestrian and cycle routes as illustrated in Concept Plan Fig Mit/1 – Bedford Park.

23 In Core Areas, the ground and first floor of buildings of 4 or more storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.

24 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:

(a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like;

(b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes;

(c) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade;

(d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape; and

(e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.

25 Where vehicle parking is to be provided at ground level or above, it should be designed to:

(a) minimise the extent of parking that is visible from public areas to that which is required for emergency service vehicles, temporary event parking and set down (drop off) functions;

(b) not be located at ground floor street frontages or detract from the provision of active street frontages;

(c) complement the surrounding built form in terms of height, massing and scale;

(d) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings and screen vehicle parking from view from public areas and other buildings; and

(e) be comprehensively integrated with high quality landscaping that includes large trees.

26 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

(a) on frontages to Main South Road;

(b) where they conflict with existing or prjected pedestrian movement and/or activity;

(c) where they would cause undue disruption to traffic flow.

27 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

Private Open Space

28 Private open space should be provided for exclusive use by residents of each dwelling, and should be sited and designed:

(a) to be accessed directly from the internal living rooms of the dwelling

(b) to be generally at ground level (other than for dwellings without ground level internal living rooms)

(c) to be located to the side or rear of a dwelling and screened for privacy

(d) to take advantage of, but not adversely affect, natural features of the site

(e) to minimise overlooking from adjacent buildings

(f) to achieve separation from bedroom windows on adjacent sites

(g) to have a northerly aspect to provide for comfortable year round use

(h) to not be significantly shaded during winter by the associated dwelling or adjacent development

(i) to be partly shaded in summer

(j) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality

(k) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

29 Private open space should not include:

(a) any area covered by a dwelling, carport, garage or outbuildings

(b) driveways, effluent drainage areas, rubbish bin storage areas, site for rainwater tanks and other utility areas

(c) common areas such as parking areas and communal open spaces

(d) any area at ground level at the front of the dwelling (forward of the building line)

30 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
≥250	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	2.5	24
<250	15, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	2	10

31 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

32 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:

(a) assist with ease of drainage

(b) allow for effective deep planting

(c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.

33 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

34 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.

35 Private open space may be substituted for the equivalent area of communal open space where:

(a) at least 50 per cent of the communal open space is visually screened from public areas of the development

(b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance

(c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

Off Street Vehicle Parking

4 Vehicle parking should be provided in accordance with Table Mit/9 - Off Street Vehicle Parking Requirements for Designated Areas.

Land Division

5 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

6 The following kinds of development are **complying** in the Regional Activity Zone subject to compliance with conditions comprising, where applicable:

(a) the conditions prescribed in Table Mit/1; and

(b) the development not being located on a site, or abutting a site, containing an item of heritage significance listed in Table Mit/3:

Advertisements - only those listed in Table Mit/1
Change in the use of land from residential to office on the ground or first floor of a building
Change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.

22 The following kinds of development (including building work, a change in the use of land or division of an allotment) are non-complying in the Regional Activity Zone:

Bulky goods outlet (except where the gross leasable floor area is less than 500 square metres)
General Industry
Fuel depot
Public service depot
Road transport terminal
Service trade premises
Store
Transport depot
Warehouse
Waste reception storage treatment or disposal.

23 The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 1 in the Regional Activity Zone:

Advertisement
Aged persons accommodation (where more than 150 metres from a helicopter landing facility)
All forms of development that are ancillary and in association with residential development
Community centre
Consulting room
Dwelling (where more than 150 metres from a helicopter landing facility)
Dependent accommodation (where more than 150 metres from a helicopter landing facility)

Educational establishment
Hall
Hospital
Place of worship
Pre-school
Primary school
Residential flat building (where more than 150 metres from a helicopter landing facility)
Retirement village (where more than 150 metres from a helicopter landing facility)
Shop or group of shops
Student accommodation (where more than 150 metres from a helicopter landing facility)
Supported accommodation (where more than 150 metres from a helicopter landing facility)
Tourist accommodation (where more than 150 metres from a helicopter landing facility).

24 The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 2 in the Regional Activity Zone:

All forms of development not listed as Category 1.

ATTACHMENT MIT 7

OPEN SPACE ZONE

Introduction

The objectives and principles of development control that follow apply in the Open Space Zone shown on Map Mit/12. They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone:

(a) in which the open space character is preserved to provide a visual contrast to the surrounding urban area

(b) comprising open space that accommodates a range of public and private activities in an open and natural setting, including:

(i) passive and active recreation land uses

(ii) habitat conservation and restoration.

Objective 2: A linear park that:

(a) provides an open space corridor across Greater Adelaide

(b) promotes the use, awareness and preservation of the riverine environment and enhancement of natural or semi natural habitats for the movement of wildlife and conservation of biodiversity.

Objective 3: A river system which provides for the maintenance of stormwater capacity and flood mitigation measures for adjoining areas.

Objective 4: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The area along the Sturt River is primarily an open space with aesthetic, stormwater management and passive recreation functions. Development within the zone is appropriate where it is integral to any of these functions provided any structures are not a dominant feature.

It will provide for the establishment and maintenance of a linear open space and biological corridor based on the existing watercourse channel, associated floodplains and vegetation.

Water quality of the river and the recreational opportunities will be retained and enhanced.

Pedestrian, cycle and recreation facilities, such as drinking fountains and barbecues, will be incorporated into the Linear Park; however, facilities for sports competitions or events are inappropriate.

Landscaping should ensure that any remnant native vegetation is incorporated into the landscape design and that locally indigenous vegetation is utilised wherever possible.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- conservation work
- recreation area
- toilet block and barbeque facility.

2 Development listed as non-complying is generally inappropriate.

3 Development should allow for unstructured passive and active recreation

Form and Character

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should only occur where it is integral to the aesthetic, drainage or recreation function of the zone.

6 Buildings should be:

(a) restricted in size and number

(b) sited so as not to detract from the open natural character of the zone

(c) constructed of materials which blend with the riverine landscape.

7 Development should ensure coordinated design with an emphasis on the creation of pedestrian areas.

8 Landscaped buffers should be provided around the perimeter of recreation or sporting facilities.

9 Landscaping should comprise locally indigenous species and incorporate existing remnant vegetation.

10 Development, landscaping, and paths for pedestrians and cyclists should

(a) take into account the changing flow regime and width of waterways and

(b) be constructed of permeable material where practical to reduce stormwater runoff.

Land Division

11 Land division should not be undertaken except where:

(a) it will facilitate the development of an envisaged uses in the zone

(b) no additional allotments are created.

12 The following kinds of development (including building work, a change in the use of land or division of an allotment) are **non-complying** in the Open Space Zone:

Advertisement and/or advertising hoarding
Amusement machine centre
Consulting room
Crematorium
Dairy
Dwelling
Educational establishment
Fuel depot
Horticulture
Hospital
Hotel
Industry
Intensive animal keeping
Land division, except where no additional allotments are created partly or wholly within the zone.
Motel

Motor repair station
Nursing home
Office, except where in association with recreation facilities
Petrol filling station
Place of worship
Pre-school
Prescribed mining operations
Public service depot
Residential flat building
Restaurant
Road transport terminal
Service trade premises
Shop or group of shops, except where the gross leasable area is 80 square metres or less.
Stock sales yard
Stock slaughter works
Store
Tourist accommodation
Warehouse
Waste reception, storage, treatment or disposal
Wrecking yard

ATTACHMENT MIT 8

Replacement Table Mit/9

TABLE Mit/9

Off-street Vehicle Parking Requirements for Designated Areas

Interpretation

1. The vehicle parking rates table applies to Designated Areas listed below except where:

(a) any applicable condition(s) is/are not met
(b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

2. The following are Designated Areas:

Designated Area	Conditions
Regional Activity Zone Suburban Activity Node Zone	None
District Centre Zone Neighbourhood Centre Zone Local Centre Zone Mixed Use (Belair Road) Zone Commercial (Main Road) Zone	Any part of the development site is located in accordance with at least one of the following: (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) within 400 metres of a bus interchange(1) that is part of a high frequency public transit service(2) (c) within 400 metres of an O-Bahn interchange(1) (d) within 400 metres of a passenger rail station(1) that is part of a high frequency public transit service(2) (e) within 400 metres of a passenger tram station(1) (f) within 400 metres of the Adelaide Parklands.

(1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles
(2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

3. Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times

(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas

(c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

(d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)

(e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening

(f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES

Table 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All ***Designated Areas*** (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

Table 2: Tourist accommodation

Location of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Regional Activity Zone **Suburban Activity Node Zone**	1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

Table 3: Residential development in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Regional Activity Zone	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling 0.25 per bed for student accommodation	0.25 per dwelling
Suburban Activity Node Zone	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling	0.25 per dwelling

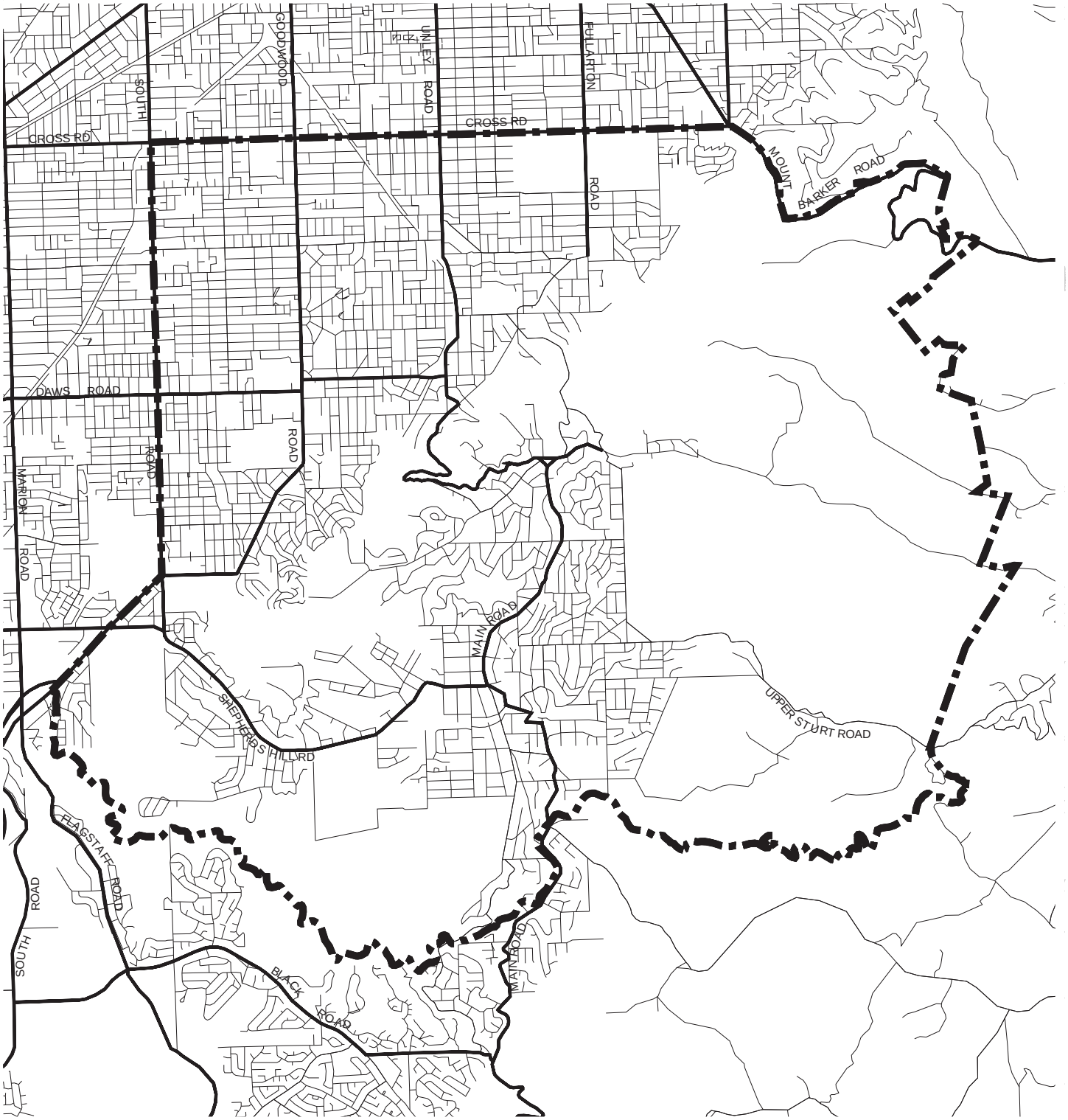
Table 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Regional Activity Zone	1 or 2 bedrooms	1
Suburban Activity Node Zone	3 + bedrooms	2

ATTACHMENT MIT 9

Replacement Maps:

Map Mit/1
Structure Plan Map Mit/1 (Overlay 1)
Zones Map Mit/12
Zones Map Mit/13
Zones Map Mit/18
Policy Areas Map Mit/33



To identify the precise location of the Development Plan boundary refer to Map Mit/2 then select the relevant Zone Map

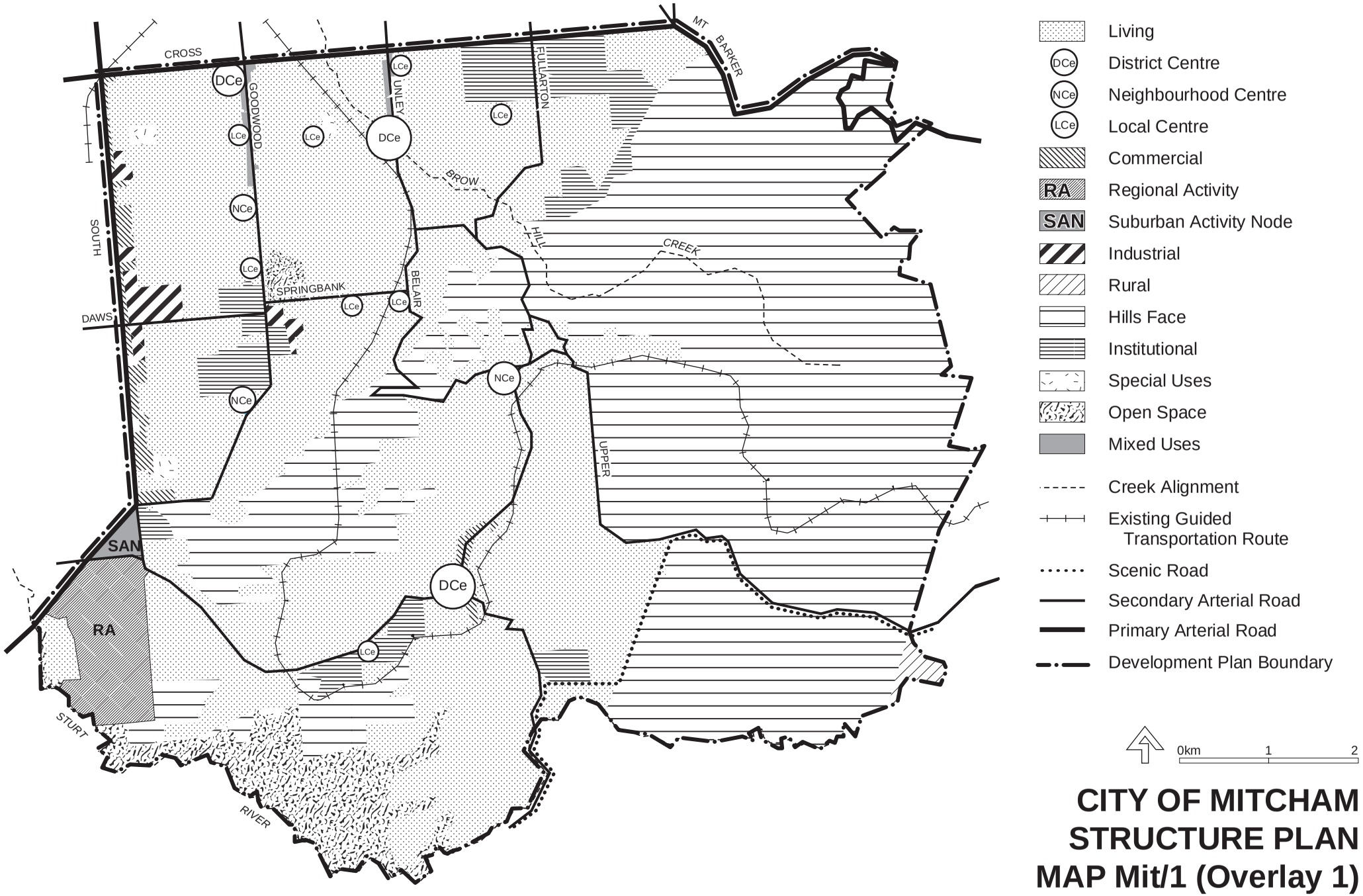
0 5km

Development Plan Boundary

CITY OF MITCHAM

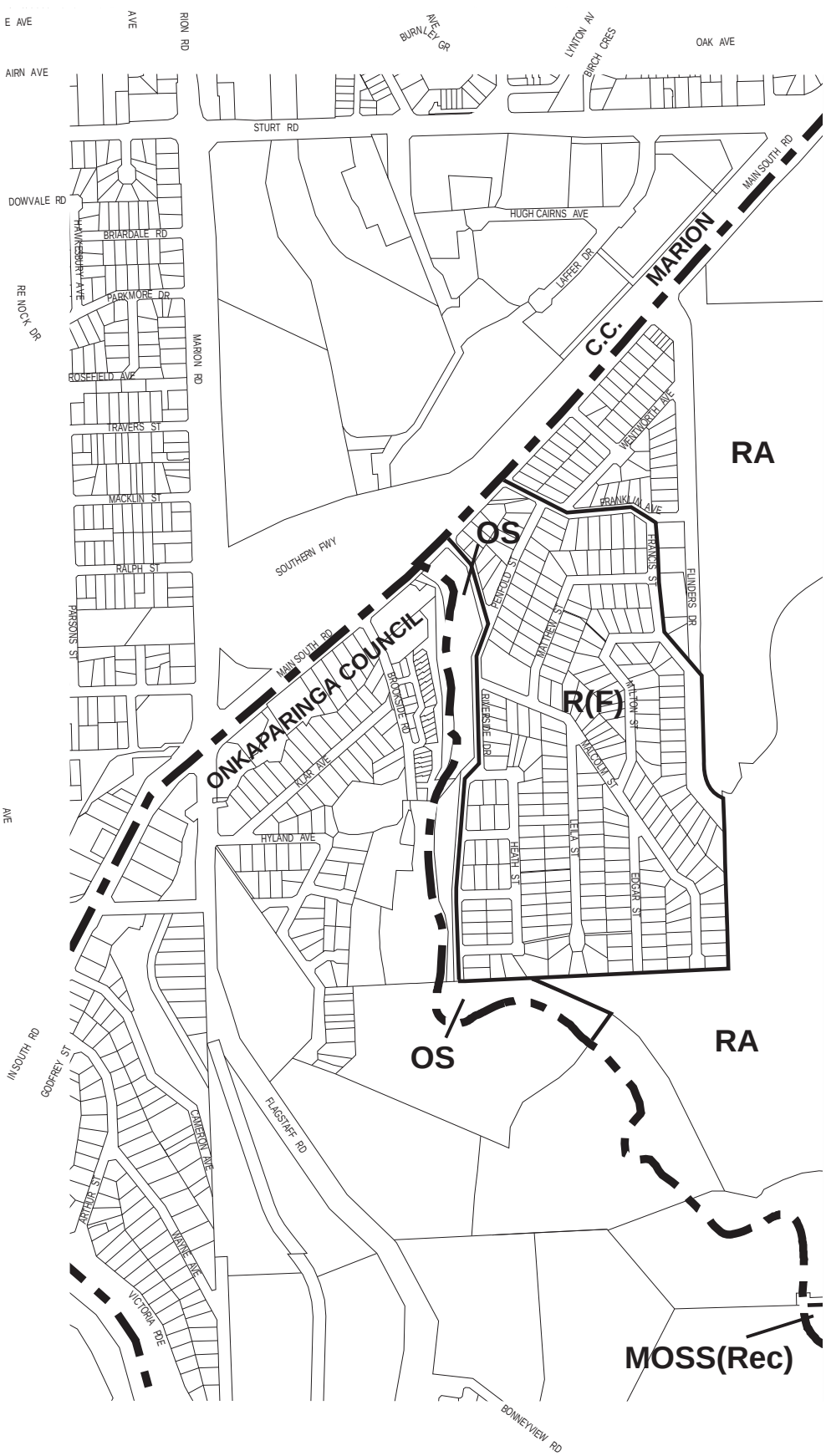
MAP Mit/1

On Public Consultation from 4 July 2017 to 29 August 2017



CITY OF MITCHAM STRUCTURE PLAN MAP Mit/1 (Overlay 1)

On Public Consultation from 4 July 2017 to 29 August 2017



OS Open Space
R(F) Residential (Foothills)
RA Regional Activity

Scale 1:10000

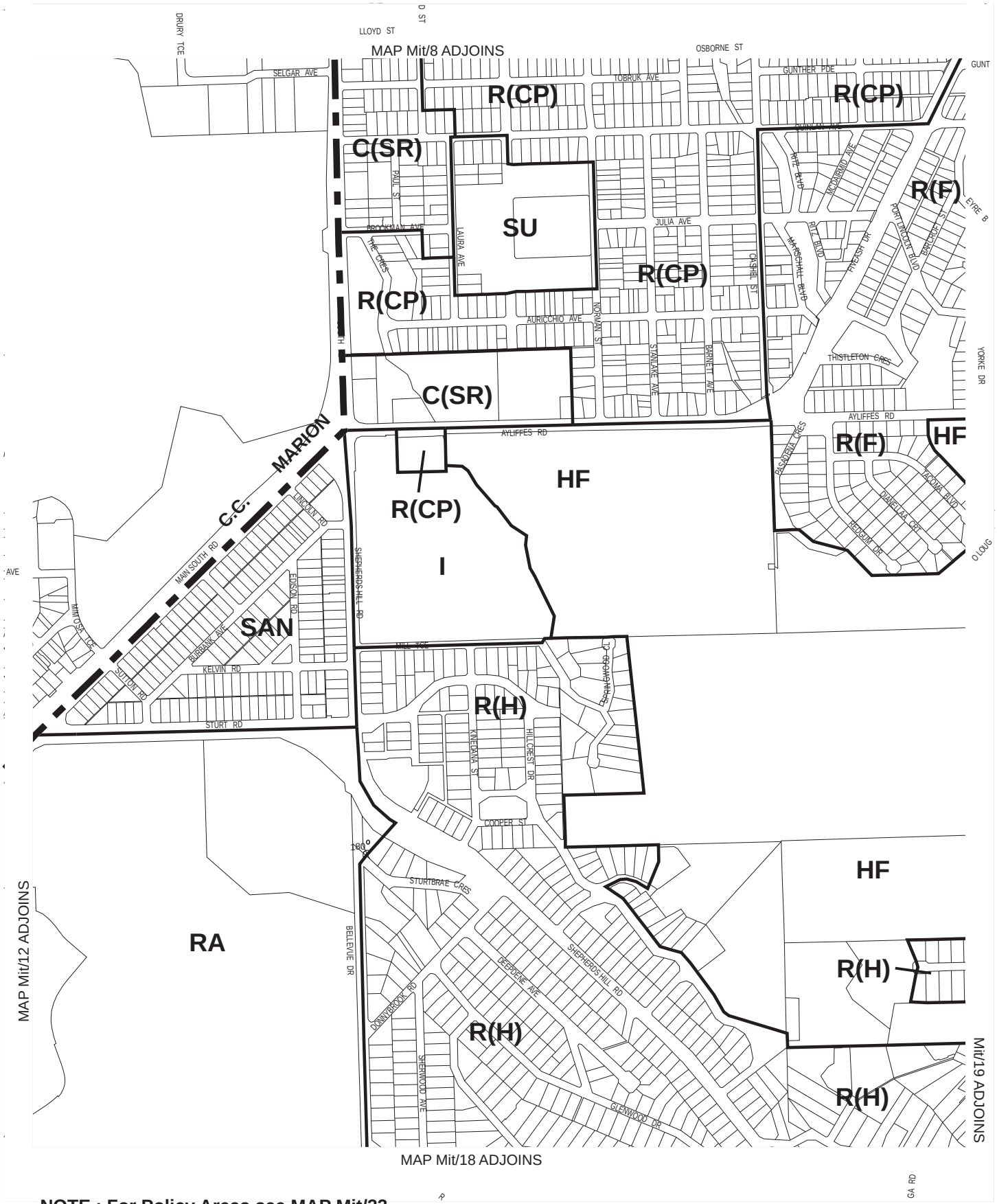
0 500metres

Zone Boundary

Development Plan Boundary

MITCHAM (CITY) ZONES MAP Mit/12

On Public Consultation from 4 July 2017 to 29 August 2017



NOTE : For Policy Areas see MAP Mit/33

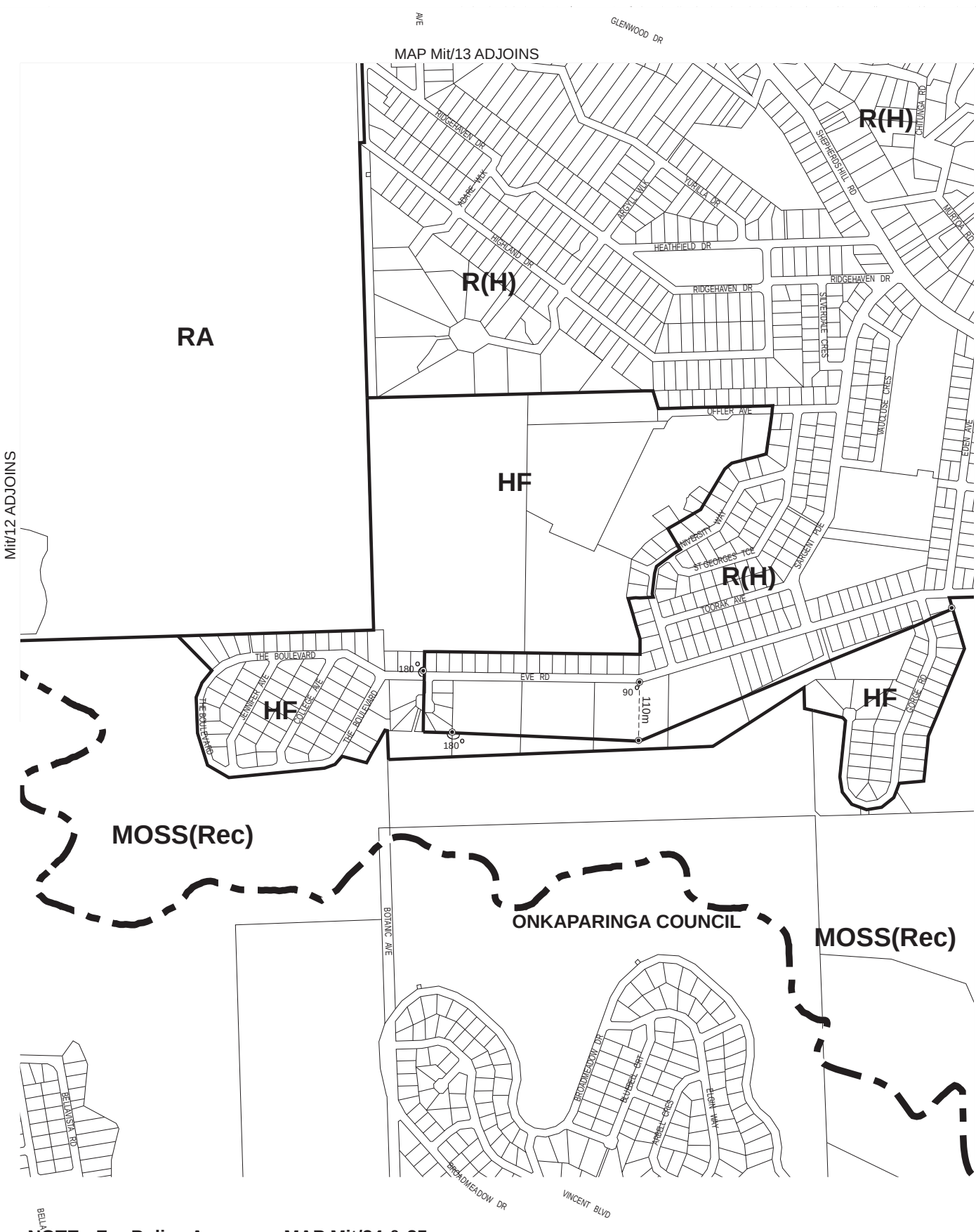
C(SR)	Commercial (South Road)
HF	Hills Face
I	Institutional
R(CP)	Residential (Central Plains)
R(F)	Residential (Foothills)
R(H)	Residential (Hills)
RA	Regional Activity
SAN	Suburban Activity Node
SU	Special Uses (Panther Park)

Zone Boundary

Development Plan Boundary

MITCHAM (CITY) ZONES MAP Mit/13

On Public Consultation from 4 July 2017 to 29 August 2017



NOTE : For Policy Areas see MAP Mit/24 & 25

HF	Hills Face
MOSS(Rec)	Metropolitan Open Space System (Recreation)
R(H)	Residential (Hills)
RA	Regional Activity

Scale 1:10000

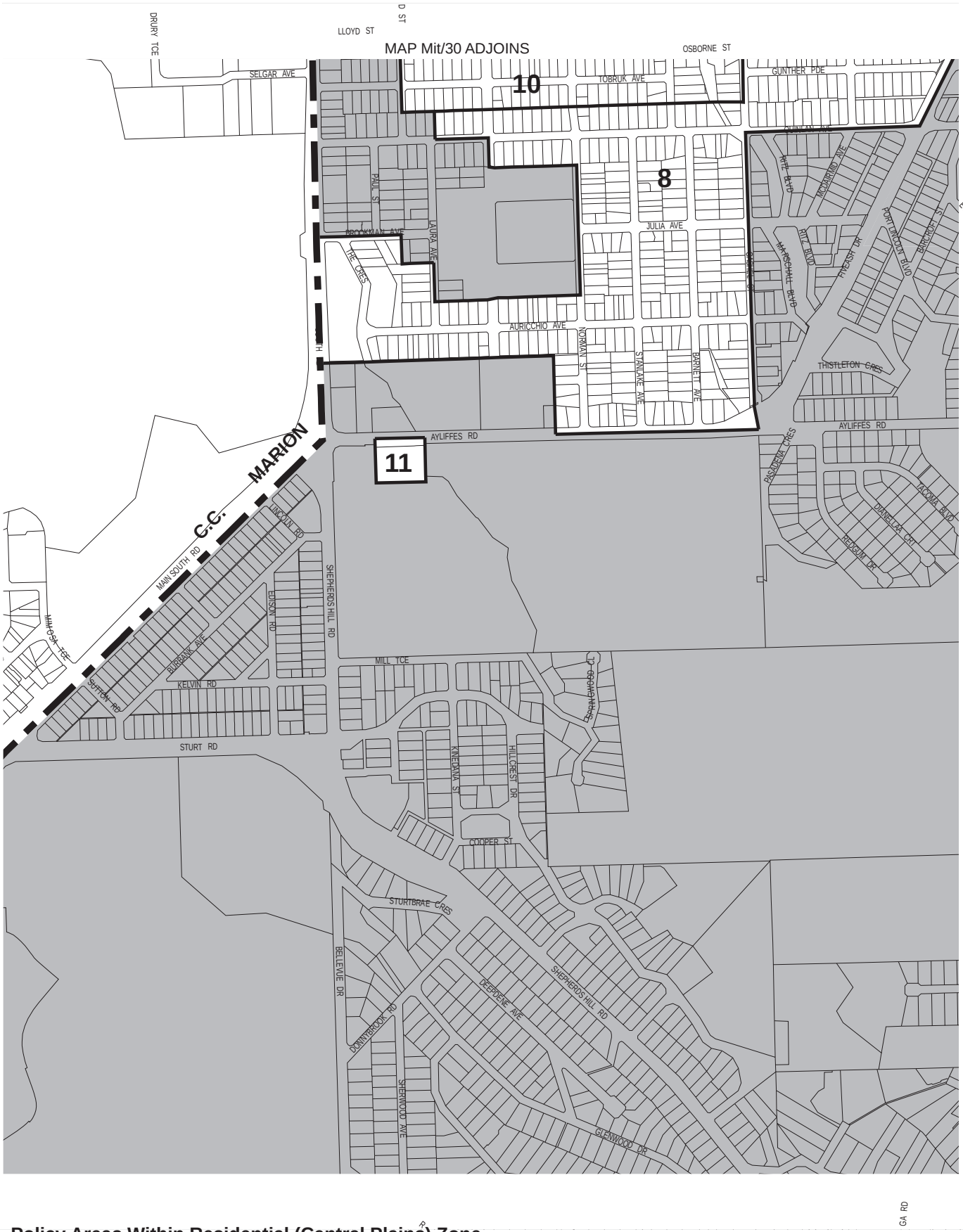
0 500metres

Zone Boundary

Development Plan Boundary

MITCHAM (CITY) ZONES MAP Mit/18

On Public Consultation from 4 July 2017 to 29 August 2017



Policy Areas Within Residential (Central Plains) Zone

10	Residential (Central Plains) Policy Area 10
11	Residential (Central Plains) Policy Area 11
8	Residential (Central Plains) Policy Area 8

Scale 1:10000

0 500metres

MITCHAM (CITY) POLICY AREAS MAP Mit/33

Policy Area Boundary

Development Plan Boundary

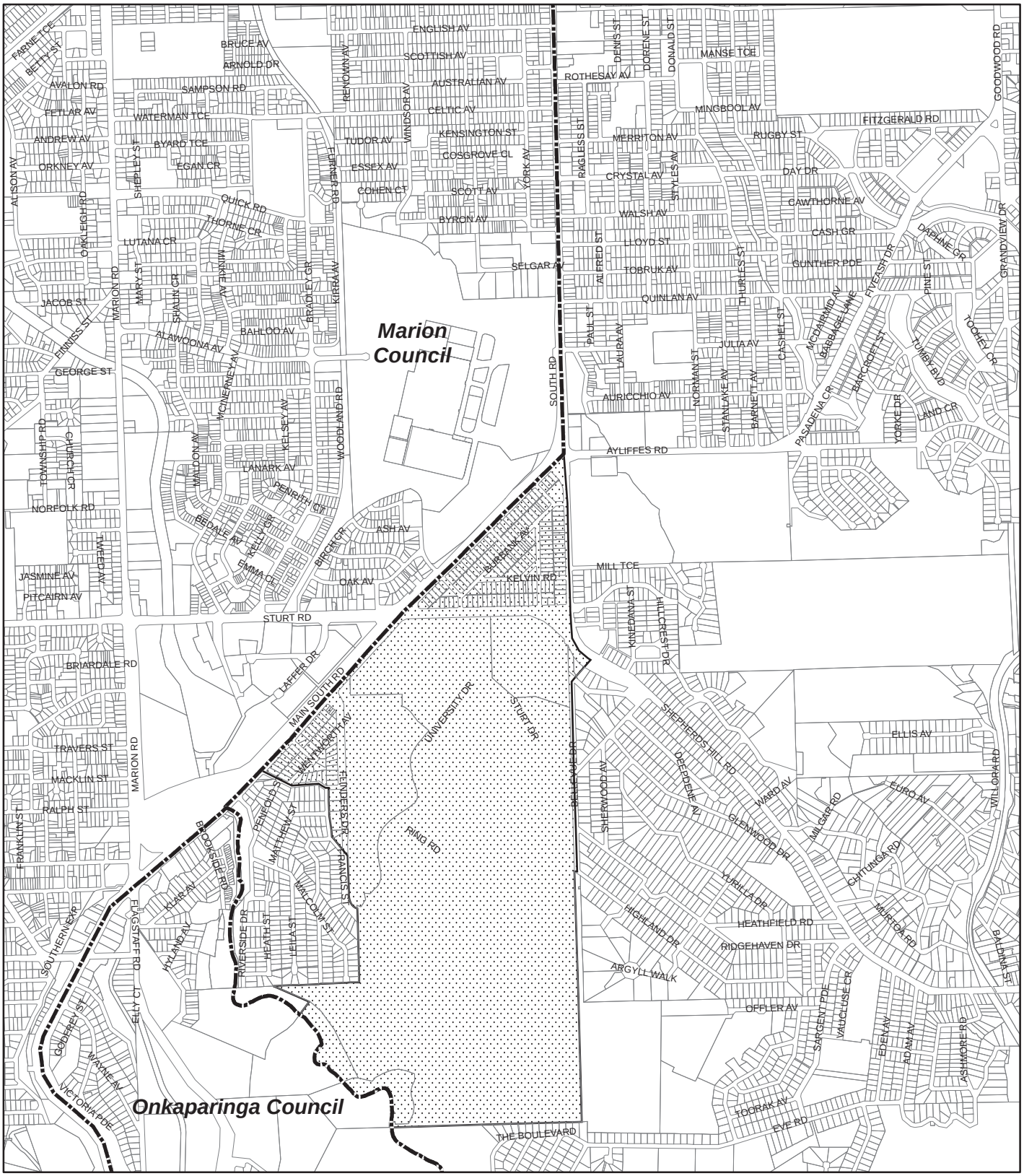
Area not covered by Policy

On Public Consultation from 4 July 2017 to 29 August 2017

ATTACHMENT MIT 10

New Overlay Maps:

Affordable Housing Map Mit/1 (Overlay 4)
Noise and Air Emissions Map Mit/1 (Overlay 5)
Strategic Transport Routes Map Mit/1 (Overlay 6)

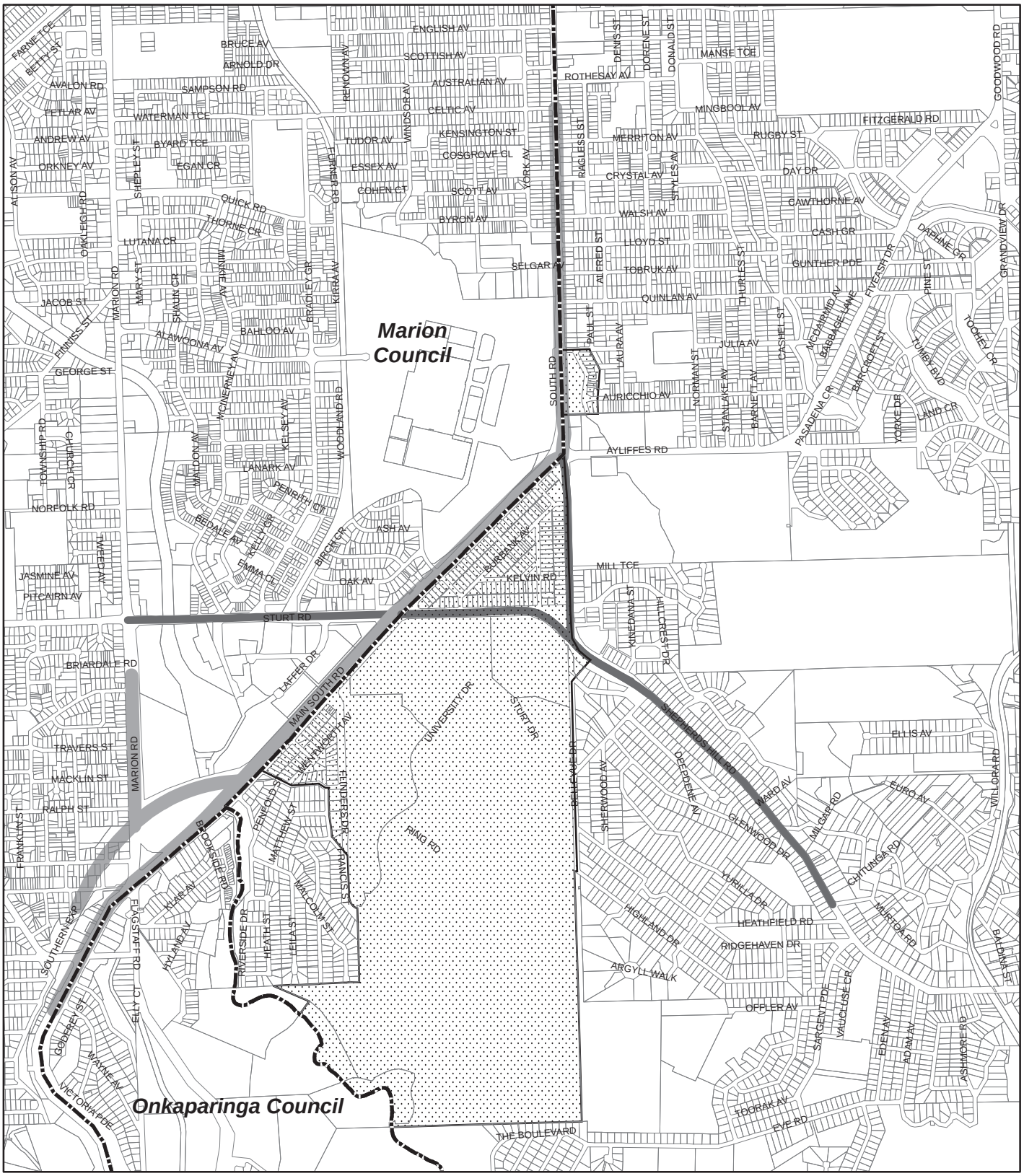


Designated Area within which Affordable Housing applies

Development Plan Boundary

MITCHAM (CITY) AFFORDABLE HOUSING MAP Mit/1 (Overlay 4)

On Public Consultation from 4 July 2017 to 29 August 2017



Designated Road: Type A road

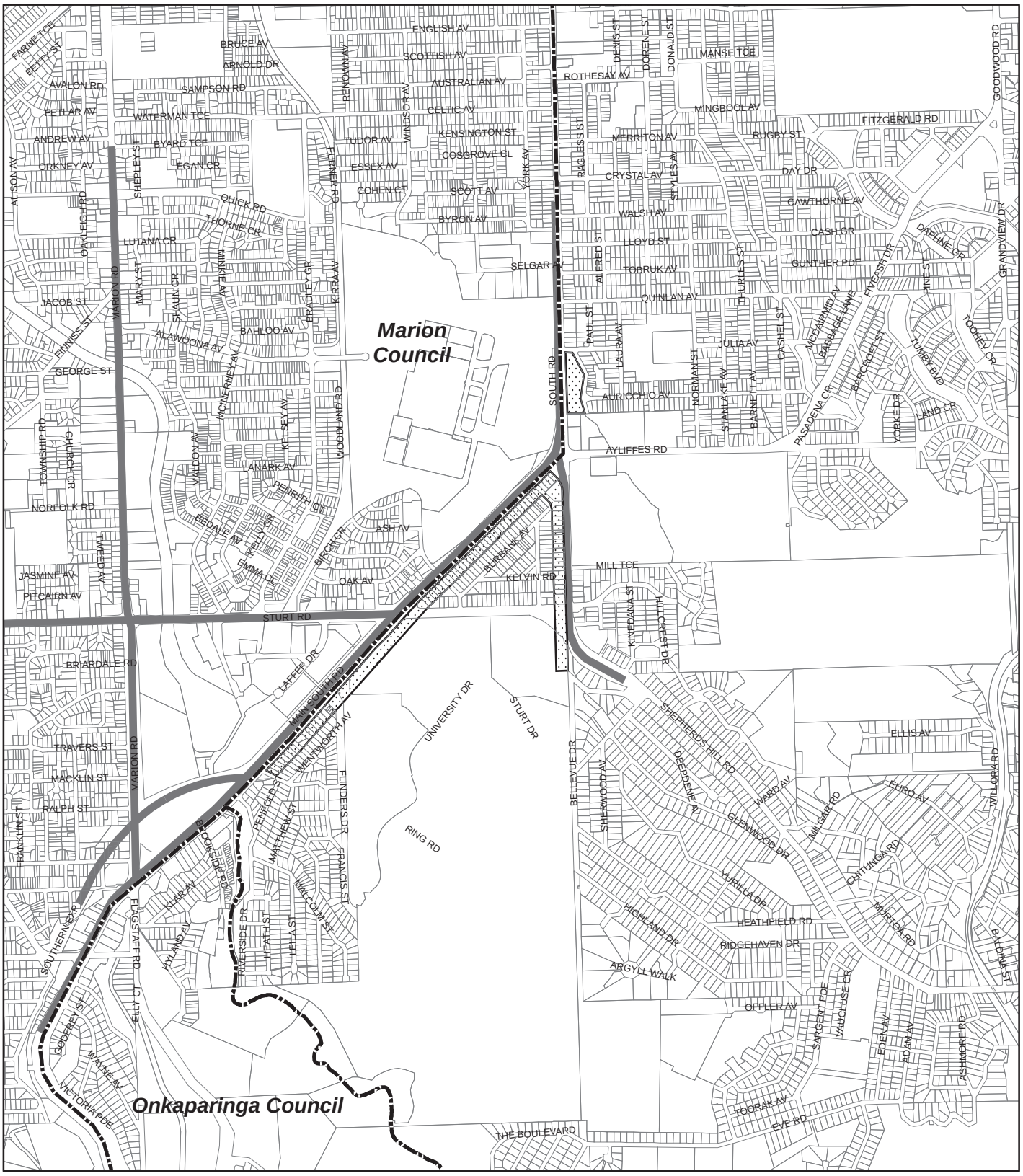
Designated Road: Type B road

Designated Area within which Affordable Housing applies

Development Plan Boundary

MITCHAM (CITY)
NOISE AND AIR EMISSIONS
MAP Mit/1 (Overlay 5)

On Public Consultation from 4 July 2017 to 29 August 2017



N

0 200 400 600 800 1000 metres

Designated Area

Strategic Roads Network

Development Plan Boundary

MITCHAM (CITY)
STRATEGIC TRANSPORT ROUTES
MAP Mit/1 (Overlay 6)

On Public Consultation from 4 July 2017 to 29 August 2017

Amendment Instructions Table

Name of Local Government Area: City of Onkaparinga

Name of Development Plan: Onkaparinga Council Development Plan

Name of DPA: Southern Innovation Area DPA

The following amendment instructions (at the time of drafting) relate to the Onkaparinga Council Development Plan consolidated on 21 April 2016.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Amend • Replace • Delete • Insert	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **YES**				
Orderly and Sustainable Development - General Section Module				
23.	Delete	The following sub point '(e)' associated with PDC 9: *(e) 'Concept Plan Map Onka/5 - Mixed Commercial (Flagstaff Hill)'*	Y	N
OVERLAY SECTION (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
24.	Insert	After the Character Preservation District Overlay and associated Objectives and PDC, the contents of **Attachment Onka 1** containing: • Affordable Housing Overlay • Noise and Air Emissions Overlay • Strategic Transport Routes Overlay.	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): **Yes**				
Commercial Zone				
25.	Delete	The following words in the list associated with PDC 1: *except where it is located in the **Flagstaff Hill Policy Area 4** and the gross leasable area is less than 250 square metres*	N	N
26.	Delete	The following words in PDC 7 and PDC 8:	N	N

		*where located outside of the **Flagstaff Hill Policy Area 4***		
27.	Delete	The whole of the **Flagstaff Hill Policy Area 4**.	N	N
28.	Delete	The following from the Non-complying Development table: • Builder's yard where located within **Flagstaff Hill Policy Area 4** • Hall where located within **Flagstaff Hill Policy Area 4** • Major public service depot where located within **Flagstaff Hill Policy Area 4** • Office where located within **Flagstaff Hill Policy Area 4** (including the associated Exception) • Petrol filling station where it is located partly or wholly within the area marked 'Land Parcel 2' on *Concept Plan Map Onka/5 - Mixed Commercial (Flagstaff Hill)* • Shop or group of shops where located within **Flagstaff Hill Policy Area 4** (including the associated Exception) • the words 'where they are located outside of the **Flagstaff Hill Policy Area 4'** after the words 'Shop or group of shops' • Timber yard where located within **Flagstaff Hill Policy Area 4.**	N	N
Mixed Use Zone				
29.	Replace	The whole of the Mixed Use Zone with the contents of **Attachment Onka 2**.	N	N
TABLES				
Amendments required (Yes/No): **No**				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): **Yes**				
Map Reference Tables – Zone Maps				
30.	Delete	In the row commencing 'Commercial Zone', the following in the column headed Zone Map Numbers: *'Onka 2'*	N	N
31.	Insert	In the row commencing 'Mixed Use Zone', the following in the column headed Zone Map Numbers: *'Onka 2'*	N	N
Map Reference Tables – Policy Area Maps				
32.	Delete	The following, including the related material in the Map Numbers column: *'Flagstaff Hill Policy Area 4'*	N	N
Map Reference Tables – Overlay Maps				
33.	Insert	After the words 'Heritage and Character Preservation District' in the column headed 'Issue', the following:	N	N

		• *'Affordable Housing'* in the column headed 'Issue' and in the same row *'Onka/2'* in the column headed 'Map Numbers' • *'Noise and Air Emissions'* in the column headed 'Issue' and in the same row *'Onka/2'* in the column headed 'Map Numbers' • *'Strategic Transport Routes'* in the column headed 'Issue' and in the same row *'Onka/2'* in the column headed 'Map Numbers'.		
Map Reference Tables – Concept Plan Maps				
34.	Delete	The following, including the related material in the Map Numbers column: *'Mixed Commercial (Flagstaff Hill)'*	N	N
Map(s)				
35.	Replace	The following, with the contents of **Attachment Onka 3**: • Council Index Map • Location Map Onka/2* • Overlay Map Onka/2 – Transport* • Overlay Map Onka/2 – Development Constraints* • Zone Map Onka/2 (***Note***: Replacement maps indicated by '*' are included for the purpose of updating cadastre)	N	N
36.	Delete	The following: • Policy Area Map Onka/2 • Concept Plan Map Onka/5 - Mixed Commercial (Flagstaff Hill)	N	N
37.	Insert	Immediately after existing Overlay Map Onka/2 – Development Constraints, new Overlay Maps contained in **Attachment Onka 4** for: • Affordable Housing Onka/2 • Noise and Air Emissions Onka/2 • Strategic Transport Routes Onka/2	N	N

ATTACHMENT ONKA 1

Affordable Housing Overlay
Noise and Air Emissions Overlay
Strategic Transport Routes Overlay

Affordable Housing Overlay

Refer to the *Map Reference Tables* for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) - Affordable Housing*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to the Affordable Housng Overlay are in conflict with the relevant General Section Objectives and or Principles of Development Control in the Development Plan, the Overlay will prevail.

OBJECTIVES

1 Affordable housing that is integrated into residential and mixed use development.

2 Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.

Noise and Air Emissions Overlay

Refer to the *Map Reference Tables* for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to the Noise and Air Emmissions Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

1 Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:

(a) shield sensitive uses and areas through one or more of the following measures:

(i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas

(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source

(iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met

(b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable

(c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

Strategic Transport Routes Overlay

Refer to the *Map Reference Tables* for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Strategic Transport Routes*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to the Strategic Transport Routes Overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development adjacent to a strategic transport route should:

(a) avoid the provision of parking on the main carriageway

(b) be accessible via service roads, where possible, that provide:

(i) parking off the main carriageway

(ii) a buffer from the main carriageway for pedestrian and cycle activity

(c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.

3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

ATTACHMENT ONKA 2

Replacement: Mixed Use Zone

Mixed Use Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A functional and diverse zone accommodating a mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses.

2 A range of dwelling types accommodated in the McLaren Vale compatible with small-scale craft workshops, offices and consulting rooms.

3 Development that minimises any adverse impacts upon the amenity of the locality within the zone.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is found in two areas within the Council, one in the suburb of Darlington adjacent to Main South Road and the other at McLaren Vale.

Darlington

The area has exposure to the high traffic volumes of Main South Road. Future development within the area will need to be carefully conceived to ensure traffic flows along this road are maintained to an acceptable standard.

Due to current and former uses, including petrol filling stations, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable for the intended use, particularly where it involves sensitive uses like residential development.

McLaren Vale

The zone represents an area between the Main Road, primary school and the abandoned railway line containing a small range of commercial developments, most with direct frontage to Main Road. A streetscape in which development is located close to the road frontage, and buildings are designed and related to establish a low scale village form is envisaged. Main Road will be enhanced by the installation of shade trees, landscape paving and lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet (at Darlington)
- community facility
- consulting room
- group dwelling
- hotel (at Darlington)
- institutional facility
- light industry (at Darlington)

- motor repair station
- multiple dwelling
- office
- recycling collection depot
- residential flat building
- row dwelling
- service trade premises
- shop or group of shops where the gross leasable area is 250 square metres or less (except bulky goods outlets at Darlington)
- small-scale craft workshops (at McLaren Vale)
- warehouse (at Darlington).

2 Development listed as non-complying is generally inappropriate.

3 Land in the abandoned railway corridor in the McLaren Vale area should retain an open character, and should be kept free of buildings, fences and other structures which would impede pedestrian movement along the corridor.

4 Shop development in McLaren Vale should be in association with small-scale craft workshops.

Form and Character

5 Development should not be undertaken unless it is consistent with the desired character for the zone.

6 The bulk and scale of development should be compatible with adjoining land uses.

7 In the McLaren Vale area, residential development should:

(a) be oriented towards the abandoned railway corridor or the main frontage of adjacent residential development

(b) include a private courtyard area which has a minimum area of not less than 30 square metres per bedroom, and is enclosed with fencing of not less than 1.8 metres in height

(c) provide landscaping which includes trees and shrubs that will at maturity, provide effective screening to adjoining non-residential development

(d) not exceed a height of 1 storey, and should have a minimum site area per dwelling (inclusive of common areas) of 450 square metres or greater.

8 Development in the Darlington Road area should be undertaken in accordance with the following parameters and requirements:

(a) no additional vehicle access points should be created onto Main South Road

(b) minimise its impact on the existing traffic network

(c) improve the level of integration and visual amenity within the zone

(d) preserve the amenity of adjacent residential development

(e) non-residential buildings are setback at least 6 metres from any boundary of the zone.

9 Off-street car parking spaces should be provided at a rate not less than the rate specified in *Table Onka/3 - Off Street Vehicle Parking Requirements*.

10 Car parking areas should be provided at the rear or side of premises.

11 In addition to the General Section 'Advertisements' principles of development control, advertisements should conform to the design principles listed in *Table Onka/5 - Design Guidelines for Advertisements*.

12 Advertisements and advertising hoardings should not include any of the following:

(a) flashing or animated signs

(b) bunting, streamers, flags, or wind vanes

(c) roof-mounted advertisements projected above the roofline

(d) parapet-mounted advertisements projecting above the top of the parapet.

13 Landscaping should be designed, implemented and maintained in accord with the guidelines listed in *Table Onka/6 - Landscaping Guidelines for Non-Residential Development*.

Land Division

14 Land division should create allotments that vary in size and are suitable for a variety of commercial activities.

15 Land within the abandoned railway corridor at McLaren Vale should not be divided.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or advertising hoarding of a third party nature	
Amusement machine centre	
Fuel depot	
Industry	Except a light industry at Darlington.
Horse keeping	
Horticulture	
Intensive animal keeping	
Land division creating additional allotments in the abandoned railway corridor at McLaren Vale	
Prescribed mining operations	

Form of development	Exceptions
Shop or group of shops in the McLaren Vale area	Except where both of the following apply: (a) it is a restaurant (b) it is a shop in association with a small-scale craft workshop on the same site where the gross leasable area is 250 square metres or less.
Shop or group of shops in the Darlington area	Except where any of the following apply: (a) it is a restaurant or fast food outlet (b) it is a shop where the gross leasable area is 250 square metres or less (c) it is a bottle-shop that is ancillary to a hotel (d) it is a bulky goods outlet.
Stock sales yard	
Waste reception, storage, treatment or disposal	
Wrecking yard	

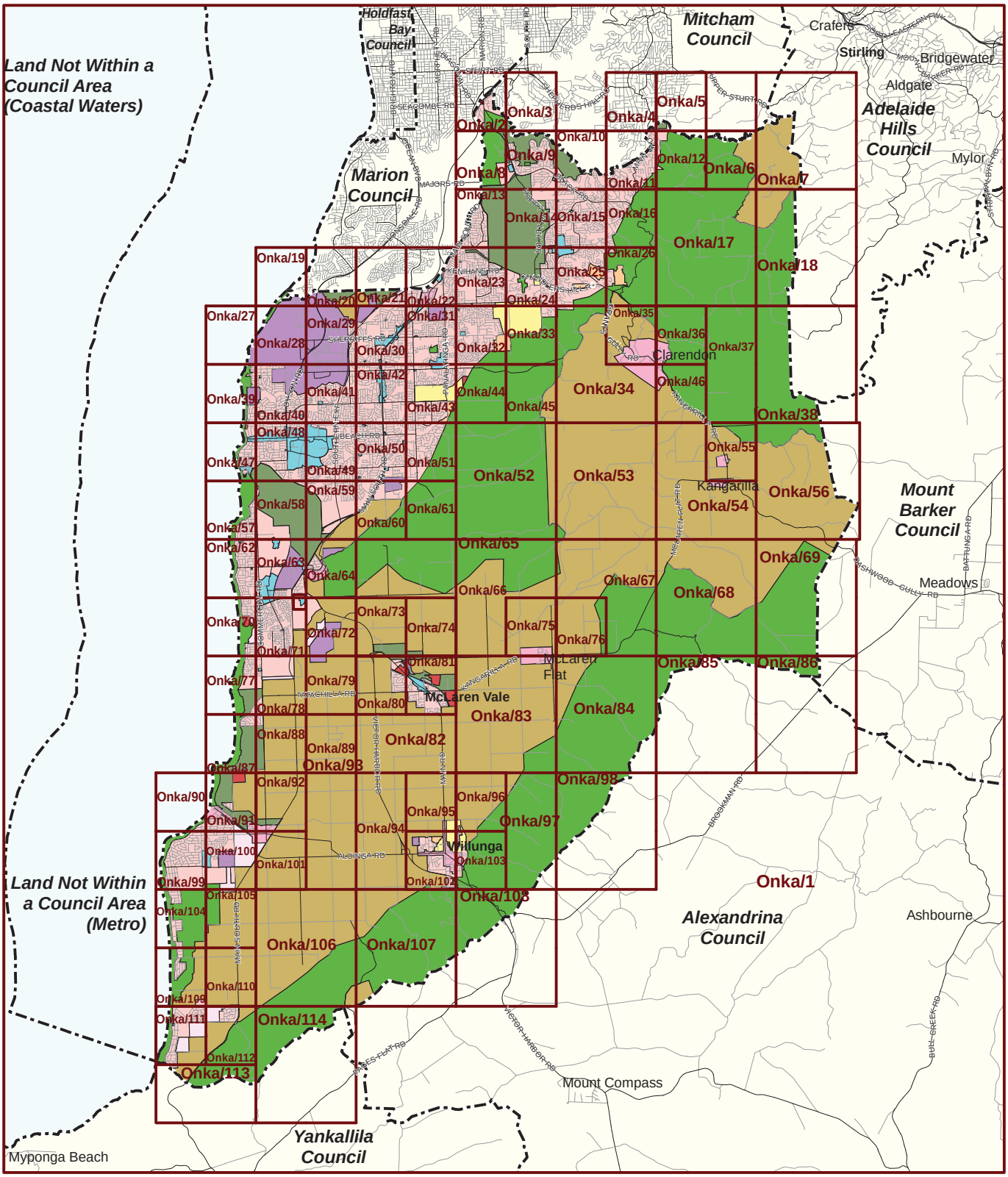
Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

ATTACHMENT ONKA 3

Replacement Maps:

Council Index Map
Location Map Onka/2
Overlay Map Onka/2 – Transport
Overlay Map Onka/2 – Development Constraints
Zone Map Onka/2



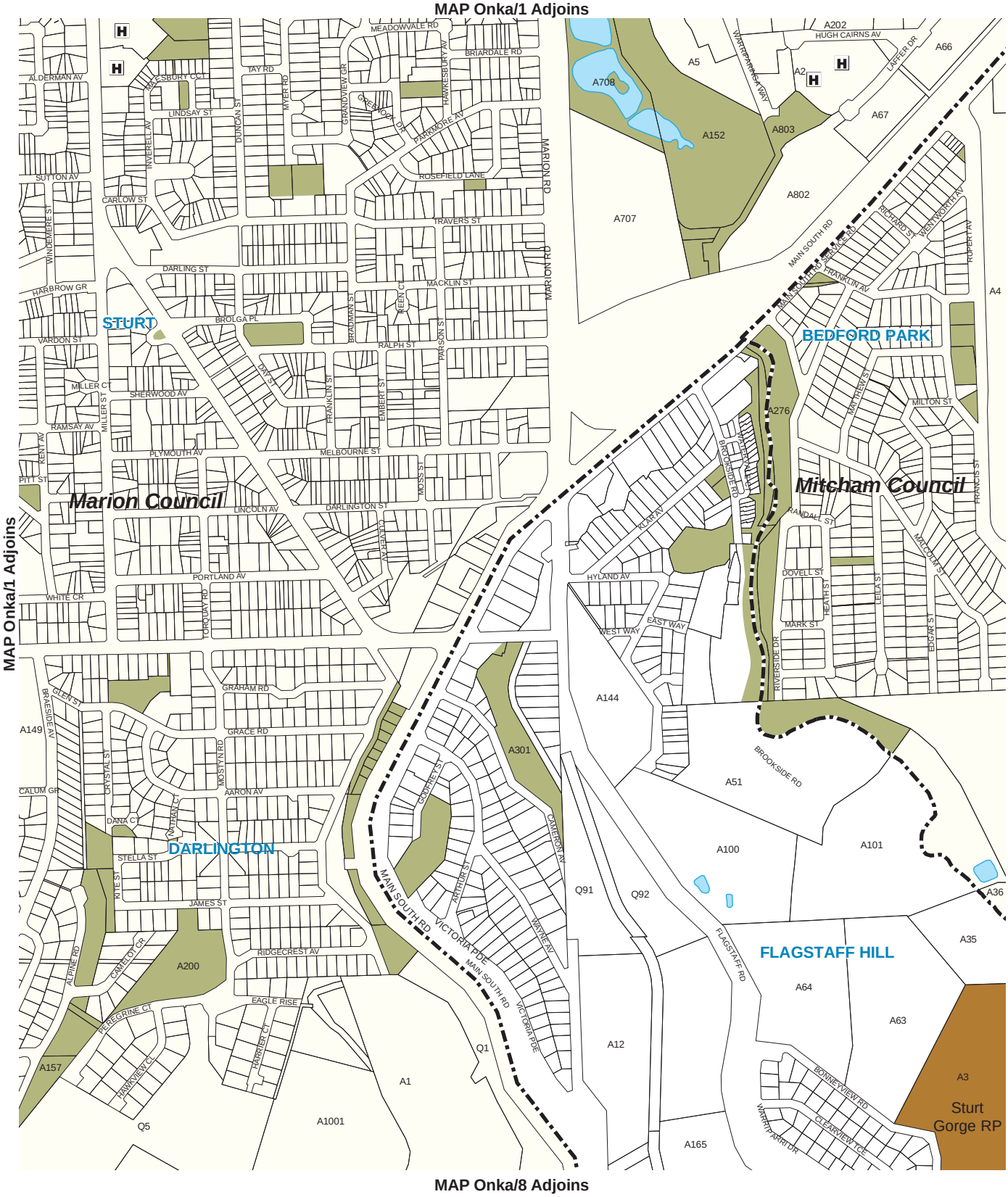
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Onka/1 to Map Onka/117 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map

ONKAPARINGA COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

Location Map Onka/2

H Other Health Services

Local Reserves

Recreation Park

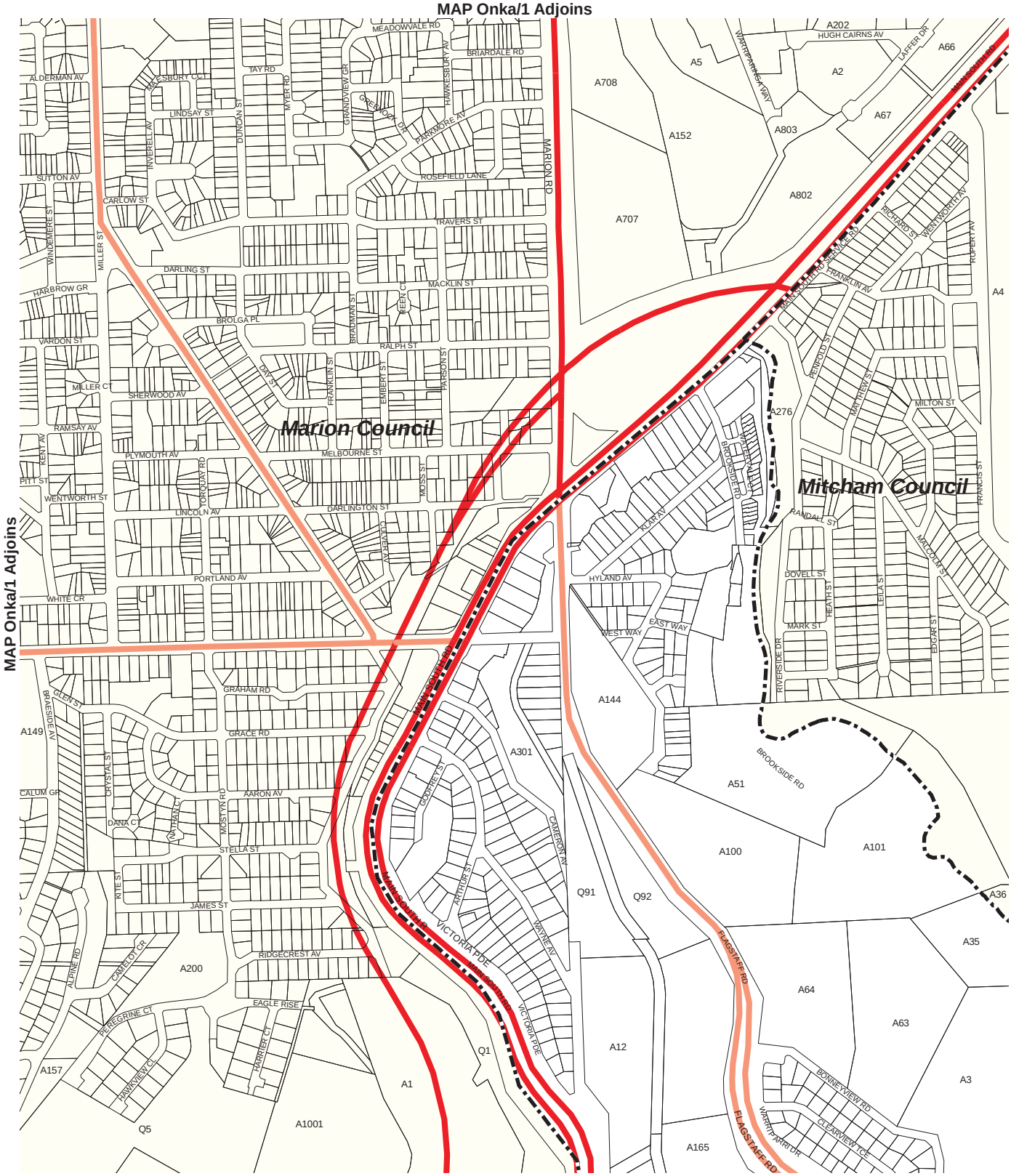
Waterbodies

Development Plan Boundary

ONKAPARINGA COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Onka/1 Adjoins



N

0 500 m

Overlay Map Onka/2

TRANSPORT

ONKAPARINGA COUNCIL

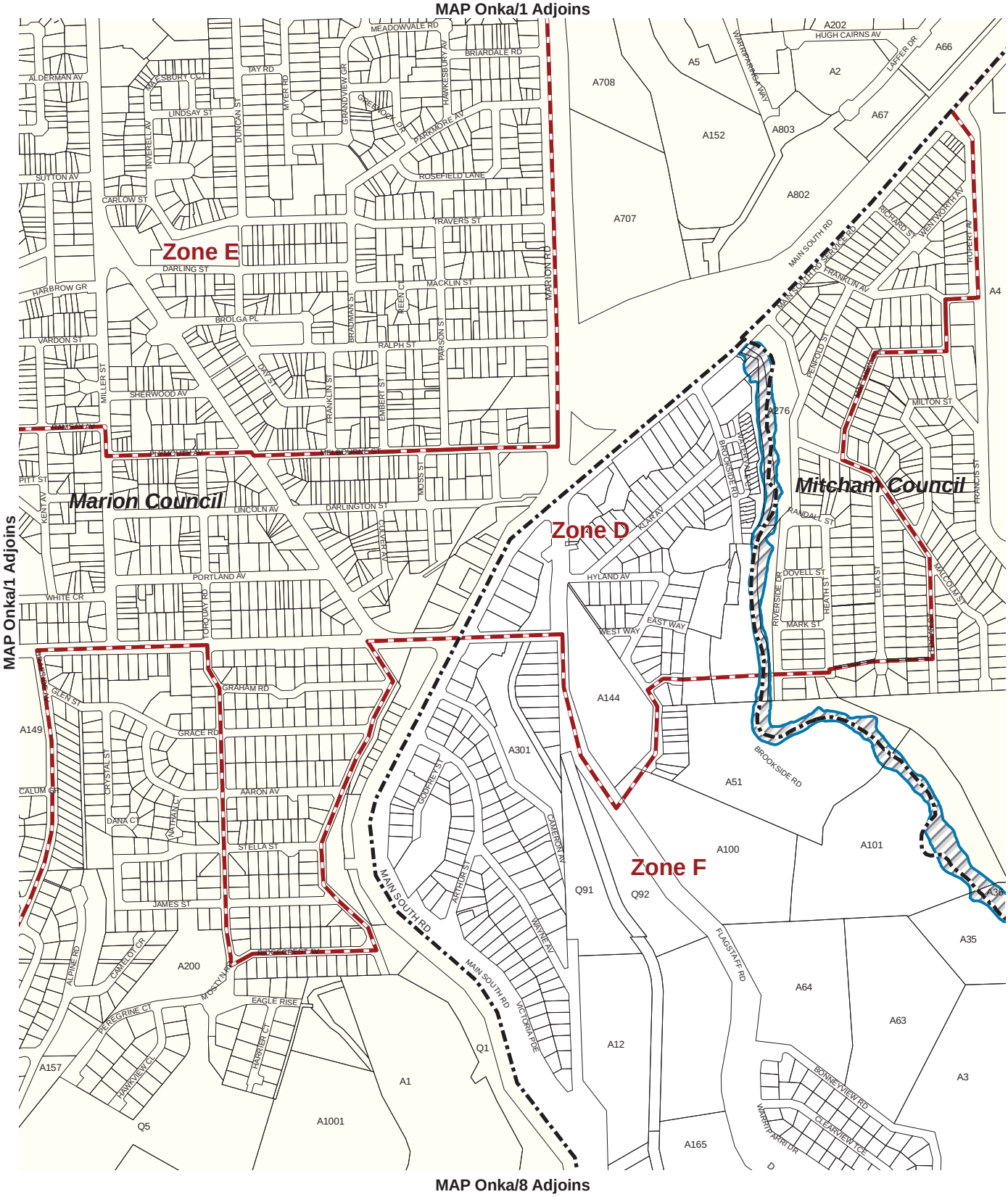
On Public Consultation from 4 July 2017 to 29 August 2017

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

MAP Onka/1 Adjoins



MAP Onka/8 Adjoins

Airport Building Heights

Zone D	All Structures Exceeding 45 metres above existing ground level
Zone E	All Structures Exceeding 100 metres above existing ground level
Zone F	APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

Flood 100 A.R.I.

Airport Building Heights

Development Plan Boundary

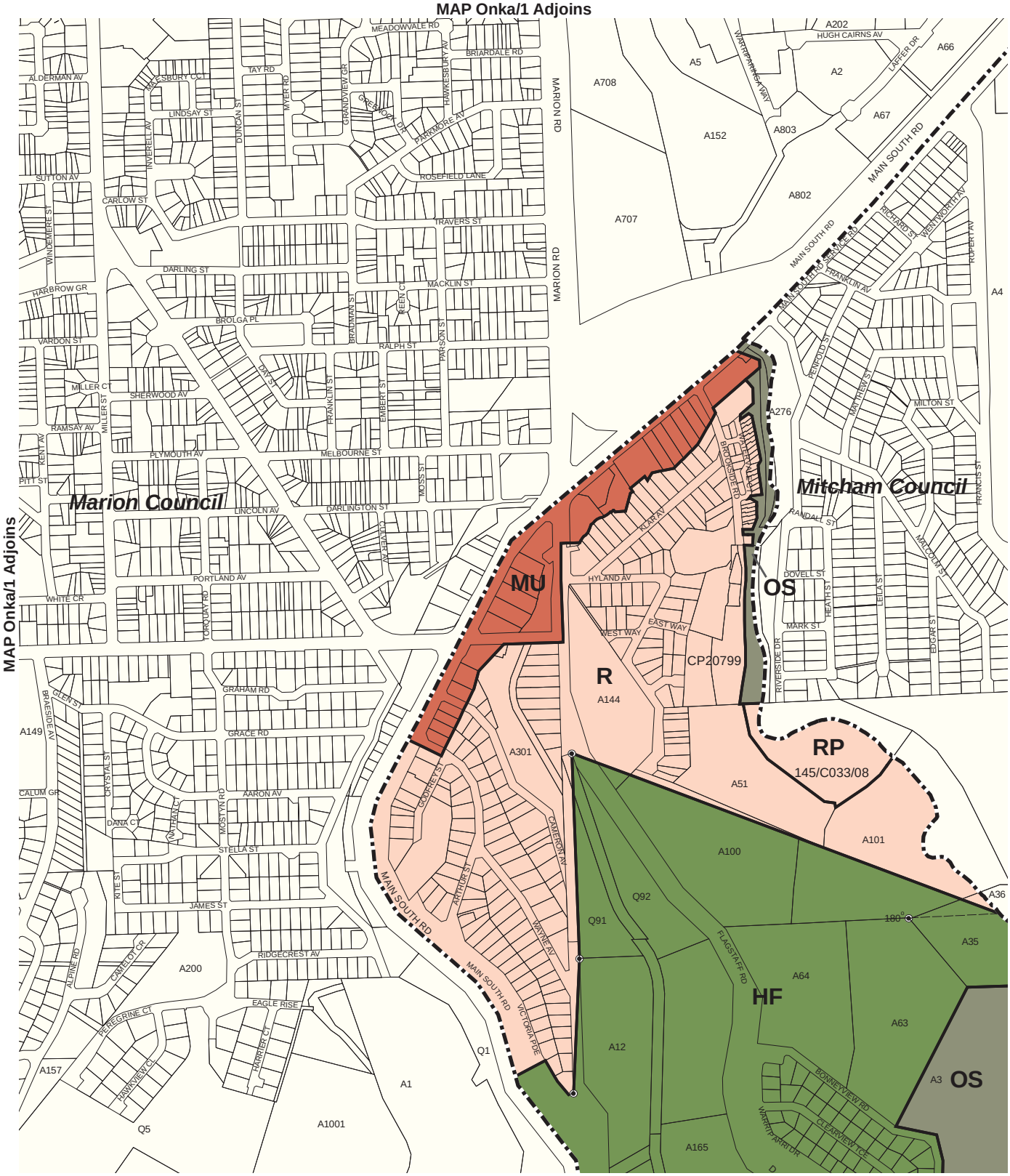
Overlay Map Onka/2

DEVELOPMENT CONSTRAINTS

ONKAPARINGA COUNCIL

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MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

Zones

- HF Hills Face
- MU Mixed Use
- OS Open Space
- R Residential
- RP Residential Park
- Zone Boundary
- Development Plan Boundary

Zone Map Onka/2

ONKAPARINGA COUNCIL

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ATTACHMENT ONKA 4

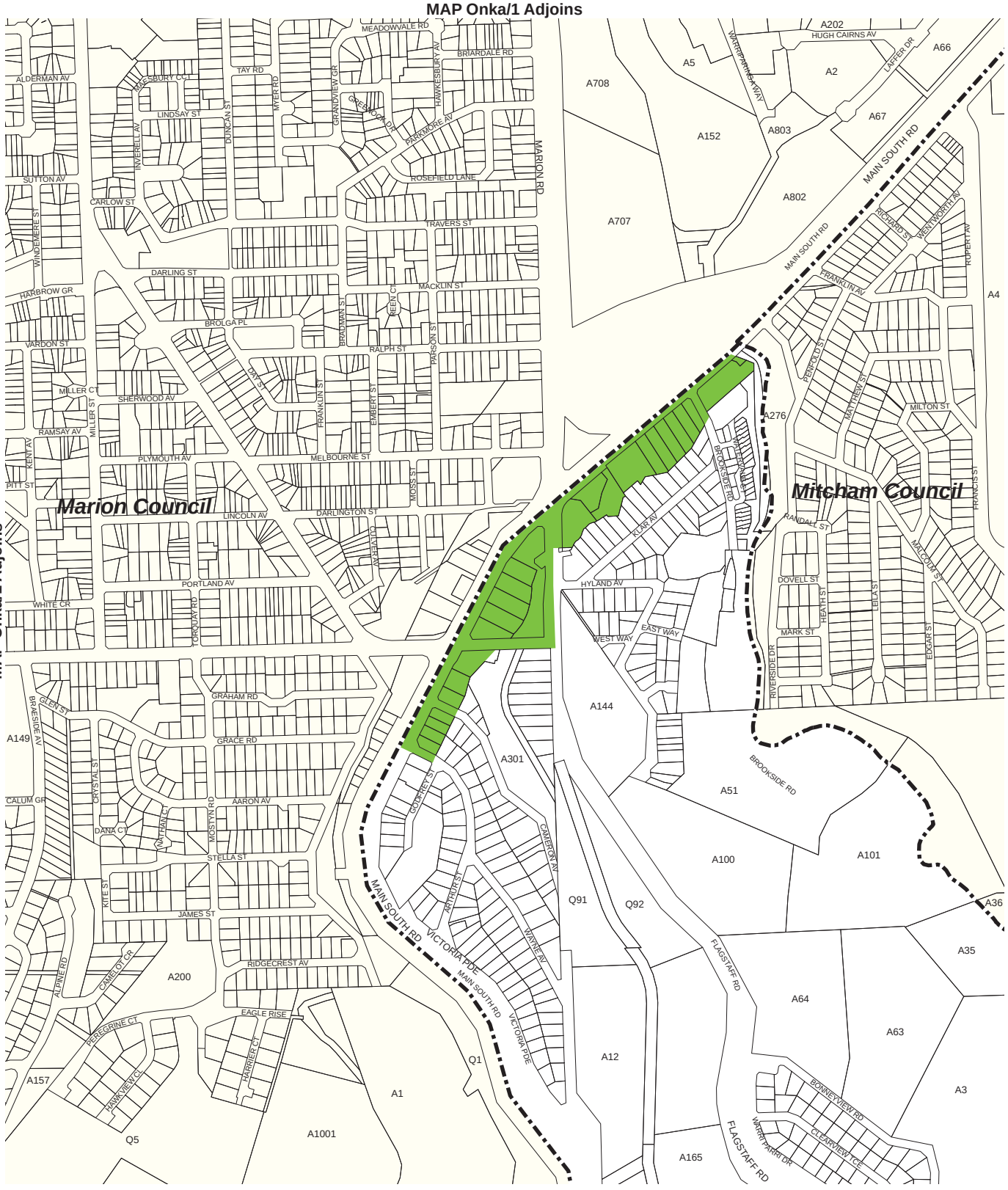
New Overlay Maps:

Affordable Housing Onka/2

Noise and Air Emissions Onka/2

Strategic Transport Routes Onka/2

MAP Onka/1 Adjoins



MAP Onka/8 Adjoins

Overlay Map Onka/2

AFFORDABLE HOUSING

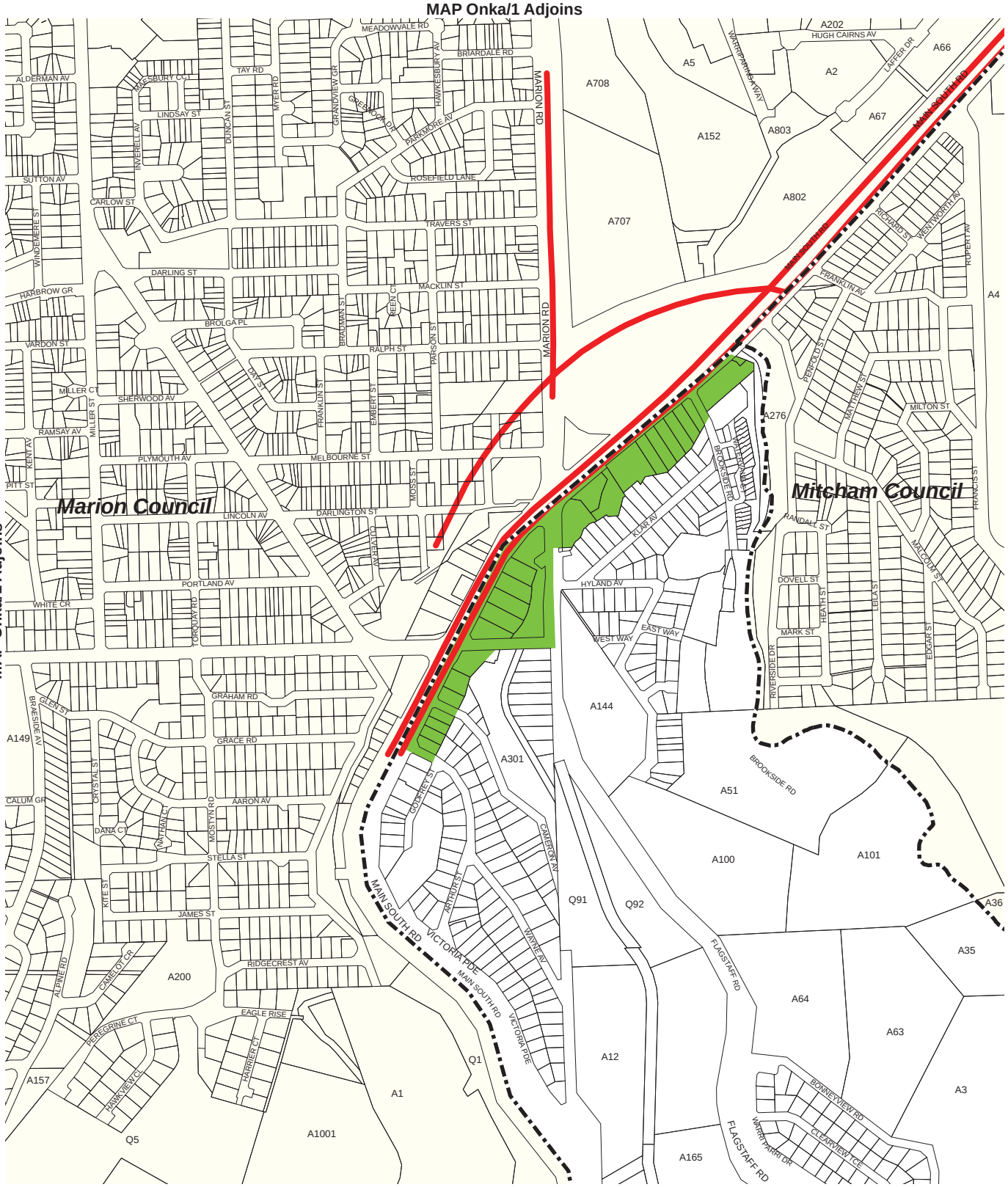
Affordable Housing Designated Area

Development Plan Boundary

ONKAPARINGA COUNCIL

On Public Consultation from 4 July 2017 to 29 August 2017

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

N

0 500 m

Overlay Map Onka/2

NOISE AND AIR EMISSIONS

ONKAPARINGA COUNCIL

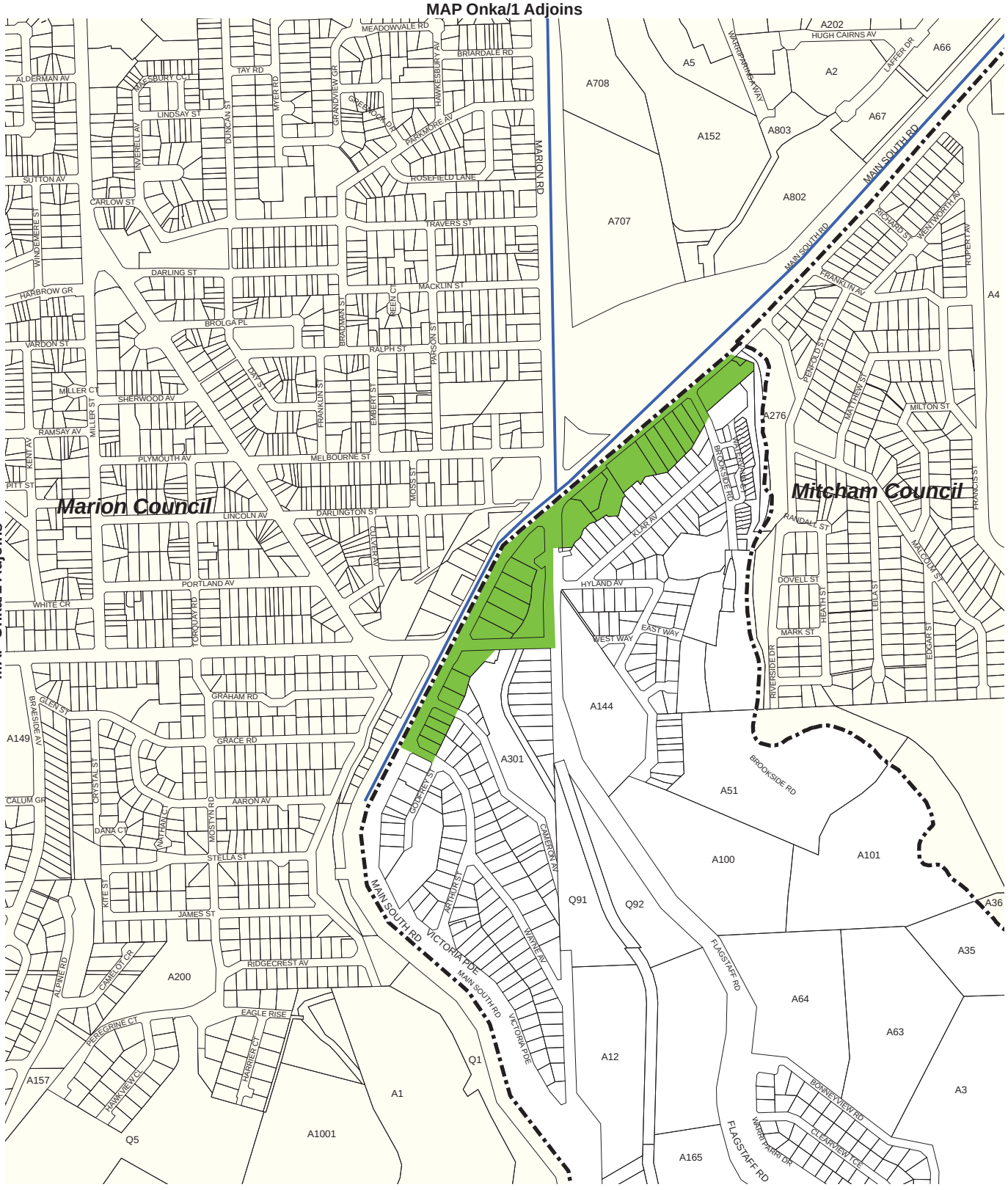
On Public Consultation from 4 July 2017 to 29 August 2017

Designated Road: type A road

Noise and Air Emissions Designated Area

Development Plan Boundary

MAP Onka/1 Adjoins



MAP Onka/1 Adjoins

MAP Onka/8 Adjoins

N

0 500 m

Strategic Transport Route

Strategic Transport Routes Designated Area

Development Plan Boundary

Overlay Map Onka/2

STRATEGIC TRANSPORT ROUTES

ONKAPARINGA COUNCIL

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