



**Government of South Australia**

Department of Planning  
and Local Government

## **Unley (City) Development Plan**

### **ADELAIDE SHOWGROUND**

#### **Approval Development Plan Amendment**

#### **By the Minister**

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

A handwritten signature in blue ink, reading 'Paul Selloway', written over a dotted line.

Signature

Date of Gazette

**- 9 SEP 2010**



# Approval DPA

## Background

The Adelaide Showground Development Plan Amendment (DPA) by the Minister amends the Unley (City) Development Plan.

This DPA was undertaken as a DPA process B, which included:

- an Initiation Document agreed on 20 March 2009
- a DPA released for concurrent agency, council and public consultation from 22 October 2009 to 23 December 2009
- a Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 19 January 2010.

## Consultation

A total of twenty six (26) public submissions, 3 council submissions and twelve (12) agency submissions were received in relation to the DPA during the consultation period. Five verbal submissions were made at the Public Meeting.

## Approval Stage

Based on a review of all submissions and the recommendations of DPAC, the following changes have been made to the Amendment:

- inclusion of an amendment to Map Un/1 (Overlay 1) that results in this reflecting the contemplation of mixed use development within the Rose Terrace and Leader Street Policy Areas of the new Showground Zone
- augmentation of policy concerning urban design within the new Showground Zone and Rose Terrace and Leader Street Policy Areas
- inclusion of policy describing the type of educational establishments contemplated within the new Showground Zone
- inclusion of policy regarding the potential for buildings within the Showground Zone to penetrate the Adelaide International Airport Obstacle Limitation Surface and the desire that development not impede the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport
- inclusion of policy regarding protection of the functionality and safety of the arterial road system
- inclusion of policy seeking that development be consistent with the Environment Protection (Noise) Policy
- inclusion of policy concerning the siting of sensitive land uses relative to animal keeping and other activities having potential to cause air quality impacts
- inclusion of policy that seeks that buildings adjacent the Goodwood Road frontage of the Showgrounds not comprise less than three storeys above natural ground level
- adjustment of policy regarding car parking within the Rose Terrace and Leader Street Policy Areas such that this contemplate car parking at grade provided that it is not prominent from public roads
- adjustment of policy regarding housing within the Rose Terrace and Leader Street Policy Areas such that this seek a minimum 15% affordable housing

- reduction of the maximum envisaged height of buildings within the Rose Terrace and Leader Street Policy Areas from seven and five storeys to five and three storeys respectively
- adjustment of policy regarding maximum building heights within the Rose Terrace and Leader Street Policy Areas such that this express maximums in metres as well as storeys above natural ground level
- inclusion of policy within the Leader Street Policy Area that seeks that shops therein be of a small scale (namely, no greater than 500 square metres gross leasable floor area) and serve a local function only so as to preserve the role and function of designated centres
- inclusion of policy within the Leader Street Policy Area that seeks that development near to the railway corridor be sufficiently set-back from both Leader Street and the railway corridor to avoid impeding improvement of the Leader Street level crossing of the railway corridor through grade separation or other means.

**Development Act 1993**

**Unley (City) Development Plan**

**ADELAIDE SHOWGROUND**

**Approval Development Plan Amendment**

**EXECUTIVE SUMMARY AND ANALYSIS  
RELEASED FOR CONSULTATION**

**By the Minister**

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# **EXECUTIVE SUMMARY**

## **INTRODUCTION**

The *Development Act 1993* (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 Urban Development and 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.

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA consists of:

- Executive Summary (this section)
- Analysis
- Conclusions and Recommended Policy Changes
- Statement of Statutory Compliance
- References/Bibliography
- The Amendment.

## **NEED FOR THE AMENDMENT**

As part of its business operations and lease arrangements with the State Government, the Royal Agricultural & Horticultural Society of South Australia Incorporated (the 'Society') has prepared a master plan outlining the future development of the Adelaide Showground and associated land. As a result of the directions of the Master Plan it has been determined that amendments to the Show Grounds Zone, as contained within the Unley (City) Development Plan, are required to provide for a greater diversity of activity supporting potential for year round use of the Showground's extensive facilities, as well as a better use of land on the periphery of the Showground. This latter land, which is largely owned by the Society, faces Rose Terrace on the northern side of the Showground, Leader Street on the southern side and a portion of land facing Goodwood Road on the eastern side and is currently underutilised, generally as open car parking areas and for horse facilities.

Given the site's extensive size, its central location, ease of access and proximity to public transport, the current development controls for this Zone are considered limiting and not conducive to the site being able to be developed to its full potential. Further development of the site will support its importance in staging the State's largest event, the Royal Adelaide Show, provide greater opportunity for more consistent use by the community and will enable the Society to further enhance its contribution to the development and success of primary industry in South Australia.

Regard has also been given to the directions proposed for land adjacent the northern end of Goodwood Road in the *Unley Corridors and Centres Study* prepared for the Unley Council. This Study recommends the creation of a 'Show Town' precinct and that it 'be categorised as a "New Character Establishment" Zone that seeks to create a new, exciting and vibrant centre in which a range of uses are encouraged to support and enhance the long term function of the Royal Adelaide Showgrounds as a major centre for the agglomeration of people and events' (page 35).

## **AREA AFFECTED**

The area covered by the DPA is all that land contained within the current Show Grounds Zone, with the addition of a small portion of the Office 3 Zone located to the west of Cooke Terrace at Wayville and a small portion of the Mixed Use 2 Zone located on the north-western corner of Goodwood Road and Leader Street at Wayville, within the Unley (City) Development Plan, as shown on the diagram overleaf.

## **PROPOSED POLICY CHANGE(S)**

The DPA proposes the following changes to the Unley (City) Development Plan:

- Replacement of the current Show Grounds Zone with a new slightly enlarged Showground Zone containing policies that reflect the 'Desired Character' for the Showground and provide for a greater diversity of activities, leading to new development and greater use of the existing extensive facilities throughout the year
- Creation of three new Policy Areas within the Showground Zone providing greater guidance to the future development of the State owned allotment comprising the main Showground area and the privately owned allotments on the southern side of Rose Terrace and the northern side of Leader Street (these privately owned allotments are in various ownerships, with the Society being the major land holder)
- Consequent amendments to various Zone and Policy Areas Maps

## **LEGAL REQUIREMENTS**

Prior to the preparation of this DPA, the Minister received advice from persons holding prescribed qualifications pursuant to Section 101 of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with other parts of the Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the Development Act





 Area Affected

### CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks.

The organisations and agencies considered to have a direct interest are:

- Office for Recreation and Sport
- Public Transport Division
- Transport Services
- TransAdelaide
- Office for Major Projects and Infrastructure
- Police Department
- SA Metropolitan Fire Service
- Department of Trade and Economic Development
- SA Tourism Commission
- Department for Environment and Heritage
- Department for Water, Land and Biodiversity Conservation
- ETSA Utilities
- Origin Energy
- SA Water
- Primary Industries and Resources SA
- Adelaide Mount Lofty Ranges Natural Resources Management Board
- The City of Unley
- The City of Adelaide
- Royal Agricultural & Horticultural Society of South Australia Inc
- Australian Government – Department of Defence (Defence Support Group)

All written and verbal agency and public submissions made during the consultation phase will be considered by the Development Policy Advisory Committee (DPAC), which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process. (See also 'Have your say' information box at the front of this DPA.)

## **THE FINAL STAGE**

When DPAC has considered the comments received and heard all the public submissions, it will provide the Minister for Urban Development and Planning with a report on its findings.

The Minister will then either approve (with or without changes) or refuse the DPA.

*Note: This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.*

# ANALYSIS

## 1. BACKGROUND

The Royal Agricultural & Horticultural Society of SA Incorporated (the Society) dates back to the origins of this State. The Society moved to its current location at Wayville in 1925. The main Showground area, which is leased from the Minister for Environment and Heritage, is some 22 hectares in area. In 1998, the South Australian Government presented the Society with an extended lease of the Wayville site until at least 2062.

Since its location at Wayville, the Society has acquired a number of adjacent properties fronting Rose Terrace and Leader Street at Wayville. The Society therefore has responsibility for a significant area of land of some 26 hectares near the south-western edge of the Adelaide central business district.

The Society's charter is:

*'To contribute to the success and promotion of Primary Industry, predominantly in South Australia through the staging of events and the rewarding of excellence.'*

This is achieved through:

- Ensuring the continuing success and relevance of the Royal Adelaide Show to both industry and the community
- Staging corporate, industry and community based events and exhibitions
- Successfully operating and managing an exhibition, convention and public entertainment facility
- Educating the community about the importance of primary industry in the economy, and in their lives, through bringing urban and country Australia together.

The Society is the organiser of the State's largest event, the Royal Adelaide Show, which annually attracts approximately 40% of South Australia's population. Further, the Showground provides facilities to more than 100 events throughout each year.

Aside from its economic significance to the State, the activities of the Society play an important role in the culture of this State – for past, current and future generations, bringing the city alive during the period of the Royal Adelaide Show and bringing the 'country' to the people.

The current operations of the Showground are managed by the Society with the aim of promoting South Australian produce and furthering agricultural and horticultural investment within the State. The Society has historically operated the Showground site at Wayville as an exhibition and events space primarily dedicated to showcasing rural sector activities of the State.

Taking into account the directions of the Showground Master Plan and the recommendations of the *Unley Corridors and Centres Study* (both of which are discussed in following sections of this DPA), it has been determined that amendments to the existing Show Grounds Zone contained within the Unley (City)

Development Plan are required to provide for a greater diversity of activity supporting potential for year round use of the Showground's extensive facilities, as well as a better use of land on the periphery of the Showground.

Further development of the Showground will support its importance in staging the State's largest event, provide greater opportunity for more consistent use by the community, support greater use and enhancement of public transport systems and will enable the Society to further enhance its contribution to the development and success of primary industry in South Australia and the State's economy.

## **2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS**

### **2.1 Consistency with South Australia's Strategic Plan**

It is desirable that any amendment to a Development Plan be consistent with the directions outlined in South Australia's Strategic Plan 2007. The Strategic Plan outlines a number of initiatives and targets to meet key Objectives, set by the State Government, to achieve a better future for South Australia.

The amendments proposed by this DPA are intended to further develop commercial activity, including that associated with the primary industries sector, by entrenching the Showground as a major hub for events and businesses, in a readily accessible location, with close proximity to the Adelaide CBD.

This intention is of particular relevance to Objective 1 of the Strategic Plan (Growing Prosperity) insofar as it supports the following targets which underpin this Objective:

- T1.1 Economic Growth: exceed the national economic growth rate by 2014
- T1.2 Competitive business climate: maintain Adelaide's rating as the least costly place to set up and do business in Australia and continue to improve our position internationally
- T1.5 Business Investment: exceed Australia's ratio of business investment as a percentage of the economy by 2014
- T1.10 Jobs: Better the Australian average employment growth rate by 2014
- T1.14 Total Exports: treble the value of South Australia's export income to \$25 billion by 2014
- T1.21 Strategic infrastructure: match the national average in terms of investment in key economic and social infrastructure
- T3.6 Increase the usage of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.

### **2.2 Consistency with the Planning Strategy**

The Planning Strategy presents current State Government policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The Planning Strategy is divided into three sections - Metropolitan Adelaide, Outer Metropolitan Adelaide and Regional South Australia - and is based on key economic, social and environmental imperatives.

The most pertinent sections in the Planning Strategy for Metropolitan Adelaide that are addressed by these proposed policies are:

Planning Strategy Policy	Draft DPA Response
<p><b>2.4 The Adelaide Metropolitan Spatial Framework</b></p> <p><b>1 The Framework (shown on Figure 1 in the Planning Strategy) features a potential for increased focus on transit oriented development within Activity Centres, and targeted neighbourhoods and corridors/bands.</b></p> <p>The Framework indicates that land adjacent to Goodwood Road should be used to 'improve transit focus of neighbourhoods and encourage growth and redevelopment in appropriate areas'. It also designates land 400 metres to the south of the Showgrounds as a location to 'maximise existing services and facilities by creating transit focused activity centres surrounded by increased housing densities'.</p>	<p>The DPA will assist in achieving these aims by providing for increased development potential along the Goodwood Road and Leader Street frontages, the latter of which is within 400 metres of the proposed activity centre to the south.</p>
<p><b>3.3 Open Space, Recreation and Sport</b></p> <p><b>1 Create a framework to give direction for the purchase and improvement of strategic open space with MOSS as its key element.</b></p> <p>(f) Support the development of major metropolitan facilities and strategic open space for public use and capitalise on the economic opportunities they present, such as tourism, recreation and increased land values.</p>	<p>The DPA proposes to facilitate the development of specialist sporting facilities where appropriate within the Showground, whilst ensuring future activities of the Showground and associated commercial development better cater for anticipated parking demand, reducing the need for temporary parking provision within the Adelaide City Park Lands, which form an integral part of the Metropolitan Open Space System.</p>
<p><b>4 Plan and provide a network of accessible, well-located and designed state, regional and local-level recreation and sport facilities, including facilities for informal recreation.</b></p> <p>(a) Design multifunctional recreation and sporting facilities.</p> <p>(b) Ensure that land is identified and reserved for the development of major recreation and sport facilities, and investigate the provision of facilities through involvement with the private development industry and major sporting bodies.</p>	<p>The DPA proposes a zoning to allow mixed use development which will facilitate the future development of major recreation and sport facilities within the Showground. It will provide zoning which is conducive to private development of recreational facilities in association with major sporting bodies.</p> <p>When not in use for Royal Adelaide Show purposes, the proposed zoning will allow the Showground to be put to greater use by the community for event and recreation purposes.</p>

Planning Strategy Policy	Draft DPA Response
<p><b>3.4 Land Use and Transport Integration</b></p> <p><b>2 Facilitate transit-oriented development around selected high-service public transport routes.</b></p> <p>(b) Promote transit-focused neighbourhoods along public transport routes identified on the <i>Adelaide Metropolitan Spatial Framework</i> (Figure 1) and Map 7.</p> <p>(c) Reduce car parking requirements in transit-oriented development areas to encourage the use of public transport services.</p> <p>(d) Locate higher-intensity uses within walking distance of transit stops.</p>	<p>The DPA will assist in achieving these aims by providing for increased development potential along the Goodwood Road, Rose Terrace and Leader Street frontages of the Showground.</p> <p>Goodwood Road is a high service public transport route. Rose Terrace is in reasonable proximity to the Keswick Station on the Adelaide – Belair / Noarlunga / Tonsley railway line. Leader Street is in good proximity to both the Goodwood Station on the Adelaide – Belair / Noarlunga / Tonsley railway line and the Goodwood Road Station on the Adelaide - Glenelg tram line.</p> <p>The Rose Terrace and, to a lesser extent, Leader Street Policy Areas of the new Showground Zone proposed by the DPA afford significant opportunity for residential development. In this way the DPA will facilitate the development of higher intensity uses within walking distance of transit stops.</p>
<p><b>3 Maximise accessibility to and use of the public transport system through greater integration with land use to reduce the need for private motorised travel.</b></p> <p>(b) Locate activities that generate large numbers of visitors, such as major offices, schools, tertiary education facilities, and major health and recreational facilities, at public transport nodes and/or in activity centres.</p> <p>(c) Ensure development is oriented towards, and linked with, public transport nodes and that convenient and safe walking access and secure bicycle storage is provided.</p>	<p>The DPA seeks to strengthen the relationship between a range of activities and the public transport system through the implementation of policy that will encourage increased density in immediate proximity to public transport nodes.</p> <p>Recent development within and around the Showground has already improved accessibility to and use of the public transport system. Such developments include the new bus forecourt on Goodwood Road and the new Keswick bike / pedestrian path on western boundary of the Showgrounds.</p> <p>Proposals to construct a permanent railway station on the western boundary of the Showground and a new entry point to the Showground at its south-eastern corner (thereby reducing the distance to access the Goodwood Road Station on the Adelaide – Glenelg tram line) will, if realised, further enhance accessibility to and use of the public transport system.</p>

Planning Strategy Policy	Draft DPA Response
<p><b>9 Ensure integrated transport and land use supports quality of life outcomes.</b></p> <p>(b) Design and locate development adjacent transport corridors to minimise the health and safety issues arising from road traffic noise and transport uses through consideration of a range of factors including distance from major transport corridors, building layout and design, the inclusion of noise attenuation measures, safe pedestrian and vehicle access points, and appropriate building ventilation.</p> <p>(d) Provide equitable access to a range of health services, community facilities and employment through a range of transport options.</p>	<p>The design and location of new Showground facilities will continue to take into account health and safety issues associated with locating adjacent to transport corridors through attention to relevant Australian Standards. Existing Council-wide policy contained in the Unley (City) Development already seeks this outcome - particularly in relation to residential development. The new Showground Zone proposed by the DPA contains policy to augment this such that it also address, where appropriate, non-residential development. This is the case as it is recognised that certain forms of non-residential development (such as offices) also may require the incorporation of certain design and construction techniques to ensure they satisfy intended function.</p> <p>The Rose Terrace and Leader Street Policy Areas of the proposed new Showground Zone will facilitate increased employment opportunities in close proximity to public and private transport options.</p> <p>In addition, existing residential development surrounding the Showground is to be further screened from the activities occurring within the Showground through the provision of a substantial buffer between these activities and residential areas in the form of development in the Rose Terrace and Leader Street Policy Areas.</p>
<p><b>3.14 Activity Centres</b></p> <p>Map 9 and Table 3 of the Planning Strategy provides discussion on the 'Activity Centres Hierarchy' proposed for Adelaide.</p> <p>Map 9 indicates a 'Potential new local or neighbourhood activity centre with a transit focus' some 400 metres south of the Showground site, but the text notes that the locations for these centres are indicative only and require local investigation.</p> <p>Table 3 indicates that it is desirable that medium density housing be established within 400 metres walking distance of an activity centre.</p>	<p>The Leader Street frontage of the Showground is approximately 400 metres from the potential activity centre that is the Goodwood Road Neighbourhood Centre and, therefore, may meet the locational criterion established by Map 9 and Table 3. The Leader Street Policy Area proposed by the DPA contemplates medium density residential development.</p>
<p><b>3.19 Primary Industry</b></p> <p><b>3 Facilitate the provision of necessary infrastructure and services.</b></p> <p>(a) Monitor the needs of primary industry to ensure infrastructure is of a suitable standard and can sustain long term investment and growth.</p>	<p>This DPA will ensure appropriate further development of the Showground to the benefit of the promotion of primary industry. In addition, the proposed commercial policy area provides a potential focus for enterprises associated with primary industries.</p>

Planning Strategy Policy	Draft DPA Response
<p><b>3.20 Employment and Business Focus Areas</b></p> <p><b>1 Create a diverse range of business and employment opportunities throughout metropolitan Adelaide that minimises the distance travelled to work.</b></p> <p>(f) Encourage flex-space (multi-tenant buildings with flexible space arrangements to accommodate changing uses over time) within suitable employment areas to promote and nurture business start-ups.</p>	<p>The need for additional office/business space within the Showground locality, with a potential focus on enterprises associated with primary industries, has been identified (refer section 3.3 of this document). The DPA responds to this by proposing two Policy Areas that specifically contemplate and guide these and other complementary land uses (the Rose Terrace and Leader Street Policy Areas).</p>
<p><b>2 Ensure the provision of an adequate and appropriate supply of land for business and employment purposes to optimise transport network efficiencies.</b></p>	<p>The new Showground Zone proposed by the DPA encourages the development of a range of commercial land uses as a result of proximity to public transport systems and to support use and enhancement of such systems.</p>
<p><b>4 Assist businesses to cluster in specialised activity precincts and create links between businesses in those clusters where appropriate.</b></p>	<p>The proposed Rose Terrace and Leader Street Policy Areas also provide potential for the clustering of businesses which are congruent with the continued operation of the Showground in promoting primary industry in South Australia.</p>
<p><b>3.23 Commercial Uses</b></p> <p><b>2 Commercial zones or uses proposed outside activity centres should demonstrate that:</b></p> <ul style="list-style-type: none"> <li>• They are located within existing nodes or clusters of activity on main roads rather than forming continuous strips or ribbons of development.</li> <li>• Suitable public transport is available in close proximity, unless it is a type of use unlikely to require public transport due to the nature of goods.</li> <li>• There are no significant adverse traffic impacts on adjoining areas</li> <li>• There is adequate road capacity and the function and safety of the road and footpath are not impaired</li> <li>• They are compatible with the desired character of the area.</li> <li>• They do not contribute to the overall number and length of car trips or may lead to a reduction in car use.</li> <li>• They will not lead to significant loss of investment in existing commercial activities.</li> <li>• They have a requirement for a large floor area which is not available in activity centres.</li> </ul>	<p>The Showground currently provides a range of facilities suitable for commercial uses and hosts over 100 commercial events a year. Further commercial development within the Showground will consolidate the site as a node of commercial activity having an arterial road frontage (to Goodwood Road).</p> <p>The site enjoys excellent access to public transport modes, including bus, tram and developing rail access.</p> <p>Traffic impacts are most apparent during the two weeks of the Royal Adelaide Show and at other high profile events. However, progressive implementation of a Showground Transport Strategy, encompassing both public and private transport, is lessening impacts on adjoining areas. The policies proposed by this DPA facilitate the development of parking facilities on the periphery of the Showground, which, when implemented, will further reduce impacts. Proposals will need to ensure road capacity, road and footpath function and safety are not impaired at the time of seeking development approval.</p> <p>The policies of the Showground Zone proposed by this DPA provide for a range of commercial uses, including agricultural and horticultural shows, industrial and commercial exhibitions, entertainment facilities, off-street parking facilities and office and consulting room development. Other commercial</p>



Planning Strategy Policy	Draft DPA Response
	<p>activities, such as an amusement hall, amusement park, concert hall, dance hall and fun fair, are also envisaged in the Zone. These policies therefore support the continuation and augmentation of commercial development within the Showground.</p> <p>As a result of this DPA, future development will provide a logical extension to existing commercial and mixed use areas and allow a diversification of activities within the Showground. The safety and efficiency of existing transport infrastructure will continue to be improved and development should positively impact the amenity of surrounding areas.</p>
<p><b>4 Ensure that commercial uses, particularly offices and other high traffic generating uses, located outside centres, are located or designed to maximise the use of the public transport network, walking and cycling.</b></p>	<p>The DPA proposes that commercial, recreational and mixed land uses be developed within close proximity to the existing Goodwood Road bus routes and the Adelaide-Belair / Noarlunga / Tonsley rail and the Adelaide – Glenelg tram corridors. A walking and cycling path is also provided along the western boundary of the Showground's site.</p>
<p><b>8 Design commercial uses so they are functional, attractive and consistent with the desired character of the area.</b></p>	<p>The Zone and Policy Areas proposed by the DPA contain policy addressing this subject. Such policy is augmented by a raft of existing Council-wide policy addressing the design of development generally.</p>

### 2.3 Consistency with draft 30 Year Plan for Greater Adelaide

A draft 30 Year Plan was released for public consultation on 6 July 2009. This will ultimately supersede the Metropolitan and Outer Metropolitan sections of the current Planning Strategy. Whilst this is not yet operable, it is noted that this seeks similar outcomes for the Showgrounds and its locality. In particular it indicates that an activity centre should emerge at a location roughly corresponding with the Showground.

Importantly, the draft 30 Year Plan sets out targets for each of the seven Government Administrative Regions comprising Greater Adelaide. The targets for the Eastern Adelaide Region, set out in Map D2 (overleaf), are:

- an additional 34,900 people;
- an additional 19,500 dwellings; and
- an additional 46,000 jobs.

The amendments proposed by this DPA will enable the Showground to play an important role in achieving these targets, should they ultimately be adopted, by allowing and encouraging more diverse and intense use of the site.

## **2.4 BDP Policy Library**

The Better Development Plans (BDP) project is a Development Plan improvement initiative being undertaken by the Department of Planning and Local Government and councils throughout the state to establish a more standardised format and set of planning policies that deal with issues that are common to most councils.

The BDP Policy Library offers Council-wide, Zone and Policy Area modules that can be inserted into a Development Plan. These three types of modules all comprise planning policies in the form of Objectives and Principles of Development Control.

The Unley (City) Development Plan has not yet been converted into the BDP format. This limits the practicality of the adoption of BDP Council-wide modules of policy. Furthermore, there are no BDP Zone or Policy Area modules that could be adopted for application to the Showground by virtue of it being unique.

Having said the above, the new Showground Zone and associated policy areas this DPA proposes be inserted into the Unley (City) Development Plan comprises policies extracted from specific BDP Council-wide and Zone modules.

## **3. INVESTIGATIONS INFORMING THIS DPA**

### **3.1 Showground Master Plan**

In 2007, Hassell undertook a site wide Master Plan exercise in order to consider the objectives of the Society in relation to the long term development of and activities within the Showground site.

The Master Plan that was prepared provides a long term vision for development of the Showground, addressing issues such as car parking, permeability, ongoing improvement of facilities and the intended diversification of the Showground activities. The Master Plan considers these issues and provides a conceptual layout which demonstrates a possible development outcome for the site, and includes not only land owned by the State Government and leased long term to the Society, but also adjoining land independently acquired by the Society.

As shown in the following Showground Concept Plan, the potential development outcomes for the Showground as a whole include:

- continued use for major exhibitions and events
- multi-purpose development which will diversify activity within the Showground
- improved permeability with the provision of wide, open access paths fronting Goodwood Road, and the provision of a public plaza in place of the now defunct bus loading loop on Rose Terrace
- improved interface between the Showground and Goodwood Road
- potential for improved integration with the surrounding transport networks, via the future construction of a permanent rail station at the site's western entrance
- a mixture of commercial, residential, office and consulting room space, mixed uses / commercial activities and parking facilities, which provide a

One of the aims of the preparation of the Master Plan was to demonstrate the potential for increased multi-purpose development to enhance the potential for year round use of the Showground facilities, while maintaining and enhancing opportunities for the continued use of the site for major exhibitions and events.

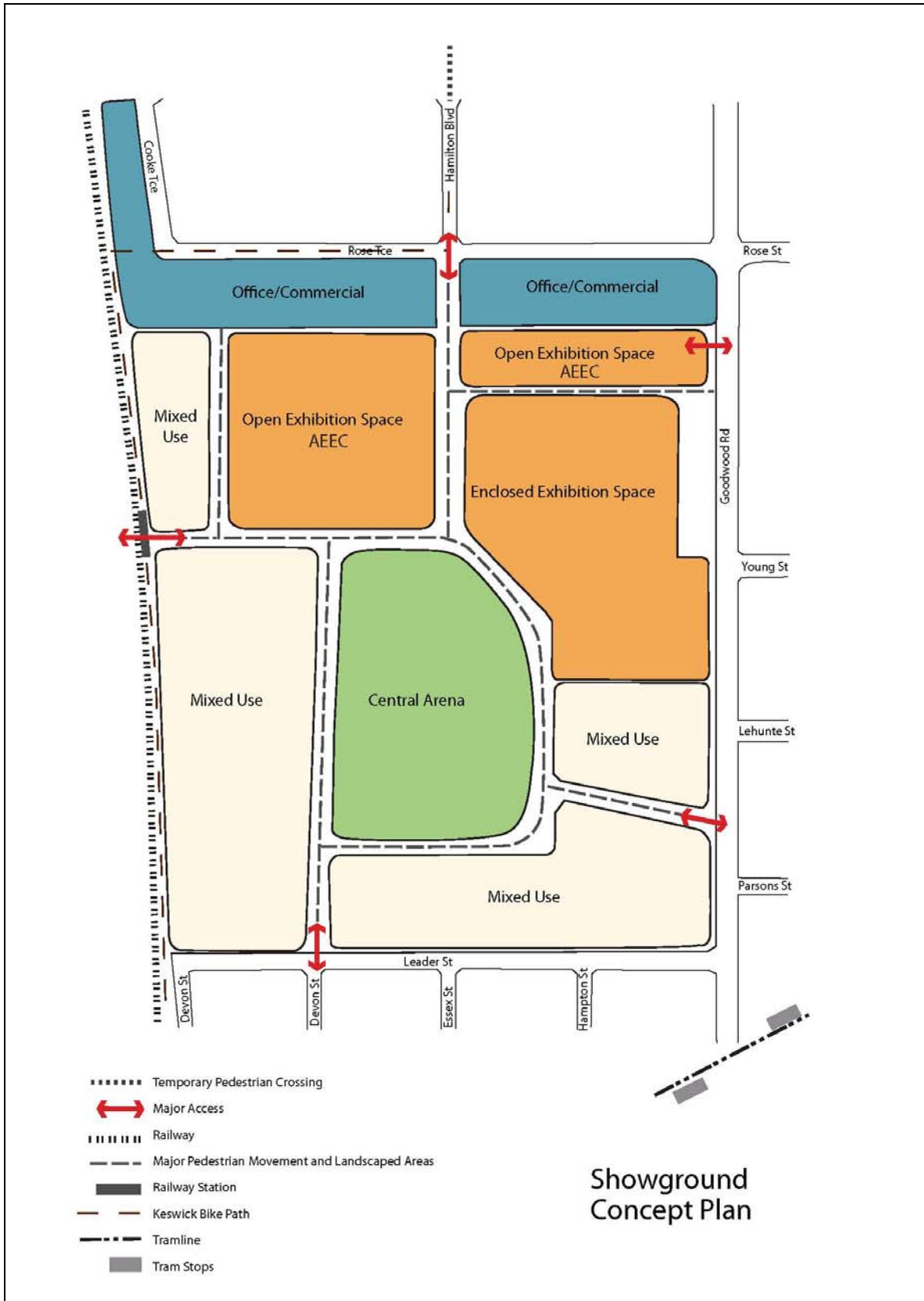
The Society has given a clear indication of its continued desire to use the Showground for exhibitions and events. Indeed, the objects of the Society require it to encourage and promote *'the agricultural, pastoral, horticultural and industrial interests of South Australia and in furtherance of such objects:*

- (a) *To hold exhibitions for the display of horses, cattle, sheep and other livestock, wool, agricultural dairy and garden produce of all kinds, machinery and manufactures and such of the handicrafts, arts, and hobbies, as may be deemed advisable.*
- (d) *To encourage skill in farm or other labour by means of competitive matches.*
- (j) *To promote and foster an understanding and appreciation of agricultural, pastoral, horticultural and industrial matters generally by the community at large.'*

In keeping with this commitment, the Society has recently overseen a \$50 million capital upgrade to the 'Adelaide Event and Exhibition Centre'(AEEC), which is based around the recently completed Goyder Pavilion, Duncan Gallery and surrounding plazas as well as the existing Ridley Centre, and Jubilee and Wayville Pavilions. These facilities, which are presented at an international standard, will assist in capturing a larger share of the national events and exhibition market.

The upgrade, part of a planned \$180 million redevelopment of the Showground, allows the AEEC to offer:

- 26,300 square metres of integrated, air conditioned exhibition space (the third largest exhibition space in Australia)
- 16,000 square metres of landscaped outdoor event space developed to be sustainable under event conditions
- Extensive dining space with updated kitchens able to host sit-down functions for 300 to 2,000 diners
- Updated meeting spaces with state of the art audio visual equipment and wireless internet technology
- Improved visitor access, with better on-site parking, bus, coach and taxi drop-off adjacent to Goodwood Road.



The Master Plan has taken into account the need to better reflect the desire that the Showground be used to a greater degree to make better use and support enhancement of existing infrastructure, services and facilities, while keeping in mind the general intent of the current policy framework. The Master Plan is therefore considered useful in informing this DPA and in highlighting the nature of required and desirable policy changes.

### **3.2 Economic Impact Study**

In December 2004, Deloitte undertook an economic impact study for the purpose of estimating the gross economic impact of the activities of the Society on South Australia. The objective of the study was to estimate the total economic value resulting from the operations of the Society and the activities it undertook at the Showground's site in Wayville.

The study considered only quantifiable economic impacts, with the total quantifiable contribution determined to comprise the direct and indirect economic contribution of the Society and those commercial and non-commercial activities that depend in some way on the activities of the Society and the infrastructure owned by it.

The study determined the direct economic contribution of the Society was comprised of:

- The value of immediate (or first stage) financial transactions involving the Society in relation to the Royal Adelaide Show (and related activities)
- The value of immediate (or first stage) financial transactions involving the society in relation to the Adelaide Showground (and other related core activities).

Indirect benefits were quantified using the Australian Bureau of Statistics (ABS) multipliers to calculate the production-induced and consumption-induced effects of the activities of the Society to the wider economy. The indirect economic contribution of the Society refers to the financial transactions generated in the rest of the economy as a result of direct revenue associated with the activities of the Society. This additional output or ripple effect may be either production-induced or consumption-induced.

The report concluded that the total gross quantifiable economic impact of the Society was calculated to be approximately \$277.6 million per annum. This comprised:

- A direct contribution of \$77.9 million arising from the activities of the Society in relation to the Royal Adelaide Show, Royal Adelaide Wine Show and the Adelaide Showground
- An indirect contribution of \$199.7 million generated by the flow-on production and consumption induced ('ripple') effects through the rest of the economy.

These impacts are summarised in the following table:

	Direct Impact \$	Indirect Impact \$	Gross Economic Contribution \$
Royal Adelaide Show	44,900,723	103,810,787	148,711,510
Royal Adelaide Wine Show	152,344	364,407	516,751
<b>TOTAL RA&amp;HS SHOWS</b>	<b>45,053,067</b>	<b>104,175,194</b>	<b>149,228,261</b>
Exhibition & Events Management	22,253,331	64,357,684	86,611,015
Core Activities	3,759,871	11,125,458	14,885,329
Capital Improvements	822,050	2,298,452	3,120,502
Tourism	1,638,153	5,068,446	6,706,599
Transport	4,405,429	12,643,580	17,049,009
<b>TOTAL RA&amp;HS</b>	<b>77,931,901</b>	<b>199,668,814</b>	<b>277,600,715</b>

The report noted that due to the localised nature of the economic activities examined, it was expected that virtually all of these benefits would accrue to the South Australian economy, and the majority to the economy of Adelaide. However, analysis had not been performed as to any split of the economic benefit between local, regional and national. All of the Society's activities were held in South Australia and the proportion of non-South Australian content in the Society's purchases of goods was likely to have been relatively small, so it is reasonable to assume that the total economic impact is located predominately in South Australia. Given that the annual expenditures and revenues used in the 2004 report are a reasonable indicator of the ongoing annual expenditures and revenues, the economic benefit calculated can reasonably be interpreted as an annual economic benefit to the State of South Australia.

Whilst the 2004 report does not incorporate the most contemporary economic data available, it is a reasonable assumption that both direct and indirect economic benefits associated with the activities of the Society have increased since the time of the report. Studies into attendance at Society events, such as the Royal Adelaide Show, have shown a continued growth during this time.

### 3.3 Market Advice

In October 2008, South Australian Lease Management provided advice to the Society as to the potential market demand for development of the type envisaged within the Master Plan. Specifically, the analysis outlined strong demand for both the development of land abutting Rose Terrace as a commercial office precinct, and the potential provision of short term hotel or serviced apartment accommodation within the Showground.

With regard to the potential development of an office park precinct adjoining the current Greenhill Road commercial precinct, the advice provided notes that the market is currently experiencing the lowest vacancy rate ever recorded in the City fringe region, with recent figures indicating a total vacancy of between 1% and 1.4%. This is compared with the vacancy level in Adelaide's core of approximately 4% at present which is also considered historically very low. The report concludes that although the current excess of demand over supply for office space on the City fringe will be partially remedied by the addition of two new office development projects in the general vicinity, neither has the unique and more direct link which potential development within the Showground shares with the established Greenhill Road commercial precinct. Similarly, the Society's association with agricultural and horticultural businesses is also considered an advantage, given

the likelihood of immediate lease pre-commitments of office space, establishing the area as a potential rural business precinct.

With regard to the potential for short term hotel or serviced apartment accommodation within the Showground, the report considers statistical evidence that shows hotel occupancy rates within Adelaide have increased from 71.42% in 2004 to 82.26% in 2007. Although this has resulted in a number of new hotels being proposed within Adelaide, it is nevertheless considered that the inclusion of a hotel-style accommodation development within the Showground, designed to specifically serve the accommodation requirements for the events and exhibition precincts and more generally the commercial and office policy areas, is consequently viable. The policy regime proposed to be applied to the Showgrounds therefore contemplates such development.

### **3.4 Review of Unley Corridors and Centres Study**

The Unley Corridors and Centres Study, prepared for Unley Council proposes a number of directions of relevance to the development of the Showground.

These include:

- The creation of a 'Show Town' precinct and that the Showground 'be categorised as a "New Character Establishment" Zone that seeks to create a new, exciting and vibrant centre in which a range of uses are encouraged to support and enhance the long term function of the Royal Adelaide Showgrounds as a major centre for the agglomeration of people and events' (page 35)
- Development to a height of 'as much as 7 storeys between the Showgrounds and Greenhill Road' (page 30)
- 'Planning policy can encouraged (sic) change through providing improved market forces for higher and better uses in this location. The area needs to attract emerging growth activities in Metropolitan Adelaide, and we would consider that this could be within sectors that would assist in the growth of the Showgrounds and its surrounds as a major centre for events, conventions and exhibitions for South Australia with activity at the site growing to more regular occasions that (sic) is present today' (page 35)
- 'Land Use'  
*The increased diversification of the Showground function and the continued growth in the fringe CBD areas of Greenhill Road and Anzac Highway will lead to a catalyst for growth in this zone, and its positioning suggests an ability to attract a new day and night economy without affecting character or functions of nearby areas. The zone should seek to target a range of short and long term accommodation offerings, retail and commercial facilities including upmarket residential apartments, hotel accommodation, restaurants, entertainment, convention support services, and targeted retailing for residents and visitor populations.*  
*Other specific land use activities should include:*
  - Specialised food retailing
  - Health services
  - Marketing and business management services (professional office suites)
  - Personal services (massage, physios, gymnasium)

- *Recreational good (sic) retailing*
- *Travel agent, real estate agents*
- *Pubs, taverns and bars*
- *Clubs (hospitality)’ (page 35)*

The policy proposed by this DPA is consistent with these directions. It explicitly seeks the creation of a more vibrant urban environment through the encouragement of a mix of land uses that will lead to greater activity (day and night and across the year) and the encouragement of building designs that will result in the private realm engaging with the public. It also provides allowances for a range of building heights and, importantly, explicitly contemplates and encourages the continuation and enhancement of existing event, convention and exhibition activity.

### **3.5 Review of Adjoining Zones**

The Office 3 Zone contained within the Unley (City) Development Plan adjoins northern boundary of the existing Show Grounds Zone which follows Rose Terrace. This Zone has the Objective of:

*Accommodation of office and consulting room development of up to 2000 square metres of total floor area per individual building, and residential flat buildings.*

Various Principles of Development Control (PDCs) reflect the intent of this Objective, while PDC 3 specifies that:

*Development in that portion of the zone west of Goodwood Road should not exceed three storeys.*

A building containing an office, consulting room and/or a bank in which the total floor area (of all components combined) exceeds 2000 square metres is non-complying in this Zone.

The Mixed Use 2 Zone contained within the Unley (City) Development Plan adjoins the eastern boundary of the existing Show Grounds Zone which follows Goodwood Road. A small portion of this Zone is also located on the north-west corner of Goodwood Road and Leader Street at Wayville, immediately adjacent to the existing Show Grounds Zone. This Zone has the Objective of:

*Accommodation of a mixture of commercial land uses including medium – scale offices and consulting rooms of up to 450 square metres total floor area per individual building, service industries, warehouses and retail showrooms which result in low traffic generation.*

Various PDCs reflect the intent of this Objective, while PDC 3 specifies that:

*Development should not exceed two storeys in height.*

A building containing an office, consulting room and/or a bank in which the total floor area (of all components combined) exceeds 450 square metres is non-complying in this Zone.



Further, development in this Zone is expected to provide a visual and acoustic buffer between the development and adjacent residential areas.

The Residential Streetscape (Built Form) Zone adjoins the southern boundary of the existing Show Grounds Zone which follows Leader Street. Allotments in this Zone, which face the Showground, are contained within Policy Area 8 – Compact (Built Form) Precinct 8.1. While this Zone has a number of Objectives setting out the outcomes being sought, Objective 1 provides an overview for the Zone:

*Enhancement of the desired character of areas of distinctive and primarily cohesive streetscape as expressed in the respective policy areas by retaining and complementing the setting, form and key features of valued sites.*

Various PDCs reflect the intent of this Objective, with Policy Area 8 provisions requiring development to be primarily detached dwellings of low scale and "street fronting" format.

A Light Industry Zone adjoins the western boundary of the existing Show Grounds Zone which follows the Adelaide - Belair/Noarlunga train line. This Zone has the Objective of:

*Accommodation of industries which manufacture on a small-scale and which do not create any appreciable noise or generate heavy traffic.*

A building containing an office, consulting room and/or a bank in which the total floor area (of all components combined) exceeds 450 square metres is non-complying in this Zone.

Also to the west of the Show Grounds Zone and across the train line is the Keswick Army Barracks, which is excluded from State planning controls as it is a Commonwealth facility.

### **3.6 Implications of Adjoining Zones on Showground Planning Policy**

With the exception of the Residential Streetscape (Built Form) Zone to the south of the Showground, adjoining zones are not considered to present significant constraint to the application of policy to the Showground that furthers the directions of the Planning Strategy for Metropolitan Adelaide and the draft 30 Year Plan for Greater Adelaide.

In recognition of the sensitive nature of the Residential Streetscape (Built Form) Zone to the south of the Showground, the Leader Street Policy Area of the new Showground Zone proposed has been equipped with policy that seeks that development minimise any adverse impacts on the amenity of land in adjacent residential zones generally. This will augment existing Council-wide level policy in the Unley (City) Development Plan that also seeks such an outcome.

### **3.7 Review of Adjacent Land Uses**

The Unley Corridors and Centres Study, Volume 4 – Goodwood Road, provides a detailed analysis of development along Goodwood Road. Discussion of relevance

to the northern 'sector' of Goodwood Road, which incorporates the Showground and the adjacent eastern side of Goodwood Road, includes:

### *2.1 Its Function Today*

*'Primary economic activity in the northern sector of Goodwood Rd is characterised by large properties, supporting trade service/bulky goods businesses such as motor car sales, the Showgrounds, and furniture showrooms. Accordingly, this section of the road also caters for a high number of commercial sized vehicles – a direct function of existing land uses. There is evidence of conflict between pedestrian activity generated by the Showgrounds and the vehicular activity of the land use. This area is possibly underutilised from a land use perspective, with potential for higher and better uses with more appropriate zonings.'* (page 4)

### *3.1 Building Style*

*'The northern section however does not contain the "Village" character as the built form is created by the large scale showroom built forms that exist, albeit that this area varies in style between those 1930 style large scale buildings on the western side (part of the Showgrounds) and those on the eastern side.* (page 8)

This section of the study further provides that the northern section of Goodwood Road is one where "larger scale character elements are capable of being introduced" (page 8).

### *4.5 Setback Activity*

*'(The northern section is one) where trading and car parking activity occurs in front setback, but there is limited interaction with pedestrian and Rd user other than parts of the Showgrounds where hard paved landscape settings exist.'* (page 10)

### *5.2 Z-Value (Cross-Sectional)*

*'The buildings within the showgrounds have substantial setbacks from the street and the western (sic – eastern) side of the street has mixed setbacks with between 6m and 10m being the mode.'* (page 12)

The Study also identifies 'Character and Functional Precincts' with the following being relevant to this DPA:

## **6.1 Precinct 1: Rose Terrace (northern side)**

### **6.1.1 Key Features**

*'Allotments have wide frontages (mostly 18m (60ft)) and deep lots.*

*Contains a mix of eras with built forms being representative of post 1970's.*

*Land on the north side of Rose Terrace is a mix of residential and commercial buildings. The buildings facing Goodwood (sic – Road) are all former houses.*

*Contains a small number of Turn of the Century former homes (Asymmetrical villas). The gap between the side building walls of two adjacent properties is generally 6m.*

*Car parking is generally at the rear of properties or within the front setback.'*  
(page 16)

## **6.2 Precinct 2: Trade Service Area (generally on the eastern side of Goodwood Road)**

### **6.2.1 Key Features**

*'Amalgamation of allotments by users means frontages.(sic) Depths range from 20 to 80m.*

*Built form comprises of 66% showrooms and other non descript multi purpose buildings. 33% of buildings built in the 1950-1970's and 37% in the 1980-90's.*

*30% of buildings are generally in good condition and 27% show evidence of some renovation. 13% of buildings are tired or in fair condition.*

*Built form heights vary from 1 to 2 storeys but height is of an industrial / commercial scale.*

*Buildings have variable setbacks from 5 to 15 m.*

*30% of properties (sic) setback activity are used for car parking and 33% for display areas.*

*73% of buildings within the precinct are an (sic) detracting element towards the heritage importance.*

*Economic activity is largely service trade such as motor vehicle sales and household furniture and appliance outlets.*

*60% of car parking is generally provided at the rear and 23% of Goodwood properties with front parking facilities.'* (page 17)

## **6.3 Precinct 3: Royal Adelaide Showgrounds (generally south of Rose Terrace and north of Leader Street)**

### **6.3.1 Key Features**

*Central to this Precinct is the showgrounds and the art deco character created by the built forms, iron gates, and entrance gates.*

*60% of buildings established in the 1950-1970s era.*

*Economic activity is largely entertainment and cultural related.*

*Built forms are large scale showrooms with mix of original intact art deco era and more recent developments.*

*Built form heights are generally 2 storey and of commercial scale.*

*Building condition is good.*

*Built form has substantial setback from street but entrance gate and iron fencing provides visual interaction. 60% of the show grounds setback activity is categorised as landscape and 40% as nil.*

*Southern end of showground has high obscuring fencing which detracts significantly from character.*

*20% of the overall signage quality is appropriate and 80% not applicable.'*  
(page 18)

#### **6.4 Precinct 4: The Goodwood Hotel Surrounds (generally located around the Goodwood Road/Leader Street intersection)**

##### **6.4.1 Key Features**

*'17 properties face Goodwood Road corridor.*

*Economic activity is mixed with pub, hardware and household furniture(Antiques) and wholesale trade. 29% of the activity is made of personal household type businesses.*

*Heritage contribution to this precinct is 35% non contributory and 29% detracting.*

*The Goodwood Hotel is notable feature for this precinct and is in good condition.*

*12% of buildings are former houses. 53% of buildings are in good condition and 29% are recently renovated of (sic) built.*

*Buildings on the west side are varied and include former houses but these do not contribute to character and condition is tired.*

*Built from (sic) includes a range of 1950-1970's. 35% of buildings fall in the pre 1915 era.'* (page 19)

While some redevelopment of sites in these precincts has occurred since this Study was prepared in 2005, the analysis is still considered relevant and presents a picture of an underutilised, mixed use area with a built form and appearance of variable quality.

### **3.8 Effect of Proposed Showground Policy on Adjacent Land Uses**

It is not envisaged that development of the Showground in a manner consistent with the policy proposed by this DPA will have a significant adverse impact on surrounding activities. Such development may act as a catalyst for other development proposals surrounding the Showground and consequently lead to a regeneration of the area through higher intensity of use and more vibrant frontages to Goodwood Road in particular.

In addition to the activities surrounding the Showgrounds discussed in the previous section are:

- the rail corridor on the western boundary of the Showground
- the Primary Arterial Road that is Goodwood Road on the eastern side of the Showground (which carries some 33,200 vehicles per day including 1,200 commercial vehicles) and
- the Local Crossing Collector Road that is Leader Street on the southern side of the Showground (which carries some 10,000 vehicles per day).

It is recognised that a relatively small number of residential properties located on the northern side of Rose Terrace and a greater number located on the southern side of Leader Street face the Showground site, depending on the final form of development constructed on the Showground frontages to these streets, may be subject to an altered outlook.

While a greater diversity of uses and potentially increased heights of buildings are proposed along the Showground frontages to these streets, such development is required to be of attractive appearance and, with respect to Leader Street, be sensitive to the preponderance of residential properties opposite and result in a landscape character to ameliorate potential negative impacts.

Additionally, development of the Showground Zone in a manner consistent with the policy proposed by this DPA could also assist in reducing impacts from the main Showground by providing a visual and acoustic screen between surrounding activities and the Showground.

Finally, development which could potentially result in odours, such as those involving animals, will be required to be appropriately managed to minimise the potential for adverse impact. Similarly, detailed planning at the development application stage will be required to ensure matters such as traffic movements, access points and lighting are all considered to minimise impacts on more sensitive adjoining uses.

### **3.9 Review of Adelaide Park Lands Community Management Plans and Draft Adelaide Park Lands Management Strategy**

Given the proximity of the Adelaide Park Lands to the Showground and also the historical relationship between events such as the Royal Adelaide Show and parking facilities within the Park Lands, it is considered prudent to give appropriate consideration to relevant Community Land Management Plans for the Park Lands. These Plans provide an overview of future directions concerning the management of the Park Lands by the Adelaide City Council.

A primary strategy in the Adelaide City Council's Strategic Management Plan is to *'enhance the Park Lands as a unique open space resource and develop a supportive environment in the City and Park Lands that encourages active social participation, recreation and sport'*. The Strategic Management Plan also calls upon the Council, as a Capital City Council, to demonstrate excellence and innovation in its management of the Park Lands.

In working towards these objectives, Adelaide City Council has commissioned a series of Community Land Management Plans for the Park Lands which individually determine the direction for management of areas on a Park by Park

basis. The two Plans considered relevant to the operation of the Showground are the Plans for Wikarparndo Wirra (Park 22) and for Minno Wirra (Park 21 West).

Both Parks currently provide parking during the Royal Adelaide Show and also assist in reducing parking demand on the greater area as a result of major events at the Showground. Within the Wikarparndo Wirra Plan, a continued relationship allowing parking within the park is considered, with *'Permitting the continued use of car parking for the Royal Adelaide Show and other major events in the Park Lands'* identified as a continuing direction under section 4.5.

However, the Plan for Minno Wirra (Park 21 West) notes under issue 4.2 that consideration should be given to the *'removal of car parking from this Park in the long term given its important biodiversity values'*. The implications of this are, that in future years, there is likely to be a net reduction in the overall parking available to the public during major events, and that future development of the Showground is therefore likely to require incorporation of improved parking provision and public transport access.

The Draft Adelaide Park Lands Management Strategy *'Towards 2020'* was released by the Adelaide Park Lands Authority for community comment in December 2008. The Strategy, a requirement of the *Adelaide Park Lands Act 2005*, presents a *'blueprint to manage, protect and improve the Park Lands for the next 10 years'*. Once the Strategy is adopted by the State Government and the Adelaide City Council, Council's Community Management Plans will need to be brought into alignment with it. While the Strategy is still in a draft form and therefore may be subject to change, it does provide preliminary direction on the likely use of the Park Lands. Of particular interest to this DPA is the correlation between the Management Plan for Minno Wirra (Park 21 West) and the Management Strategy, with both identifying the park for its biodiversity conservation value. The draft Strategy also contains a number of references relating to parking within the Park Lands, including under:

### **Strategies**

*Adopt strategic and cooperative approaches to managing car parking availability location and use within the Park Lands.*

### **Challenges**

*Reducing car parking impacts on the Park Lands to maintain quality settings, whilst supporting events and activities.*

### **Future Projects**

*Car parking and public transport policies and action plans developed that reduce car parking within the Park Lands and identify alternative opportunities including:*

- *limit on Park Land parking linked to events and major activities.*

While these references are of a non specific nature and may apply generally across the Park Lands, it is probable that they will apply to Minno Wirra (Park 21 West), as its use for extensive car parking is at odds with its development as an area of biodiversity conservation value.

Both Council's Community Land Management Plans and the Draft Adelaide Park Lands Management Strategy '*Towards 2020*' therefore have potential implications for the Showground's activities by limiting the amount of parking traditionally available to major events at the Showground. This position further supports the need for amendments to the Unley (City) Development Plan to accommodate these changed circumstances.

### **3.10 Stormwater**

The Showground Master Plan (discussed in Section 1.3.1) includes the addition of new parking areas, commercial precincts and multi use buildings, but largely retains all of the existing open space.

For the above reason, only areas of the Showground that are currently hardstand or plaza areas are expected to be replaced with built form pursuant to the new policy regime this DPA proposes. In this light, the overall proportion of hard (impermeable) surfaces is expected to remain similar to that existing.

From an internal stormwater perspective, it is anticipated that the post development peak runoff will be similar to the existing runoff and that there will be no need for extensive upgrades to the internal drainage network, nor on site detention for flood management purposes.

#### **3.10.1 Stormwater Harvesting and Reuse**

With the proposed increase in roofed areas within the site, the opportunities for the harvesting and reuse of cleaner roof water will become greater. In addition, approximately 2.3 gegalitres (2.3 billion litres) per annum of stormwater are already estimated to flow in the Keswick Creek system.

The opportunities for capture and harvesting of this water for use within the Showground site exists subject to the development of suitable on site storage. The local aquifers in this area are understood to be of limited capacity and therefore any stormwater harvesting scheme would need to consider traditional forms of storage, such as above or below ground tanks.

With the extensive upstream catchment, the extent of stormwater harvesting potential at the site is only limited by the practical storage and treatment capacity available. The water quality standard to be achieved would be dependant upon the end use, with irrigation requiring fairly limited treatment and internal use for toilet flushing requiring much higher levels of treatment. The use of mechanical filters for the main treatment followed by disinfection is likely to provide suitable water quality for internal non potable use.

The new Showground Zone proposed by this DPA does not contain policy concerning stormwater harvesting and reuse. This is because such policy already exists at the Council-wide level and applies to all development throughout the City of Unley.

#### **3.10.2 Flooding**

The existing Showground is currently at risk from flooding from Keswick Creek which passes through the Showground via a sub-surface culvert.

The Brown Hill and Keswick Creeks Flood Management Master Plan – which was approved by the South Australian Stormwater Management Authority early in 2008 - identifies that the estimated 100 year Average Recurrence Interval (ARI) flow through Keswick Creek at a point near the approach to the Showground culvert is 36 cubic metres per second. However, the capacity of the Showground culvert is only 25 cubic metres per second.

Flooding within the Showground resulting from the mismatch between the capacity of the Showground culvert and the estimated 100 ARI flow has the potential to range from less than 100 millimetres in depth to greater than 1000 millimetres in depth. The latter will generally occur in the southern portion of the Showground.

The Brown Hill and Keswick Creeks Flood Management Master Plan proposes a number of strategies that act in combination to reduce the extent of flooding within the catchment. Of particular importance is the proposed Goodwood Road diversion drain. This aims to divert approximately 14 cubic metres per second at Goodwood Road, just upstream of the entrance to the existing Showground culvert, to a new culvert under the Showground to Leader Street and then to the Anzac Highway system. This diversion will reduce the 100 year ARI flow through the existing Showground culvert to its capacity, with a subsequent reduction in flood damage through the Showground.

The proposed flood mitigation works are subject to funding, hence, until specific works are implemented, the Showground site will remain at risk of flooding. In the interim, consideration should be given to the possible impacts of flooding on the design of buildings, including in relation to floor levels in line with existing Council-wide level policy addressing this subject.

### **3.11 Traffic and Parking**

In February 2007, a detailed traffic and parking report was prepared for the Society in order to inform the assessment of the proposed redevelopment of the Centennial Hall site, including the provision of improved bus loading facilities adjoining Goodwood Road at the Showground. The scope of the report included a precinct wide analysis of traffic and parking movements at the Showground site, and is useful in informing this DPA as it relates to the same geographical area. An updated summary analysis was prepared in October 2008.

The findings of the updated report conclude that the recent Goyder Pavilion development has resulted in a number of changes to traffic related aspects of the Showground operations. In particular, the provision of the new forecourt area has resulted in changes to the vehicular access points associated with the site. Additionally, the forecourt area has accommodated the relocation of the Adelaide Showground bus facility from Rose Terrace to Goodwood Road. Pedestrian movements and parking conditions associated with the site are relatively unchanged as a result of the recent development.



### **3.11.1 Existing Situation**

The updated summary analysis advises:

#### *Vehicular Access*

- That the following vehicular access points to the Showground remain:
  - The site's main vehicular access on Rose Terrace
  - The site's secondary vehicular access on Leader Street
  - Three minor access points on Rose Terrace
  - Seven minor access points on Leader Street
  - Two access points along the western site boundary
  - Three access points on Goodwood Road.
- That a number of access points on Goodwood Road were removed as part of the recent Goyder Pavilion development. However, in addition to the above remaining access points, the development of the forecourt / bus facility area has resulted in the creation of a new ingress and a new left-out only egress onto Goodwood Road.
- That the former signalised access point through the Ridley Gate on Goodwood Road has been closed as part of an agreement with the Department for Transport, Energy and Infrastructure for the provision of the new ingress and egress point. The signalised intersection of the former Ridley Gate access point and Goodwood Road has been altered to provide a single, wide Pedestrian Actuated Crossing (PAC).

#### *Public Transport Access*

- Regular bus, tram and train services are provided to the locality as per the previous situation prior to the Goyder Pavilion development
- As part of the Goyder Pavilion development, the dedicated Showground bus facility was relocated from Rose Terrace to the Goodwood Road forecourt. The bus facility is utilised for set-down / pick-up associated with the additional bus services operated during the Royal Adelaide Show (and potential additional use for other major events in the future). The new bus facility was in operation for the 2008 Royal Adelaide Show and, based on on-site observations, operated safely and efficiently.

#### *Pedestrian Access*

- Pedestrian access occurs via the following entry points:
  - the Rose Terrace entrance
  - the Goyder Plaza entrance on Goodwood Road, at the north-eastern corner of the site
  - the Ridley Gates entrance on Goodwood Road, adjacent Young Street
  - the Leader Street entrance, near the south-western corner of the site
  - the Central entrance, located on the western boundary of the site, adjacent the temporary train station

- an Royal Agricultural & Horticultural Society (RAHS) members' entrance on Rose Terrace, adjacent Cooke Terrace
- an RAHS members' entrance on Leader Street, near the south-eastern corner of the site

### *Off Street Parking*

- The Showground contains approximately 2000 parking spaces
- In addition to these, the forecourt area (when not in use as the Adelaide Showground bus facility or Goyder Pavilion event 'load-in') can be utilised for angled parking. Up to approximately 25 parking spaces can be accommodated within the forecourt area. Such use of the forecourt would be relatively infrequent, however would typically be utilised for parking associated with functions / small events (i.e. dinners) in the Ridley Pavilion or other adjacent venues within the site.

### **3.11.2 Future Situation**

In considering the wider development potential generally proposed as part of this DPA, the Society had a further report prepared in May 2009 which advised:

#### *Road Network*

The intensification and diversification of uses within the Showground Zone has the potential to generate significant additional traffic on to the surrounding road network – particularly in relation to possible development of uses that will generate flows on a regular, daily basis (such as offices).

Traffic assessment(s) should be undertaken to assess the impact on and potential upgrade requirements for the surrounding road network, including, but not limited to:

Existing signalised intersections:

- Goodwood Road / Greenhill Road
- Greenhill Road / Anzac Highway
- Goodwood Road / Leader Street
- Leader Street / Anzac Highway

Existing unsignalised (priority controlled) intersections:

- Greenhill Road / Johnstone Terrace
- Greenhill Road / Cooke Terrace
- Rose Terrace / Johnstone Terrace
- Goodwood Road / Rose Terrace
- Goodwood Road / Young Terrace
- Goodwood Road / Le Hunte Street
- Leader Street / Devon Street / Showground Access
- Leader Street / Leah Street

Other locations:

- Mid-block sections of the roads bounding the site
- Leader Street Level Crossing (Rail)
- Goodwood Road Level Crossing (Tram)
- Existing and proposed access points associated with the site

Additional traffic volumes distributed to the above locations may give rise to consideration of the need for infrastructure upgrades, possibly including signalisation (i.e. Greenhill Road / Johnstone Terrace), roundabouts, road widening / additional traffic lanes, extension of existing storage lanes, turning movement restrictions etc. Further discussion will need to be undertaken with the Department for Transport, Energy and Infrastructure (DTEI), the City of Unley and other relevant stakeholders in relation to potential impacts associated with future specific development proposals within the Showground Zone.

New access points associated with further development within the Zone should be designed in accordance with relevant design standards and guidelines. In particular, analysis will be required to identify whether road widening to accommodate separated turn lanes are required for new access points on Goodwood Road (arterial road) and Leader Street (collector road).

#### *Alternative Transport Modes*

The Zone is well serviced by public transport, namely bus services (Goodwood Road Go-Zone) and tram services. Additionally, during the Royal Adelaide Show, a temporary rail station is provided on the western side of the site.

Further development within the Zone would be likely to increase demand for long term and temporary public transport and may consequently create the impetus and need for additional bus and tram services, as well as potentially justify the creation of a permanent rail station on the western side of the site. Consideration could also be given to improved east-west bus servicing along Greenhill Road. Further discussion should be undertaken with DTEI's Public Transport Division (PTD) in relation to the potential for increased servicing of the site by all of the above modes as development occurs and demand increases.

Pedestrian infrastructure within and surrounding the Zone is generally sufficient for typical 'daily' activities within the Zone, albeit further improvements could be undertaken as part of any upgrade requirements of the surrounding road network. Improvements could also be undertaken to accommodate improved pedestrian accessibility / safety during peak event periods at the Showground, such as the Royal Adelaide Show.

Cycling will be accommodated on the surrounding road network and, in particular, the adjacent Keswick Bike Path. Further development within the Zone should include provision of adequate end-of-trip facilities (showers, change-rooms and secure bicycle parking) to maximise the attractiveness of cycling as a viable option for site access.

## *Parking*

Table Un/4 contained in the Unley (City) Development Plan currently provides guidance regarding the number of car parking spaces that should be provided as part of new development within the City of Unley. It identifies rates for specific land uses for this purpose.

Furthermore, for specific developments, consideration could be given to application of lower off-street parking rates for demonstrable reasons. This is due to the relatively high level of accessibility to multiple forms of public transport and the potential for sharing of off-street parking arising from a mix of activities that generate demand at different times of the day.

## *Conclusion*

Given the general nature of the policies proposed in this DPA and as specific developments are yet to eventuate, it is difficult to forecast likely traffic and parking requirements with precision.

As indicated in the above comments, network upgrades, public transport upgrades and parking requirements will need to be determined in consultation with the relevant authorities as additional detail of proposals becomes available. It is important, however, that a strategic, coordinated approach is adopted to ensure safety, efficiency and cost effectiveness both on-site and in the surrounding area.

Given its proximity to multiple forms of public transport, consideration of a "park-n-ride" facility within the Showground, perhaps in association with a permanent train station on the western side of the site, should not be precluded. The proposed Showground Zone contains a policy for this purpose.

Furthermore, some flexibility in the provision of off-street car parking should be contemplated through the assessment process in circumstances where:

- the peak car parking demand for different land uses occurs at different times as part of mixed use development and there is opportunity for shared use of off-street parking
- evidence of a lesser demand for car parking for similar land uses elsewhere
- significant linkages with public transport and alternative modes of transport for users of the proposed development are provided.

The proposed Showground Zone also contains a policy for this purpose.

## **3.12 Engineering Services**

### **3.12.1 *Electrical Services***

#### *Current Provisions*

Electricity to the Adelaide Showground site is provided via two ETSA Utilities high voltage feeder supplies from the existing overhead network cabling on Goodwood Road. The two feeders, Showground Feeder (ME-200D) and Maple Avenue Feeder (ME-200F), emanate from the Keswick substation (SSD-200).

Each feeder supply has an ultimate capacity of around 8MVA. However, they are not dedicated to the Showground and supply other electrical loads between the sub-station and the site.

The present maximum demand occurs during the Royal Adelaide Show and is approximately 4.8MVA. ETSA Utilities presently reserve this order of capacity for the Show period, on the basis that electrical loads from other connections are minimal due to a lesser seasonal demand during the Show period.

The arrangement is such that either high voltage feeder can carry the load during maximum demand period. This provides redundancy for incidents that might affect the external overhead ETSA Utilities network.

ETSA Utilities have previously advised that small load increases in the order of 0.5MVA can be catered for by the existing arrangement during the Show period. Load increases above the existing maximum demand during high community consumption periods in the summer months are unlikely to be acceptable.

All electrical infrastructure beyond the high voltage feeder connection points is the property and responsibility of the Society.

The infrastructure owned by the Society consists of a high voltage ring-main which traverses the site. The 'ring' is supplied from either of the two ETSA Utilities feeders, with an 'open point' that can be relocated according to demand conditions.

The ring main supplies step-down transformers located around the site according to the various building requirements. The transformers supply low voltage reticulation network equipment around the grounds.

The arrangement is typical for 'campus-style' developments with a single point of supply, and provides good flexibility and redundancy.

The Society is presently installing a solar photo-voltaic generator of capacity 1MW. Maximum generation conditions will be achieved during the warmer months. The generator will be controlled by the Showground, and ETSA Utilities conditions of connection mean that it cannot be relied upon during periods where either feeder supply is lost.

#### *Implications of Potential Development on External Services*

Intensification of use of the Showground is likely to significantly increase the electrical load presented to the ETSA Utilities network. It is likely that increased load will be present during the peak condition period presented by the Show.

It is recommended that the existing method of supply at high voltage to the site be preserved, to provide full compliance with the Electricity Act and ETSA Utilities Conditions of Supply.

Augmentation of the external supply capacity is a likely requirement, and would be resolved by ETSA Utilities depending on the actual additional load. The possible solution would involve installation of a further high voltage ETSA Utilities feeder cable set comprising two further feeders that would be dedicated to the exclusive use of the site.

Installation of additional feeder supplies is not uncommon where load increases for campus-style developments are significant.

#### *Internal Services and Implications*

The existing high voltage ring-main infrastructure maximises flexibility of electricity supply within the site.

Extension of the ring-main to serve other buildings is possible, and will need to be considered in conjunction with the provision of additional external feeder supplies.

A likely scenario is that an additional high voltage ring main would be created, thus further increasing the opportunity for redundancy and flexibility.

Additional transformers and low voltage infrastructure can be installed to suit proposed development locations and to match new load requirements.

### **3.12.2 Communication Infrastructure**

A campus-style development presents the opportunity for connection of the Showground to high speed data transmission facilities and options extending to the CBD. It is most likely that such facilities, whilst requiring the installation of optical fibre backbone cabling, would not necessitate large scale civil works, given the proximity to existing provisions along Goodwood Road.

Large scale development of the Showground also presents an opportunity to replace the aged, unreliable internal Telstra-owned infrastructure. This would include both underground access provisions and a structured optical fibre cable network. This in turn would provide:

- high speed data communications access off site
- the ability for internal high speed networking for data and voice, and the ability to cater for advanced and emergency technologies
- networking of buildings within and adjacent to the Showgrounds

It is understood that Telstra Corporation could remove any required components of their on-site cabling plant without cost consideration upon implementation of a new campus-wide infrastructure owned by the Society.

### **3.12.3 Fire and Safety**

#### *General*

The Development Act and Regulations 1993 provides the legislative process for the erection of buildings, with minimum technical construction standards mandated through the Building Code of Australia (BCA); incorporating a South Australian Appendix containing variations and additions considered as amendments necessary for effective application of the Code.

A primary aspect of the BCA is that of fire safety which encompasses those issues relating to minimum standards for the safeguard of occupants. This is reflected in construction of buildings relative to its occupancy type (Classification), in addition

to fire fighting through systems installed within buildings and/or reliance on attendance by the SA Metropolitan Fire Service.

### *Current Provisions*

The predominant use of the Showground buildings relates to an occupancy use which is primarily high fire risk, in conjunction with large population numbers.

Under the BCA, such buildings are defined as Class 9b – Assembly, although the actual type of “Assembly” is extensive and varied, with Exhibition Assembly use having the greatest impact for achieving fire safety standards.

However, as the Showground complex was established over many years, commencing from 1925 and initially represented primary industry with “show events”, the types of buildings and their use were basic and also constructed prior to regulatory classification (occupancy use).

With the development of building codes it is inevitable that construction standards, particularly where relevant to fire safety, have changed to a greater emphasis for minimizing fire spread related to risk and occupant safety.

As a result, many of the earlier buildings have been afforded ‘Royal Show’ status which involved concessions due to their non permanent occupancy arrangement, i.e. temporary occupancy over the nine day period of the Show.

To enable a more regular permanent multi purpose use it has been a requirement of both the City of Unley (as the Authority having jurisdiction) in conjunction with the Society as building owner, to embark on a progressive upgrade for fire safety. This process is therefore more attuned to the overall intent of this DPA.

Such upgrade provisions have been in progress and are almost complete, summarized in a plan for action as accepted by Council in April 2009, based on a final audit inspection.

Currently, the existing buildings can be more specifically defined and considered as Major or Minor in terms of event use. These can be identified as:

#### Major:

- Ridley Centre
- Wayville Pavilion
- Atrium Plaza (Food Court)
- Goyder Pavilion, encompassing the Duncan Gallery and Jubilee Pavilion

#### Minor:

- Administration / Offices
- Stirling Angas Pavilion
- Basketball Building
- Leader Pavilion
- Dairy and Pet Pavilion

- Dairy Cattle, Pig, Sheep, Beef and Alpaca Pavilions
- Various Horse Stables/Lockers

The result of BCA compliance for the Class 9b Assembly “Exhibition” occupancy in a Major building is that of fire sprinkler protection. See also later comments under:

- External services and Implications
- Internal Services and Implications

Fire sprinkler protection is afforded to all the aforementioned significant Major buildings within the Showground complex.

In the majority of cases, whether the buildings are significant in terms of Major or Minor, the BCA requires general fire safety standards to meet compliance irrespective of the occupancy use for a Class 9b Assembly. This therefore enables all buildings to be adaptable for other Event occupancy uses as defined in the DPA. These would include, as defined by the BCA:

- Class 3 Accommodation functions such as hotel/motel and guest/boarding
- Class 5 Office (administration, professional and commercial) functions
- Class 6 Retail (specialised food, general commercial and pubs/taverns/bars/dining) functions
- Class 9b Assembly related clubs, public halls, sports and theatre functions
- Class 7 Storage and display functions
- Class 8 Process functions such as handicraft, assembly, packing, finishing of goods

#### *External Services and Implications*

The primary external service for fire protection relates to a water supply source which is considered as the SA Water town mains network.

Currently, the Showground is well served by this supply at above average flows and pressures compared to that generally afforded throughout the Adelaide Metropolitan area.

As a result, the town main is currently able to satisfy the primary demand for High Hazard Design fire sprinkler protection necessary for the designated Major Buildings, to satisfy a Class 9b “Exhibition” occupancy.

In addition, the town mains also provides external fire fighting capacity for SA Metropolitan Fire Service operation by use of a fire hydrant system, incorporating the provision of two feeds – off Leader Street (south) and Goodwood Road (east), entering the site.

It should be noted that any Development Plan Amendments which are to permit additional commercial activities within the Showground will not affect the current water supply provisions afforded by the SA Water town mains network, for fire protection. The existing Class 9b Exhibition fire sprinkler design and fire hydrant



water supply requirements are currently the most demanding for the Showground. Additional buildings or alternative occupancy uses do not instigate an increase in water supplies, as fire scenarios are only predicated on a single building risk.

Furthermore, SA Water is not obligated to meet the demands for fire protection system water supplies as determined by the BCA and adopted standards. Therefore, where a town mains network is unable to perform (as is the case in many areas of Metropolitan Adelaide), the building owner is obligated to install on site water storage and pumping equipment. For the long term viability of the existing Showground site this arrangement has not been estimated for the future, where the possibilities of reduced water flows or pressures may eventuate, according to SA Water policies for water distribution and purchase cost.

This scenario would also be applicable to any development proposed within the Showground Zone and external to the current internal Showground complex, such as Rose Terrace.

#### *Internal Services and Implications*

The BCA requirements for fire protection services incorporate the provision of fire sprinkler systems for the Major buildings and external fire hydrants/reticulation throughout the Showground complex.

Current provisions comprise a common “fire main system” underground reticulation network throughout the site which achieves the necessary protection and coverage for fire fighting by upstand hydrants, in addition to those feeds for fire sprinkler systems.

The “fire main system” is extensive and is available to all buildings (whether Major or Minor) within the site.

Water supply in terms of flows and pressures are more than adequate for current and future redevelopment irrespective of any proposal for additional buildings, or an occupancy change in use to existing buildings.

As clarified for the external site services, the existing system provisions are based on single building risk in accordance with BCA fire requirements and currently sustains the most onerous criteria for satisfying fire standards in Class 9b “Exhibition” use buildings.

### **3.12.4 Sewer Drainage**

#### *Current Provisions*

The Adelaide Showground is serviced by two main sewer connections to SA Water Utility sewers on Leader Street and Rose Terrace. These services are significant in capacity.

Earthenware trunk sewers are installed through the site connecting to the utility sewer system. These pipelines are in some cases of significant age and are suspected to be in average condition in some locations. Sewer replacement or reinstatement via re-lining has occurred in an ad-hoc manner based on specific issues or the needs of adjacent upgrade works.

In some locations there are historic compliance issues due to the lack of trade-waste provisions and grease arrestors, however the systems generally function adequately.

#### *External Services Implications*

Whilst full analysis of the capacity and condition of external infrastructure would be required in conjunction with site intensification, it is unlikely that significant infrastructure works would be required to Utility-owned sewer systems.

#### *Internal Services Implications*

The need to provide further internal sewer upgrade provisions would be dependent on the nature of the development and the level of service required.

It is anticipated that eventually all of the existing trunk sewer lines over the site would require upgrade or replacement. In conjunction with such upgrades, full code compliance for trade waste would be a necessity.

### **3.12.5 Mains Water**

#### *Current Provisions*

The Adelaide Showground is bound by serviceable mains water connection on Rose Terrace, Goodwood Road and Leader Street.

In particular a 650mm mains water provision is located on Goodwood Road.

A number of existing connections are provided to mains water depending on the disposition of buildings and their particular requirements.

An on-site rain water storage system, comprising 3.5 mega litre capacity underground tanks north of the Jubilee Building collects rain water from large room areas of the Jubilee Pavilion and Goyder Pavilion.

#### *External Services Implications*

Whilst full analysis of the capacity and condition of external infrastructure would be required in conjunction with increased use of the site, it is unlikely that significant infrastructure works would be required to Utility and mains water systems.

#### *Internal Services Implications*

Site development provides a unique opportunity for increased capacity and use of stored rain-water systems throughout the site. Due to the large meterage of roof area over the site, it is anticipated that such systems could supply a large percentage of the site needs for water, in particular for irrigation purposes, but also for use within buildings.

For this purpose a dual network of rainwater and mains water reticulation pipework would be proposed, in a similar manner to modern residential sub-divisions.

Further development of water harvesting and treatment, including black water from internal sewer mains is a possible method to further reduce reliance on mains water connection.

### **3.12.6 Natural Gas Services**

#### *Current Provisions*

The site is served by a single high pressure (70-300kPa) gas connection from Rose Terrace to the north of the site.

A pressure regulator is located near the Rose Terrace Gates and internal reticulation within the site is a low pressure to buildings and facilities presently utilising natural gas.

Most underground gas pipelines were previously of steel construction, but have been generally upgraded or replaced with polypipe type material.

#### *External Services Implications*

Whilst full analysis of the capacity and condition of external infrastructure would be required in conjunction with site intensification, it is unlikely that significant infrastructure works would be required to utility owned natural gas systems serving the Showground site.

#### *Internal Services Implications*

There is an opportunity to exploit further additional use of natural gas on the site should building development use and function warrant the installation of energy initiatives such as co-generation systems. This will be the case if the site has a viable base electrical load, as may be the case for site occupants creating base loads such as hotel, medical or data centres.

Notwithstanding such opportunities, the site services gas reticulation systems can be developed to suit individual building requirements.

### **3.13 Sustainability**

This Development Plan Amendment provides significant opportunities for the creation of a number of sustainable developments whilst also capitalising on many available benefits associated with the location of the site and possibilities for sharing of infrastructure through co-location of various functions.

The various uses proposed provide an ideal platform for a true 'mixed use' hub whereby event / exhibition, sport/recreation, office and accommodation functions can be provided on one site, thus significantly reducing transport requirements. Likewise these various functions will operate with different usage patterns therefore introducing opportunities for sharing of infrastructure through load diversity.

The site's proximity to various modes of public transport and to the CBD makes it an ideal location for design of sustainable office accommodation. The 'Green Star' suite of rating tools offers significant credit points for proximity to public transport

therefore any developments on the site pursuing this rating would be expected to score highly in this category.

The opportunity to develop new, sustainable buildings in this precinct will also benefit from the layout and aspect of the various zones – in particular the Rose Terrace precinct. Using passive design principles these buildings could make maximum benefit of the availability of northern winter sun and natural daylight whilst minimising summer solar loads via the use of suitably designed and optimised glazing and shading elements.

The lack of surrounding high-rise development will also maximise the availability of natural breezes which would operate in lieu of air conditioning systems when conditions are suitable. In general it would be proposed to consider all passive design elements to create a precinct which provides a demonstration of practical and accessible sustainability.

The Society's commitment to sustainable development at the Showground is already evident through a number of initiatives.

A recent development of an on-site rain water storage system, comprising 3.5 mega litre capacity underground tanks north of the Jubilee Building, collects rain water from large roof areas of the Jubilee Pavilion and Goyder Pavilion. This water is then used in toilets, irrigation and water features.

As discussed earlier, the further development of the Showground provides a unique opportunity for increased capacity and use of stored rain-water systems throughout the site. Due to the large meterage of roof area over the site, it is anticipated that such systems could supply a large percentage of the site needs for water, in particular for irrigation purposes, but also for use within buildings.

Further development of water harvesting and treatment, including black water from internal sewer mains is a possible method to further reduce reliance on mains water connection.

With State Government funding assistance, the Society is presently installing a solar photo-voltaic generator of 1 mega watt capacity. The 10,000 square metres of solar panels will generate enough power to meet all of the power requirements of the new Goyder Pavilion and over one-third of the current annual electricity needs of the Showground as a whole.

Water sensitive urban design principles have been employed as part of a landscape master plan for the Showground and there is the potential to install wind turbines for electricity generation.

Other initiatives demonstrated in the construction and operation of the new Goyder Pavilion and associated works include measures such as:

- passive relief air paths within the exhibition building which can operate in natural ventilation mode under suitable conditions
- sky lights provided in circulation, toilet and gallery areas to reduce reliance on artificial lighting and provide good daylight levels
- high efficiency addressable and dimmable fluorescent lighting in the main hall minimising energy wastage due to excessive light levels

- a windmill that will pump water from underground tanks to a header tank supplying energy free water for street tree watering
- improved public transport facilities provided through bus usage of the new forecourt to access the Showground via a main arterial road
- 80% of demolition materials being recycled.

The Showground site and the further developments proposed in this DPA will therefore provide a number of opportunities to enhance the environmental sustainability of the operations of the Showground.

### **3.14 Historical Land Uses**

The Wayville site was first used for the Show in 1925. However, with the outbreak of the Second World War in September 1939, some sections of the Showground were occupied by military forces from November 1939. In 1940, the Defence Department retained the whole of the Showground for training Australian Imperial Force recruits.

This period of the Showground's history is summed up in a broadcast speech by Mr Harold Finnis on 24 June 1947 when he said:

*'Since 1939, when the Royal Show was held a few days after the outbreak of World War II, the Showgrounds at Wayville have been occupied by Defence Forces, until the first of April this year, when the Army finally vacated the property. This has enabled the Society to return to its customary practice of holding an Agricultural Show each year and arrangements have accordingly been made for this to take place from Thursday, September 4<sup>th</sup> to the 11<sup>th</sup>. During the period that has intervened between the 1939 and 1947 Shows, the Grounds, designed as a means of displaying the agricultural wealth of the State, has been an Army centre of considerable magnitude, with every building, both those owned by the Society, and those of private owners, occupied by the Forces.'*

While detailed investigations have not been undertaken in relation to land contamination issues at the Showground site, its use for agricultural and horticultural show events over a long period of time and also its use for army training purposes for a number of years, provides the potential for some contamination to be present. As future developments are proposed, a more detailed consideration of the potential for contamination of specific sites should occur and, where necessary, appropriate remediation measures undertaken. This is important to prevent harm to human health or the environment at both the development stage and during ongoing use of the facility. In general, this should occur at least where development proposes a change of use to a more sensitive land use.

### **3.15 Heritage**

There are no State Heritage Places listed within the Showground site in the Unley (City) Development Plan.

While three Local Heritage Places are listed in the Development Plan, this list has not yet been updated to recognise the approved demolition of Centennial Hall (which was structurally unsound and has been replaced with the new Goyder

Pavilion), or the relocation of the Kidman Entrance Gate and railing to the Rose Terrace entrance to the Showground (the gateway structure was unsound while the Gate was associated with the Centennial Hall which has been demolished).

The Ridley Memorial Gates is the third listed Local Heritage Place and any redevelopment which might impact on it will be subject to assessment against the existing Council-wide provisions in the Development Plan concerning conservation and heritage.

#### **4. CONCLUSIONS AND RECOMMENDED POLICY CHANGES**

##### **4.1 Current Planning Policy**

###### **4.1.1 Council-wide Policy**

The Council Wide provisions contain a number of policies which are relevant to the implementation of future development as proposed in this DPA. While some are of a general nature, policies under headings such as:

- Design of Development
- Utility Services
- Landscaping
- Crime Prevention
- Parking Area – Design, Location and Provision
- Parking Area – Screening and Landscaping
- Residential Development
- Commercial and Industrial Development
- Bank, Office and Consulting Room Development
- Conservation and Heritage

have specific application. Given the current provisions are generally in accordance with the intent of this DPA, no changes to the Council Wide provisions of the Development Plan are proposed by this DPA.

###### **4.1.2 Existing Show Grounds Zone Policy**

Further to the Council-wide provisions of the Development Plan, the area affected by this DPA is largely contained within the existing Show Grounds Zone.

The intent of the existing Show Grounds Zone is to facilitate the primary function of the Showground as a space accommodating 'show ground facilities, agricultural and horticultural shows, and industrial and commercial exhibitions'. Whilst this is generally consistent with some of the current activities on the Showground, there are several provisions which are in conflict with the future development of the Showground as envisaged in the master plan and as proposed in this DPA. Principally, the following elements of the existing Show Grounds Zone are considered to require amendment to enable the desired diversification of activities at the Showground and associated commercial development to occur:

- the amendment of policies that detail the types of development envisaged in the Zone

- the deletion of policies limiting development heights to two storeys
- the deletion of policies relating to amplified sound levels and signage
- the deletion of policies limiting office and consulting room development to 450 square metres floor area and a shop or group of shops to a gross leasable floor area of 250 square metres
- the deletion of group dwelling and residential flat building from the non complying list
- the amendment of policies relating to Public Notification to support the types of development envisaged in the Zone

In addition, minor changes to the current Show Grounds Zone boundary are proposed.

This DPA proposes the inclusion of land, owned by the Society and located to the west of Cooke Terrace at Wayville, within the Zone. It is currently zoned Office 3. It is also proposed that land in other ownership, located on the north-western corner of the intersection of Goodwood Road and Leader Street, be included in the Zone. This land is currently zoned Mixed Use 2.

#### **4.2 Recommended Policy**

The DPA proposes the following changes:

- replacement of the current Show Grounds Zone with a new Showground Zone containing policies that reflect the 'desired character' for the Showground and providing for a greater diversity of activities, leading to new development and greater use of the existing, extensive facilities throughout the year
- creation of three Policy Areas within the Showground Zone, providing greater guidance to the future development of the State owned allotment comprising the main Showground area and privately owned allotments on the southern side of Rose Terrace and the northern side of Leader Street
- replacement of two Zones maps to reflect the minor changes proposed to the Zone boundary
- replacement of two Policy Areas maps designating the three new Policy Areas proposed – Core Policy Area 13, Rose Terrace Policy Area 14 and Leader Street Policy Area 15

#### **4.3 Recommended Assessment Framework**

The following amendments are proposed to assessment procedures:

##### *Complying Development*

No changes are proposed to the complying development provisions.

##### *Non-Complying Development*

The deletion of policy restricting 'a building containing an office, consulting room or bank' to 450 square metres or less, 'Group Dwelling', 'Residential Flat Building', policy restricting a 'Shop or group of shops' to 250 square metres or less and 'Timber Yard'.

The replacement of '*Refuse Destructor*' with '*Waste Reception, Treatment, Storage or Disposal*' (this latter term is sourced from the Better Development Plans Terminology List).

The inclusion of a number of additional uses, largely based on non complying uses listed in the adjoining Office 3 Zone, namely '*Light Industry*', '*Major Public Service Depot*', '*Motor Repair Station*' and '*Petrol Filling Station*'.

#### *Categories of Notification*

Making all kinds of development Category 1 except development:

- in Rose Terrace Policy Area 13
- in Leader Street Policy Area 14
- having a frontage to Goodwood Road
- which is non-complying

Making all development (except non-complying development) Category 2:

- in Rose Terrace Policy Area 14
- in Leader Street Policy Area 15
- having a frontage to Goodwood Road

## **5. STATEMENT OF STATUTORY COMPLIANCE**

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.

### **5.1 Accords With the Planning Strategy**

Relevant strategies from the Planning Strategy are summarised in Section 2.1 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

### **5.2 Accords With Other Parts of the Development Plan**

The policies proposed in this DPA are consistent with the format, content and structure of the Unley (City) Development Plan.

### **5.3 Complements the Policies in the Development Plans for Adjoining Areas**

The policies proposed in this DPA will not affect the Development Plans for adjoining areas. This is a result of the fact that the area affected by this DPA is



situated entirely within the City of Unley and does not border any other council area.

#### **5.4 Satisfies the Requirements Prescribed by the Regulations**

The requirements for public consultation (Regulation 11A) and the public meeting (Regulation 12) associated with this DPA will be met.

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**Development Act 1993**

**Unley (City) Development Plan**

**ADELAIDE SHOWGROUND**

**Approval Development Plan Amendment**

**THE AMENDMENT**

**By the Minister**



# Development Act 1993

## Amendment Instructions Table – Development Plan Amendment

**Name of Local Government Area(s):** CITY OF UNLEY

**Name of Development Plan(s):** UNLEY (CITY) DEVELOPMENT PLAN

**Name of DPA:** ADELAIDE SHOWGROUND DEVELOPMENT PLAN AMENDMENT

*The following amendment instructions (at the time of drafting) relate to the Unley (City) Development Plan consolidated on 4 December 2008. Where amendments to this Development Plan(s) 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	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> <li>• Replace</li> <li>• Delete</li> <li>• Insert</li> </ul>	<ul style="list-style-type: none"> <li>• Objective (Obj)</li> <li>• Principle of Development Control (PDC)</li> <li>• Desired Character Statement (DCS)</li> <li>• Map/Table No.</li> <li>• Other (Specify)</li> </ul>			

### COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)

No amendments required

### ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)

Amendments required

#### Show Grounds Zone

1	Replace	Show Grounds Zone	With the contents of Attachment A	N	N
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### TABLES

No amendments required

### MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)

Amendments required

2	Replace	Map Un/1 (Overlay 1)	With the contents of Attachment B	N	N
3	Replace	Zone Maps Un/3 and Un/4	With the contents of Attachment C	N	N
4	Replace	Policy Area Maps Un/13 and Un/14	With the contents of Attachment D	N	N





**ATTACHMENT A**

## SHOWGROUND ZONE

### Introduction

The objectives and principles of development control that follow apply in the Showground Zone shown on Maps Un/3 to Un/4. They are additional to those expressed for the whole of the zone.

### Desired Character

The zone will develop a vibrant, active and unique character derived from accommodation of a diverse range of activities.

External walls of buildings that are visible from the public roads bounding the zone will be principally composed of masonry, rendered masonry, brick, stone, concrete block, timber, painted/patterned cement fibre sheeting or glass or similar materials with high quality finishes.

Buildings of large mass and bulk with long lengths of solid walling are not appropriate on the zone boundary and will be avoided through articulation and innovative design. Buildings fronting Goodwood Road, Rose Terrace and Leader Street will have a human scale at street level.

The zone will support public transport infrastructure, walking and cycling. To this end, it will be pedestrian oriented, the pedestrian footways within the road reserves bounding it will be improved and development along its western edge will enhance the attractiveness and safety of the north-south dedicated pedestrian / bicycle path following the railway corridor.

The development of car parking facilities within the zone will lessen dependency on the Adelaide Parklands and road reserves for accommodation of car parking demand associated with activities undertaken within and outside the zone. Educational establishments envisaged within the zone are limited to those focused on the provision of adult education.

The potential for buildings within the zone to penetrate the Adelaide International Airport Obstacle Surface Limitation exists. It is essential that development within the zone not impede the long-term operational, safety and commercial aviation requirements of the Adelaide International Airport.

### OBJECTIVES

- Objective 1:** A zone accommodating a diverse range of land uses and forms of development within designated areas.
- Objective 2:** Enhanced general appearance of the zone.
- Objective 3:** Development that supports the viability of community services and infrastructure.
- Objective 4:** Enhanced integration of the zone with surrounding areas through active road frontages and safe and convenient access to public transport systems.

**Objective 5:** Development that protects the functionality of and safe movement along the arterial road system.

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

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1** A diverse range of activities and kinds of development are envisaged within the zone.
- 2** Development listed as non-complying is generally inappropriate.
- 3** Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4** Development should be of a high architectural standard that responds to and reinforces positive aspects of the local environment through appropriate contemporary design.
- 5** Building facades should be well articulated particularly where adjacent zone boundaries.
- 6** Buildings addressing public roads bounding the zone should incorporate architectural features and landscaping that result in a human scale at street level.
- 7** Development at the periphery of the zone should be designed to overlook road reserves and other public spaces in order to promote the personal safety of people.
- 8** Development at the periphery of the zone should be sited and designed to provide an acoustic buffer to surrounding zones.
- 9** Development should minimise direct access to the arterial road system, avoid the need for additional traffic signals on the Strategic Road Network and provide internal movements to avoid the need for right turn movements out onto the arterial road system.
- 10** Development should be sited and designed to maximise the provision of off-street car parking facilities.
- 11** Off-street car parking should be provided in accordance with Table Un/4, unless it can be demonstrated that fewer car parks would meet the car parking needs associated with the development. Such a decision may have regard to one or more of the following:
  - (a) the provision of shared use car parking where the peak parking demand for different activities occurs at different times
  - (b) evidence is provided that a lesser parking demand has been applied to similar uses elsewhere
  - (c) ease of access to public transport.

- 12 Car parking facilities should be sited and designed in order to facilitate shared use by adjoining activities whether within or outside the zone.
- 13 Subject to the provision of land for the widening of pedestrian footways where desirable, buildings occupying corner sites should be situated close to and address both street frontages.
- 14 Buildings should be set-back at least 3.0 metres from the Goodwood Road, Rose Terrace and Leader Street frontages of the zone to enable provision of a pedestrian walkway and environment of sufficient width and amenity to safely and conveniently accommodate expected pedestrian movements.
- 15 Development should be consistent with the relevant provisions in the current Environment Protection (Noise) Policy.
- 16 Sensitive land uses should be separated from animal keeping and other activities likely or having potential to cause air quality impacts.
- 17 Animal keeping and other activities involving animals should be sited, designed and managed to avoid adverse impacts on surrounding uses through, amongst other things, appropriate use of:
  - (a) management of effluent and other wastes;
  - (b) dust suppression techniques in sand and other like filled areas; and
  - (c) fodder storage areas capable of withstanding vermin infestation.
- 18 Retail development in the zone should not hinder the development or function of any centre zone.

## **PROCEDURAL MATTERS**

### **Complying Development**

- 19 Those kinds of development listed in Table Un/5, together with the following kind of development (including combinations thereof, or more than one of a particular kind) are complying in the Showground Zone, other than in respect of a Local Heritage Place identified in Table Un/3, subject to the conditions prescribed in Table Un/1.

Advertisement

### **Non-complying Development**

- 20 The following kinds of development (including combinations thereof, or more than one of a particular kind) are non-complying in the Showground Zone, with the exception of alterations and additions to an existing building or structure on its existing site:

Detached dwelling  
General industry  
Group dwelling  
Hospital

Major public service depot  
Motor repair station  
Multiple dwelling  
Petrol filling station  
Road transport terminal  
Row dwelling  
Semi-detached dwelling  
Special industry  
Waste reception, treatment, storage or disposal

### **Public Notification**

**21** The following kinds of development are assigned as Category 1 Development in the Showground Zone:

All development except:

- (a) development in Rose Terrace Policy Area 14
- (b) development in Leader Street Policy Area 15
- (c) development having a frontage to Goodwood Road
- (d) non-complying development.

**22** The following kinds of development are assigned as Category 2 Development in the Showground Zone:

All development (except non-complying development):

- (a) in Rose Terrace Policy Area 14
- (b) in Leader Street Policy Area 15
- (c) having a frontage to Goodwood Road.

## **CORE POLICY AREA 13**

### **Introduction**

The objective and principles of development control that follow apply in the Core Policy Area 13 of the Showground Zone shown on Maps Un/13 to Un/14. They are additional to those expressed for the whole of the zone.

### **Desired Character**

The Core Policy Area will have a vibrant character resulting from the accommodation of a diverse range of activities including concerts, displays, events, exhibitions, functions, markets and shows. Such activities will often be of a temporary nature.

Forms of development which support activities accommodated by the policy area will be arranged in a cohesive and coordinated manner to facilitate convenient movement of high volumes of pedestrians within, into and out of the policy area. Pedestrian comfort will be facilitated by the provision of suitably sized, covered and attractive walkways and like spaces and street furniture.

Development within the policy area will take advantage of separation from low-density residential environs.

The frontage of the Policy Area to Goodwood Road will be attractive, active, open and inviting. To this end, development at the eastern periphery of the policy area will include a range of commercial land uses (such as a community centre, a child care centre / pre-school, exhibition facilities, a gymnasium, a hotel, a motel, offices and restaurants) and will be orientated towards Goodwood Road.

Security fencing visible from Goodwood Road will be located behind the primary building frontage line and will be of an open and decorative nature as opposed to purely utilitarian in nature.

Uses within the policy area will, when appropriate, be designed and constructed to withstand noise from events and vehicle movements along Goodwood Road to an appropriate degree.

## **OBJECTIVES**

**Objective 1:** A policy area accommodating a range of land uses and forms of development.

**Objective 2:** An active, open and inviting frontage to Goodwood Road.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

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

- active outdoor recreation
- amusement machine centre
- animal keeping
- caravan park
- community centre
- consulting room
- convention centre
- educational establishment
- hall
- hotel
- indoor recreation centre
- market
- motel
- office
- recreation area
- restaurant
- special event
- sports ground

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

3 Development that has frontage to Goodwood Road should be orientated towards Goodwood Road.

- 4 Development adjacent the Goodwood Road frontage of the Policy Area should not comprise less than 3 storeys above natural ground level.
- 5 Where visible from Goodwood Road, security fences should:
  - (a) be located behind the primary building frontage line
  - (b) be of an open nature
  - (c) be articulated to add visual interest.
- 6 Tourist accommodation in the form of a caravan park should:
  - (a) be of a temporary nature and sited and designed to be screened from view from public roads
  - (b) incorporate access to appropriate multiple use facilities including amenity blocks and catering areas
  - (c) be equipped with a safe and convenient network of paths for combined convenient pedestrian and low-speed vehicle movement
  - (d) be equipped with sufficient vehicle parking where parking spaces are either associated with individual sites or grouped in a location convenient to users.

## **ROSE TERRACE POLICY AREA 14**

### **Introduction**

The objectives and principles of development control that follow apply in the Rose Terrace Policy Area 14 of the Showground Zone shown on Maps Un/13 to Un/14. They are additional to those expressed for the whole of the Zone.

### **Desired Character**

The Rose Terrace Policy Area will emerge as a vibrant, active, intense and dense mixed use strip.

Development within the policy area will be of a high density to support proximate infrastructure, services, facilities and concentrations of employment opportunities and take advantage of separation from established residential environs where low density housing prevails.

Rose Terrace will develop a townscape character through the construction of buildings close to street frontages. Buildings will be orientated to Rose Terrace and include ground level uses such as cafes, restaurants and local shops selling convenience goods that generate pedestrian activity and span day and night time hours in order to achieve active road frontages. Uses established within the policy area will nevertheless be sensitive to residential and other sensitive activities through their nature, design and operating hours.

Buildings occupying corner sites, including those at the intersection of Rose Terrace and the Johnstone Terrace entrance to the Core Policy Area, will be orientated towards both frontages to the public realm. The Johnstone Terrace entrance to the Core Policy Area will be a focal point within the policy area through it, in particular, being framed by uses such as cafes, restaurants and local shops.

Car parking developed within the policy area will be shielded from view from street level through it being located either below ground level, above active land uses occupying ground level or behind building facades.

Uses within the policy area will, when appropriate, be designed and constructed to withstand noise from events, vehicle movements along Goodwood Road and train movements along the railway corridor to an appropriate degree.

## **OBJECTIVES**

**Objective 1:** Accommodation of car parking, consulting room, hotel, office, residential, restaurant, shop and tourist accommodation uses.

**Objective 2:** Accommodation of high density residential development, including a minimum 15 per cent affordable housing, in conjunction with non-residential development.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 The following forms of development are envisaged in the Rose Terrace Policy Area:
  - car parking
  - consulting room
  - educational establishment
  - hotel
  - motel
  - office
  - residential flat building
  - restaurant
  - shop
  - tourist accommodation
- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should not comprise less than three and more than seven storeys (or 24.5 metres) above natural ground level.
- 4 Development should be sited and designed with a view to promoting after-hours use to reinforce the policy area as an area of social activity within the district.
- 5 Residential development, including affordable housing, and development comprising a variety of residential and non-residential uses should be developed only if it does not prejudice the operation of existing or future activity within the Core Policy Area.
- 6 Car Parking facilities should:
  - (a) only be at grade and of an open nature if not prominent from public roads
  - (b) include active uses adjacent Rose Terrace.



7 Loading spaces should be located and designed to:

- (a) limit impacts on adjacent and nearby uses.
- (b) be screened from view from Rose Terrace.

## **LEADER STREET POLICY AREA 15**

### **Introduction**

The objectives and principles of development control that follow apply in the Leader Street Policy Area 15 of the Showground Zone shown on Maps Un/13 to Un/14. They are additional to those expressed for the whole of the Zone.

### **Desired Character**

The Leader Street Policy Area will attain a mixed use, landscaped character.

Development within the policy area will be of medium density to support proximate infrastructure, services and facilities and concentrations of employment opportunities.

Buildings will be orientated towards Leader Street and include ground level uses such as cafes, restaurants and local shops selling convenience goods that generate pedestrian activity and span day and night time hours in order to achieve active road frontages. Uses established within the policy area will nevertheless be sensitive to residential and other sensitive activities through their nature, design and operating hours.

Shops and other land uses expected within centre type zones should be of a small scale and serve a local function only so as to preserve the role and function of designated centres.

The policy area will provide the majority of the access options for loading required to support activities undertaken in the Core Policy Area. Spaces for loading may also be established in the policy area but will be carefully located and designed to ensure avoidance of impacts on adjacent and nearby activities within and outside the policy area and to be screened from view from Leader Street.

Uses within the policy area will, when appropriate, be designed and constructed to withstand noise from events, vehicle movements along Goodwood Road and train movements along the railway corridor to an appropriate degree.

Development near to the railway corridor and associated level crossing at the western end of the policy area will not impede the ability to improve this level crossing through grade separation or other means.

### **OBJECTIVES**

**Objective 1:** Accommodation of car parking, consulting room, hotel, office, residential, retail showroom, service industry and warehouse uses.

**Objective 2:** Accommodation of residential development, including a minimum 15 per cent affordable housing, in conjunction with non-residential development.

**Objective 3:** Development that minimises adverse impacts on the amenity of adjacent land in residential zones.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 The following forms of development are envisaged within the Leader Street Policy Area:
  - car parking
  - consulting room
  - educational establishment
  - hotel
  - motel
  - office
  - residential flat building
  - retail showroom
  - service industry
  - shop
  - tourist accommodation
  - warehouse
- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should not comprise less than two and more than three storeys (10.5 metres) above natural ground level.
- 4 Development should be sited and designed with a view to promoting after-hours use to reinforce the policy area as an area of social activity within the district.
- 5 Shops and or groups of shops should not have a gross leasable floor area greater than 500 square metres.
- 6 Residential development, including affordable housing, and development comprising a variety of residential and non-residential uses should be developed only if it does not prejudice the operation of existing or future activity within the Core Policy Area.
- 7 Car parking facilities should:
  - (a) only be at grade and of an open nature if not prominent from public roads
  - (b) include active uses adjacent Leader Street.
- 8 Access to loading spaces supporting activities undertaken in the Core Policy Area should be provided from Leader Street.
- 9 Loading spaces should be located and designed to
  - (a) limit impacts on adjacent and nearby uses.

(b) be screened from view from Leader Street.







- 10** Development at the western end of the policy area should be set-back from Leader Street and the railway corridor a distance which would preserve options to improve the Leader Street crossing of the railway corridor.








**ATTACHMENT B**





-  Historic Character Residential
-  Streetscape Character Residential
-  Higher Intensity Residential
-  Other Residential
-  Neighbourhood and Specialty Goods Centres
-  Special Use

-  Institutional
-  Industrial
-  Office/Mixed Use
-  District Centre
-  Local Centre
-  Excluded

-  Railway
-  Guided Public Transportation Route
-  Local Collector Road
-  Major Collector Road
-  Secondary Arterial Road
-  Primary Arterial Road
-  Development Plan Boundary



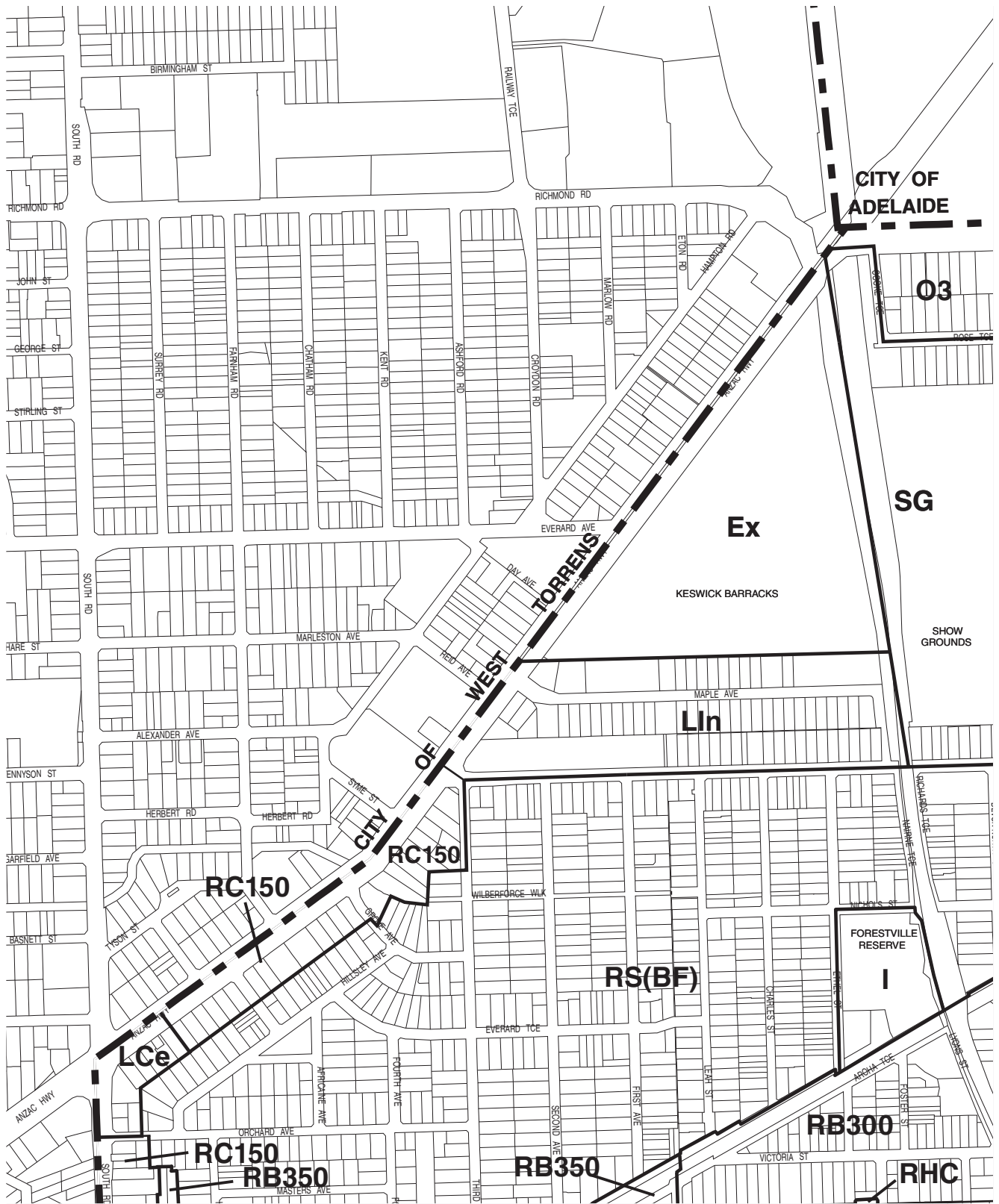
# CITY OF UNLEY STRUCTURE PLAN MAP Un/1 (Overlay 1)







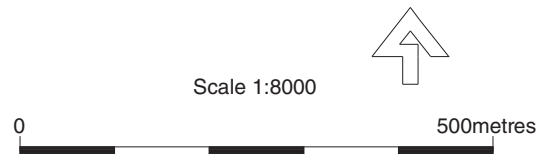




Note: For Policy Areas See Map Un/13

MAP Un/7 ADJOINS

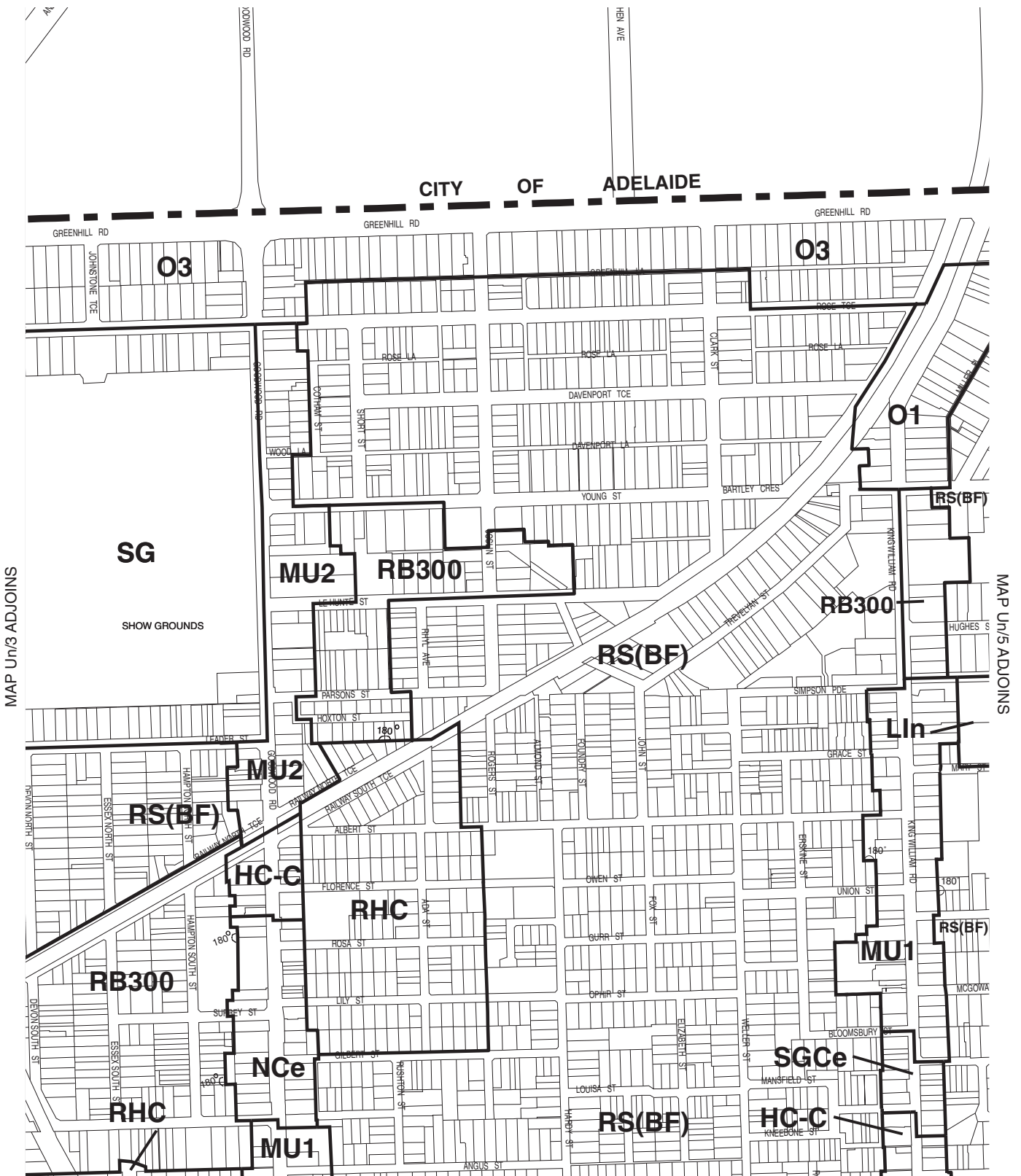
- RHC Residential Historic Conservation
- RS(BF) Residential Streetscape (Built Form)
- Ex Excluded
- I Institutional
- LCe Local Centre
- LIn Light Industry
- O3 Office 3
- RC150 Residential C150
- RB300 Residential B300
- RB350 Residential B350
- SG Showground
- Zone Boundary
- - - Development Plan Boundary



# UNLEY (CITY) ZONES MAP Un/3



CITY OF ADELAIDE



Note: For Policy Areas See Map Un/14

MAP Un/8 ADJOINS

- RHC** Residential Historic Conservation
- RS(BF)** Residential Streetscape (Built Form)
- HC-C** Historic Conservation - Centres
- Lin** Light Industry
- MU1** Mixed Uses 1
- MU2** Mixed Uses 2
- NCe** Neighbourhood Centre
- O1** Office 1
- O3** Office 3
- RB300** Residential B300
- SG** Showground
- SGCe** Specialty Goods Centre
- Zone Boundary
- - -** Development Plan Boundary



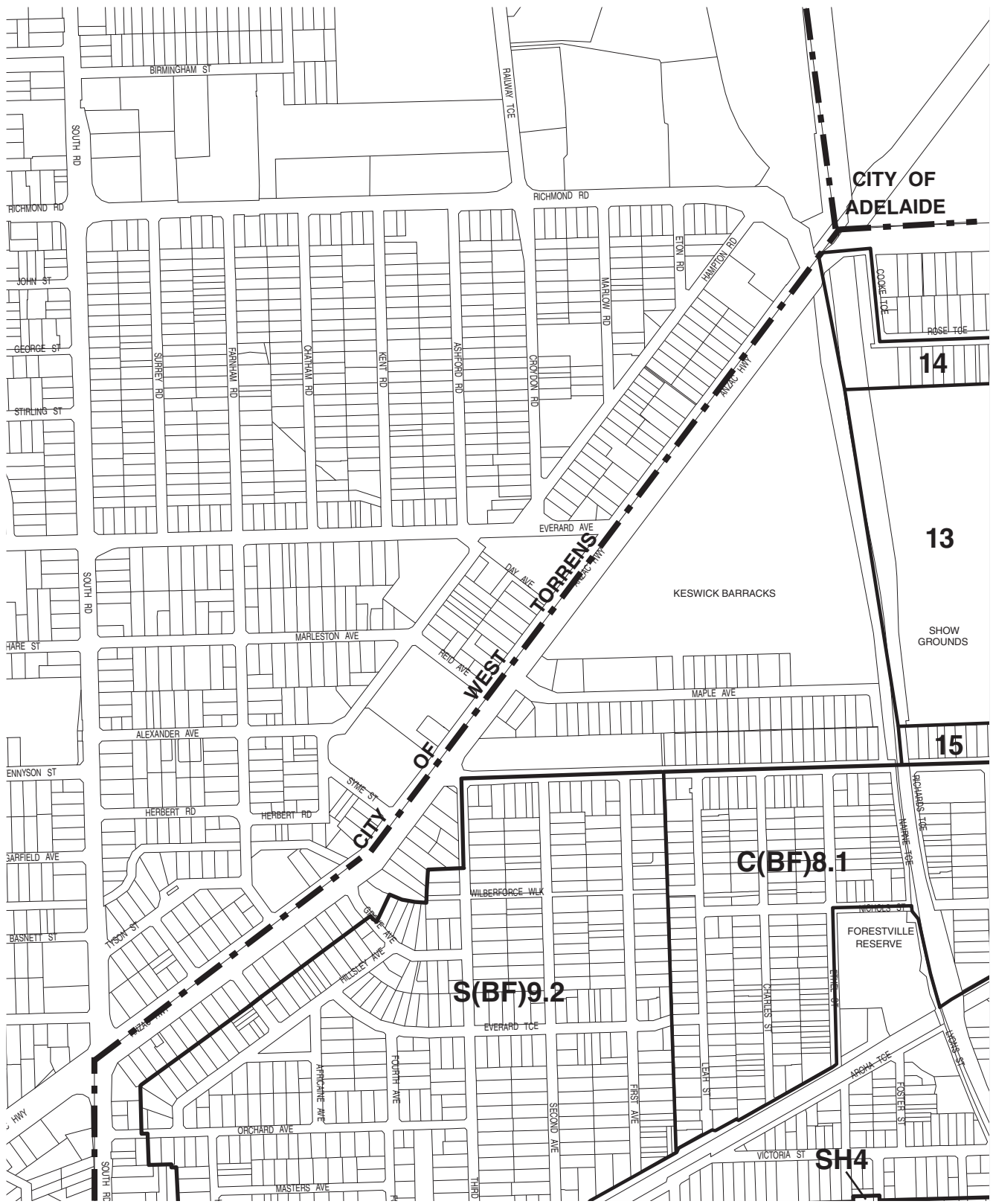
**UNLEY (CITY)  
ZONES  
MAP Un/4**



**ATTACHMENT D**







MAP Un/17 ADJOINS

MAP Un/14 ADJOINS

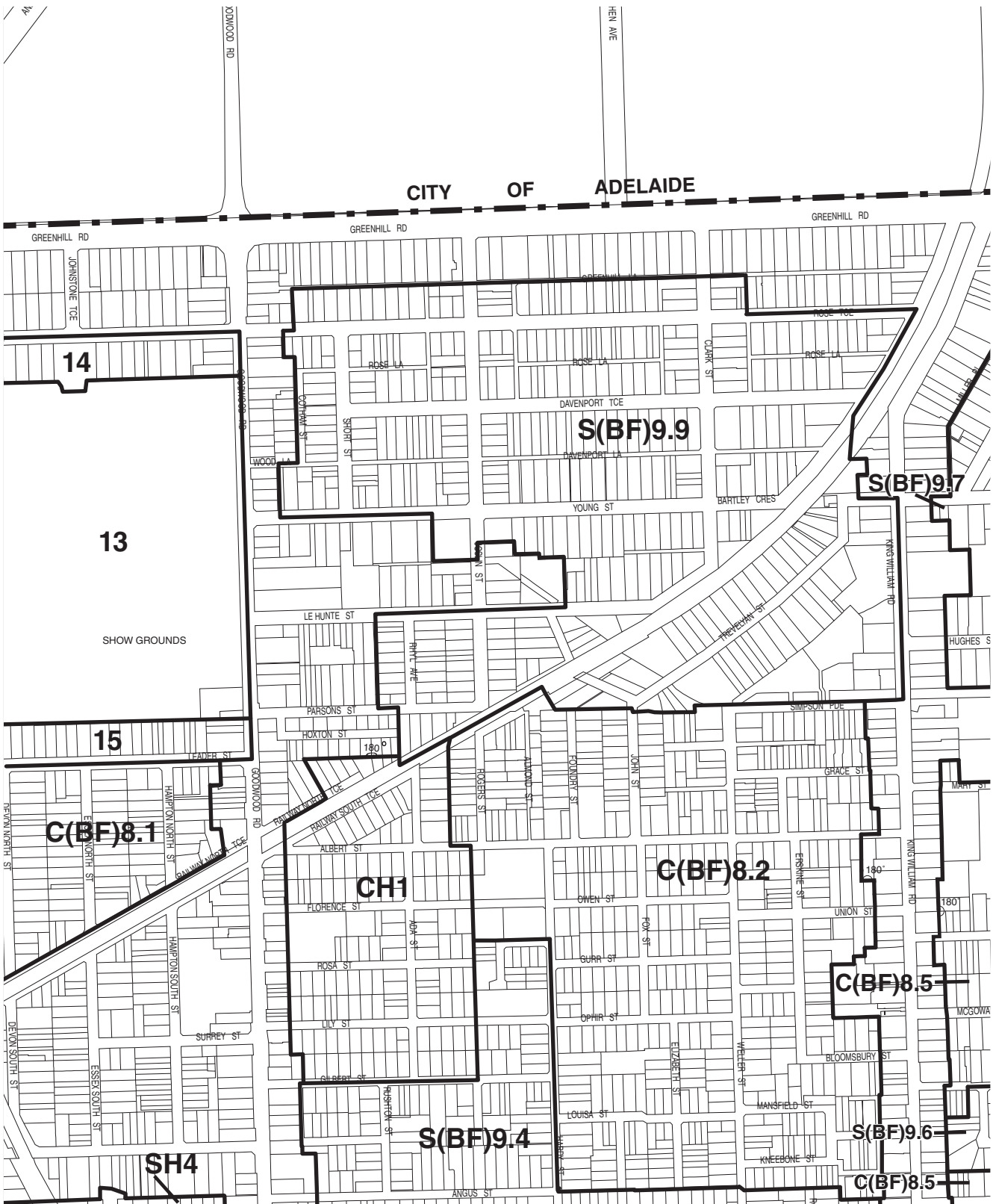
- S(BF)9.2** Policy Area 9 - Spacious (Built Form) Precinct 9.2
- C(BF)8.1** Policy Area 8 - Compact (Built Form) Precinct 8.1
- SH4** Policy Area 4 - Spacious Historic Millswood Page Estate
- 13** Policy Area 13 - Core Policy Area
- 14** Policy Area 14 - Rose Terrace Policy Area
- 15** Policy Area 15 - Leader Street Policy Area
- Policy Area Boundary
- Development Plan Boundary

Scale 1:8000



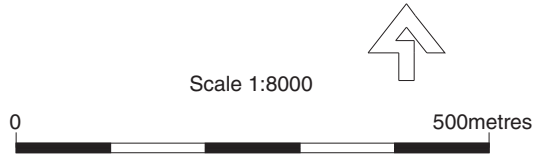
# UNLEY (CITY) POLICY AREAS MAP Un/13





**CITY OF ADELAIDE**

- CH1** Policy Area 1 - Compact Historic Goodwood Estate
  - SH4** Policy Area 4 - Spacious Historic Millswood Page Estate
  - C(BF)8.1** Policy Area 8 - Compact (Built Form) Precinct 8.1
  - C(BF)8.2** Policy Area 8 - Compact (Built Form) Precinct 8.2
  - C(BF)8.5** Policy Area 8 - Compact (Built Form) Precinct 8.5
  - S(BF)9.4** Policy Area 9 - Spacious (Built Form) Precinct 9.4
  - S(BF)9.6** Policy Area 9 - Spacious (Built Form) Precinct 9.6
  - S(BF)9.7** Policy Area 9 - Spacious (Built Form) Precinct 9.7
  - S(BF)9.9** Policy Area 9 - Spacious (Built Form) Precinct 9.9
  - 13** Policy Area 13 - Core Policy Area
  - 14** Policy Area 14 - Rose Terrace Policy Area
  - 15** Policy Area 15 - Leader Street Policy Area
- Policy Area Boundary  
 Development Plan Boundary



**UNLEY (CITY)  
POLICY AREAS  
MAP Un/14**