



Government of South Australia
Department of Planning
and Local Government

Onkaparinga (City) Development Plan

Seaford Heights

Approval Development Plan Amendment

THE AMENDMENT

By the Minister

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

.....
Signature

Date of Gazette

26 MAY 2011

Approval DPA

Background

The Seaford Heights Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

- City of Onkaparinga

This DPA commenced as a Council DPA by the City of Onkaparinga. Process B was undertaken which included:

- A Statement of Intent agreed on 11 May 2009
- A DPA released for concurrent agency, council and public consultation from 13 May 2010 to 9 July 2010
- A Public Meeting was conducted by the City of Onkaparinga on 27 July 2010

Consultation

A total of 25 public submissions, 1 council submissions and 14 agency submissions were received in relation to the DPA during the consultation period. 7 verbal submissions were made at the Public Meeting held by the City of Onkaparinga.

Approval Stage

On 8 September 2010, Council declined to proceed further with the draft Seaford Heights DPA pursuant to section 25 (13)(b) of the *Development Act 1993*.

On 24 January 2011, the Minister wrote to Council advising that the development of Seaford Heights is an important part of providing 15 years land supply for the Greater Adelaide Region and thereby implementing The 30-Year Plan for Greater Adelaide. In accordance with section 26(12) of the *Development Act 1993* the Minister consulted Council on his proposal to continue the DPA process pursuant to section 24(1)(iva)(B) of the *Development Act 1993* and listed proposed modifications to the draft DPA.

On 16 March 2011, Council objected to the proposed amendments to the draft DPA.

As Council objected, the advice of the Development Policy Advisory Committee on the Minister's proposal was received pursuant to Section 26(12) of the *Development Act 1993*.

Based on a review of all submissions and the recommendations of DPAC the Minister decided to complete the DPA pursuant to section 24(1)(iva)B and made the following changes to the amendment:

- Rezone the portion of land located within the buffer of the adjoining landfill site to a Rural Zone
- Insert a Principle of Development Control in the Rural Zone to require a site audit report for development within 500 metres of the landfill prior to development occurring

- Remove the Commercial Zone along Main South Road and replace with a large area of open space
- Delete the Medium Density (Seaford Heights) Zone and incorporate relevant policies in the Residential (Seaford Heights) Zone encouraging higher density in areas within 400 metres of the Neighbourhood Centre (Seaford Heights) Zone
- Insert a Principle of Development Control in the Residential (Seaford Heights) Zone to enable the school site to be chosen adjoining a large area of open space
- Amend land division provisions to provide greater certainty to facilitate the minimum dwelling density across the Seaford Heights site
- Amend the minimum site areas and minimum setbacks for dwellings in the Residential (Seaford Heights) Zone to reflect the envisaged dwelling densities for the zone
- Remove the maximum site coverage for dwellings in the Residential (Seaford Heights) Zone
- Remove the Robinson Road Local Centre Zone and replace with a Neighbourhood Centre (Seaford Heights) Zone
- Delete the floor area caps and amend other policies in the Neighbourhood Centre (Seaford Heights) Zone to enable the market to provide a range of services to meet community needs
- Insert additional envisaged land uses in the Neighbourhood Centre (Seaford Heights) Zone
- Insert policies into the Neighbourhood Centre (Seaford Heights) Zone to encourage medium to high density residential development at the periphery of the zone.
- Remove the Neighbourhood Centre (Seaford Heights) Zone along Main South Road
- Insert a buffer along Victor Harbor Road and introduce a Principle of Development Control requiring its size to be sufficient to provide a screen to Victor Harbor Road
- Alter access arrangements at Bakewell Road and Main South Road
- Alter access arrangements at Ostrich Farm Road and Victor Harbor Road
- Insert the Seaford Heights Structure Plan Map Onka/1 (Overlay 1) Enlargement G(B) with the proposed amendments as detailed above.

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area: City of Onkaparinga

Name of Development Plan: Onkaparinga (City)

Name of DPA: Seaford Heights

The following amendment instructions (at the time of drafting) relate to the City of Onkaparinga Development Plan consolidated on 4 November 2010. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

| Amendment Instruction Number | Method of Change | 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"> • Replace • Delete • Insert | <ul style="list-style-type: none"> • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify) | | | |

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

Amendments required (Yes/No): No

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

Amendments required (Yes/No) : Yes

| | | | | | |
|---|--------|--|--|---|---|
| 1 | Insert | After the 'Residential (Hackham) Zone' provisions and before the 'Residential Park Zone' provisions | Insert new Residential (Seaford Heights) Zone contained in Attachment A | N | N |
| 2 | Insert | After the 'Neighbourhood Centre (McLaren Vale) Zone' provisions and before the 'Redevelopment (Old Noarlunga) Zone' provisions | Insert new Neighbourhood Centre (Seaford Heights) Zone contained in Attachment B | N | N |

Rural Zone

| | | | | | |
|---|--------|----------------------------------|------------------------------------|---|---|
| 3 | Insert | Principle of Development Control | Insert the following new PDC after | Y | N |
|---|--------|----------------------------------|------------------------------------|---|---|

existing PDC 70 :

“No development (including land division) should occur within 500 metres of the landfill waste depot at Pedlar Creek prior to a site audit report undertaken by a site contamination auditor accredited by the Environment Protection Authority”

TABLES

Amendments required (Yes/No): No

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

Amendments required (Yes/No): Yes

| | | | | | |
|----|---------|-----|--|---|---|
| 4 | Replace | Map | Replace Structure Plan (Showing Enlargement Maps) Map Onka/1 (Overlay 1) Part B with Map in Attachment C | N | N |
| 5 | Replace | Map | Replace Overview of Structure Plan Map Onka/1 (Overlay 1.1) Part B with Map in Attachment D | N | N |
| 6 | Replace | Map | Replace Seaford Development Area Structure Plan Map Onka/1 (Overlay 1) Enlargement G with Map in Attachment E | N | N |
| 7 | Insert | Map | Insert contents of Attachment F immediately after Seaford Meadows Policy Area Structure Plan Map Onka/1 (Overlay 1) Enlargement G(A) | N | N |
| 8 | Replace | Map | Replace Key Transport and Movement Systems Map Onka/1 (Overlay 4) Part B with Map in Attachment G | N | N |
| 9 | Replace | Map | Replace Zone Maps Onka/72 and 73 with Maps contained in Attachment H | N | N |
| 10 | Insert | Map | Insert Zone Maps Onka/190 contained in Attachment I | N | Y |

Attachment A

RESIDENTIAL (SEAFORD HEIGHTS) ZONE

The following maps apply: Zone Map(s) [Maps Onka/72, 73, 190](#).

OBJECTIVES

- Objective 1:** A residential zone comprising a range of dwelling types including a minimum of 15 percent affordable housing.
- Objective 2:** Increased dwelling densities in locations close to retail centres, public transport and public open spaces.
- Objective 3:** Development that contributes to the desired character of the zone.
- Objective 4:** Development in accordance with Structure Plan [Map Onka/1 \(Overlay 1\) Enlargement G \(B\)](#).

DESIRED CHARACTER

The Residential (Seaford Heights) Zone will be characterised by the need to accommodate a diverse range of housing to meet the needs of the community. It is envisaged that this greenfield land will be developed to provide its future community with walkable neighbourhoods that maximise land efficiency. This area will be characterised by greater housing diversity, a safer public environment, greater social, economic and environmental sustainability, and the ability to provide public transport more efficiently.

Individual dwellings in the zone will contribute to the desired character by incorporating design elements that establish connections between the public realm of the streets, and private homes, with windows and entrances orientated to provide opportunities for “eyes on the street” and enhancing the perception of public safety throughout the zone. Individual building design will be expected to exploit the natural qualities of sites and to use orientation opportunities to maximise privacy and internal/external relationships for the benefit of occupants. Cut and fill should be minimised to reduce the potential impact of visual bulk to public streets and to neighbouring properties.

Medium density residential development will occur in the zone and predominantly within 400 metres of the Neighbourhood Centre (Seaford Heights) Zone or adjoining public open space. This will allow for increased numbers of residents to benefit from public infrastructure investment and to take advantage of good access to retail facilities and other community services. In turn this higher density form of development will provide a diverse, desired, feasible and sustainable form of housing that secures social and economic benefits.

A noticeable difference between the medium density residential area and other residential areas will be the character established by the application of urban design principles that support a pedestrian scale rather than an automobile scale. Design features that contribute to a pedestrian-oriented character for the zone will allow for strong connections between the main entrances of dwellings and public footpaths.

People will be attracted to walk along local streets where the fronting development provides visual interest and includes design elements that relate to a human scale. The success of a building's design will be determined by the ability to make a positive contribution to the public realm and its ability to provide visual interest for passing pedestrians.

Development within the zone will promote and facilitate the safe and convenient use of bicycles and walking as a legitimate and sustainable manner in which to make the trip to the shops or the daily journey to and from work. Access networks within the zone will integrate in an efficient manner with existing and proposed cycle networks and walking trails provided or proposed within adjoining areas.

Street trees and planting strips will help buffer pedestrians from vehicle traffic and create a unifying theme that binds more diverse dwelling styles. Driveways crossing council landscaping strips will not compromise council's capacity to enhance streetscapes, and will be arranged to minimise the potential for vehicle-pedestrian conflicts.

Dwelling designs will respond to context and will balance the desire for the more efficient use of land with the attainment of a reasonable level of privacy and amenity for occupants and nearby residents. Standards of privacy appropriate for medium density development areas will place some onus on adjacent residential development to take supplementary action to secure their required level of privacy rather than requiring new development to provide total protection of a neighbour's privacy. A greater emphasis will be placed on maintaining privacy between and in living areas and private open space compared with other rooms and areas of dwellings.

Development will provide for walkable neighbourhoods that will reduce car dependence for access to employment, retail and community facilities and assist in establishing a sense of community, a strong local identity and sense of place. Development will integrate design of open space and urban water management.

An interconnected network of streets will be developed to facilitate safe, efficient and pleasant walking, cycling and driving that will promote active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity and other Crime Prevention Through Environmental Design (CPTED) principles. Development will also be designed to support public transport systems (available or proposed), and provide safe, direct access to these systems.

The zone will be developed in a manner that will result in a cost-effective and resource-efficient development that promotes affordable housing and optimum land efficiency wherever possible. A variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that will support the provision of local and neighbourhood services.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- Affordable housing
- Domestic outbuilding in association with a dwelling
- Dwelling
- Dwelling addition
- Multiple dwelling
- Residential flat building (buildings between one and three storeys)
- Small scale non-residential uses that serve the community, for example:
 - child care facilities
 - health and welfare services
 - open space
 - primary and secondary schools
 - recreation areas
 - shops, offices or consulting rooms
- Supported accommodation

2 Development listed as non-complying is generally inappropriate and not acceptable.

3 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

- (a) serves the needs of the community;
- (b) is consistent with the character of the locality;
- (c) does not detrimentally impact on the amenity of nearby residents.

4 The development of a school should adjoin district open space to facilitate the sharing of large areas of open space.

5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

- 6 Land division should be designed to achieve a minimum dwelling density equivalent to 15 dwellings per hectare (gross) or 22 dwellings per hectare (net); where site constraining issues such as excessive slope (greater than 1 in 10), contamination, or a requirement for vegetation or heritage preservation serves to limit the gross developable area density calculations should be adjusted.
- 7 Land division adjacent public open space or within 400 metres of the Neighbourhood Centre (Seaford Heights) Zone and where the slope is flatter than 1 in 15, medium density residential development (25 dwelling per hectare gross/40 dwellings per hectare net or greater) is considered a suitable form of development.

Form and Character

- 8 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 9 Development should be undertaken in accordance with Structure Plan [Map Onka/1 \(Overlay 1\) Enlargement G\(B\)](#).
- 10 A vegetated area consistent with GRO Plan LX1114 (Lot A) should be provided to screen urban development and interrupt site lines from Victor Harbor Road.
- 11 Residential buildings on corner allotments should be designed to address both street frontages.
- 12 Dwellings adjoining open spaces should be designed to face that space and avoid the use of screens, fences, high walls, carports and landscaping that obscure direct views to the public area. Where two storey dwellings are proposed, upper level balconies and windows should allow for the overlooking of that space.
- 13 Dwellings (including residential flat buildings) should be designed within the following parameters:

| Parameter | Value |
|--|---|
| Minimum setback from primary road frontage | 3m |
| Minimum setback from secondary road frontage | 0.6m |
| Minimum setback from rear boundary (ground floor) | 0m |
| Minimum setback from rear boundary (upper stories) | 3m or 0m (if the rear boundary is to a rear access laneway) |

- 14 A dwelling located 400 metres or more from the Neighbourhood Centre (Seaford Heights) Zone should have a minimum site area (and in the case of group dwellings an average site area) per dwelling and a frontage to a public road not less than that shown in the following table:

| Dwelling Type | Minimum Site Area (square metres) | Minimum frontage (metres) |
|-----------------|-----------------------------------|---|
| Detached | 240 | 9 |
| Semi-detached | 200 | 7.5 |
| Group dwellings | 175 | 16 (unless a battleaxe arrangement is used to provide rear access to sites with an alternate frontage to public open space) |
| Row dwellings | 150 | 5 |

- 15** A dwelling located less than 400 metres from the Neighbourhood Centre (Seaford Heights) Zone should have a minimum site area per dwelling and a frontage to a public road not less than that shown in the following table:

| Dwelling Type | Minimum Site Area (square metres) | Minimum frontage (metres) |
|----------------------|--|--|
| Detached | 150 | 7 or 6 where vehicle access comes from a rear access laneway |
| Semi-detached | 140 | 6 or 5 where vehicle access comes from a rear access laneway |
| Group or Row | There is no minimum site area | There is no minimum frontage |

- 16** Residential flat buildings, row dwellings and group dwellings located within 400 metres of the Neighbourhood Centre (Seaford Heights) Zone should have a minimum site area that is capable of achieving the required levels of private open space, service areas, car parking and any applicable setback parameters.

- 17** Sheds, garages (other than those accessed from rear access laneways) and similar outbuildings should be designed within the following parameters:

| Parameter | Value |
|---|------------------|
| Maximum floor area | 54 square metres |
| Maximum building height (from natural ground level) | 2.7 metres |
| Maximum wall height (from natural ground level) | 2.4 metres |
| Minimum setback from side and rear boundaries | 0 metres |

- 18** Garages and carports (other than those accessed from a rear access laneway) should be designed in accordance with the following so as not to dominate the streetscape:

- (a) have a maximum width of 6 metres or 50 percent of the allotment or building site frontage which ever is the lesser distance;
- (b) ensuring roof form and pitch, building materials and detailing complement that of the associated dwelling;
- (c) setting the garage/carport a minimum of 0.5 metres behind the main building facade.

- 19** Where access to a garage or carport is to be gained from a rear access laneway, the garage or carport should be setback a minimum of 0 metres from the laneway.

- 20** The carparking area for medium density development should be accessed from a rear lane, shared use driveway or from a single width driveway not exceeding 3.5 metres.

- 21** Open upper level balconies of medium density residential development can extend one metre closer to the primary road boundary.

- 22** Open verandahs of medium density residential development can extend two metres closer to the primary road boundary than the associated dwelling without affecting the prescribed setback.

- 23** Front verandahs of medium density residential development can be included in private open space calculations where both of following apply:

- (a) the floor level of the verandah is a minimum of 0.5 metres above the footpath grade level;
 - (b) the verandah is at least two metres deep and four metres across.
- 24** In the case of multiple dwellings on one site, access to parking and garaging areas from public streets should be via a minimum number of common driveways.
- 25** Common driveways from roads up to and including distributor level classification should be at least 3.5 metres wide and positioned to allow for on street parking opportunities between driveways.
- 26** Medium density dwelling walls should be setback in accordance with one of the following minimum distances from common driveways:
- (a) 1.5 metres where the wall contains a habitable room window;
 - (b) 1 metre where the wall contains a habitable room window with a sill height of at least 1.5 metres above the driveway;
 - (c) 0 metres where there are no windows in the wall.
- 27** Medium density dwellings should provide car parking spaces in accordance with the following:
- (a) 0.75 car parking spaces for each dwelling where the dwelling has 1 bedroom or a maximum floor area less than 75 square metres;
 - (b) 1 car parking space for each dwelling where the dwelling has 2 bedrooms or a maximum floor area of between 75 to 130 square metres;
 - (c) 1.25 car parking spaces for each dwelling where the dwelling has 3 or more bedrooms or a maximum floor area of more than 130 square metres;
 - (d) plus 1 visitor car park for every five dwellings (available on street parking immediately adjoining the subject land can be counted towards this requirement.)
- 28** To avoid creating an overbearing scale, residential buildings exceeding two storeys in height should be located on sites adjoining either:
- (a) an area of public open space (other than adjoining the Victor Harbor Road buffer area identified in Structure Plan [Map Onka/1 \(Overlay 1\) Enlargement G \(B\)](#));
 - (b) fronting road reserves which are greater than 10 metres wide.
- 29** Medium density residential development should maximise convenient access to areas of useable outdoor space by incorporating design elements such as:
- (a) shared courtyards for group dwellings and residential flat buildings;
 - (b) driveways and other vehicle areas that can accommodate other uses;
 - (c) designing unbuilt areas to serve interchangeably as private courtyards or parking space;
 - (d) rooftop gardens and terraces.
- 30** Group dwellings should incorporate a shared community space in the form of a courtyard that is designed and sited to achieve the following:
- (a) ensure all of the dwellings are sited and arranged around the courtyard or a public road;
 - (b) ensure the shared space is distinct from the public space of the street and footpath;

- (c) include private outdoor space (typically in the form of a small garden, patio or verandah) at the interface between individual dwelling units and the shared courtyard;
 - (d) avoid having garaging terminate the view of the shared courtyard;
 - (e) include façade elements fronting the shared courtyard as appropriate for street frontages i.e. prominent entries, windows and architectural detail;
 - (f) ensure end units fronting the street are designed to provide a strong street orientation;
 - (g) contribute towards greater connectivity in an area by providing a pedestrian connection to the next street where possible.
- 31** Dwellings should only be developed on sites with a battleaxe configuration where the dwelling is provided with alternate frontage to an area of public open space or a road from which vehicle access is not provided.
- 32** Ground floor dwellings of residential flat buildings should be designed and sited to provide a safe and active streetscape and enhance the visual attractiveness of the locality, and should include one or more of the following:
- (a) front landscaping or terraces that contribute to the spatial and visual structure of the street;
 - (b) individual entries for ground floor accommodation.
- 33** To minimise the impact of driveway cross overs on pedestrian amenity, vehicular access to medium density development should be gained via a rear laneway, a minimum number of shared-use driveways or that created allotments have sufficient width to accommodate an individual single width driveway that is less than 50 percent of the total frontage unless creating a battleaxe allotment.

Affordable Housing

- 34** Development should include a minimum 15 percent of residential dwellings for affordable housing.
- 35** Affordable housing should be distributed throughout the zone to avoid over concentration of similar types of housing in a particular locality.

Land Division

- 36** Land division should result in allotments that are of a size, shape, location and orientation that enable the dwellings built on them to achieve all of the following:
- (a) be sited to facilitate energy-efficient housing;
 - (b) have a living area facing north, for solar access and to have shade on the main windows in summer.
- 37** Land division should result in streets that have a predominantly north-south and/or an east-west orientation, except where dealing with topographical constraints.
- 38** Land division should result in a street network that is highly interconnected through the use of one or more of the following measures:
- (a) using street block lengths of not more than 220 metres and predominantly 150 – 180 metres;
 - (b) designing to maximise the choice of movement directions and possible routes;

- (c) providing relatively direct local vehicle trips in and between neighbourhoods, local activity centres and other destination places such as schools and recreation places;
- (d) maximising street connections to existing areas;
- (e) ensuring junctions are spaced to reduce overloading on single intersections and to contribute to shorter vehicle trip lengths.

39 Land division should be designed to:

- (a) create a combination of low and medium density dwelling sites, and avoiding the creation of very low density sites that achieves less than 11 dwellings per hectare gross;
- (b) minimise walking distances to destination places such as open space, public transport stops and community facilities through the provision of direct pedestrian/cycle linkages and short street blocks;
- (c) minimise the number of no-through roads such as a cul-de-sac;
- (d) avoid the creation of lots backing onto arterial roads;
- (e) accommodates street tree planting and landscaping on both sides of the street;
- (f) provides for shared on street parking bays for nearby residents and visitors;
- (g) provides pedestrian paths on both sides of roads;
- (h) include lot layout techniques that enable development (rather than back fencing) to face Robinson Road;
- (i) incorporate a landscaped buffer along Main South Road;
- (j) provide a north/south collector road that is appropriately positioned to allow for reasonable access to bus services from all areas of the zone;
- (k) provide the potential for natural surveillance of rear laneways.

40 Land division creating battleaxe allotments should not be undertaken unless:

- (a) enhancing community safety by creating development sites with frontage to areas of public open space, or
- (b) providing rear access to sites with frontage to an alternate road frontage not used for vehicle access;
- (c) vegetation is provided better protected through reduced road construction requirements;
- (d) providing access to elevated or depressed sites and the creation of a road interface is not feasible.

41 The handle of battleaxe allotments, where permitted, should be:

- (a) a minimum of 4.0 metres in width where there is no existing dwelling or for any lot that has the potential to be developed for more than two dwellings;
- (b) a minimum of 3.0 metres in width measured from the eaves of an existing dwelling to the lot boundary for a single dwelling lot where there is an existing dwelling.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Amusement Machine Centre

Consulting room, except where:

- (a) the total floor area is less than 100 square metres;
- (b) the site does not front an arterial road.

Crematorium

Dairy

Farming

Fuel Depot

Horse Keeping

Horticulture

Hospital

Hotel

Industry

Intensive Animal Keeping

Motor Repair Station

Office, except where:

- (a) the total floor area is less than 100 square metres;
- (b) the site does not front an arterial road.

Petrol Filling Station

Public Service Depot

Restaurant

Road Transport Terminal

Service Trade Premises

Shop or group of shops, except where:

- (a) the gross leasable area is less than 80 square metres;
- (b) the site does not front an arterial road.

Stock Sales Yard

Stock Slaughter Works

Store

Warehouse

Waste reception, storage, treatment or disposal

Wrecking Yard

Public Notification

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

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1

A building of 2 storeys comprising dwellings located within 400 metres of the Neighbourhood Centre (Seaford Heights) Zone
Land division including earthworks
Retaining walls less than 2 metres in height

Category 2

Three storey dwellings located within 400 metres of the Neighbourhood Centre (Seaford Heights) Zone that is adjoining either:

- (a) an area of public open space; or
- (b) a road reserve which is greater than 10 metres wide.

Attachment B

NEIGHBOURHOOD CENTRE (SEAFORD HEIGHTS) ZONE

The following maps apply: Zone maps: [Maps Onka/72 and Onka/190](#).

OBJECTIVES

- Objective 1:** A centre providing a range of facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.
- Objective 2:** A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- Objective 3:** A centre accommodating medium to high density residential development in conjunction with non-residential development.
- Objective 4:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER

It is envisaged that development in the zone will contribute to the maintenance, enhancement or creation of mixed use 'main street' and precinct environments which are the focus of pedestrian-orientated shopping and community activity over extended hours.

Buildings will desirably form continuous frontages along primary street frontages and around public spaces within or adjacent the centre. Any private pedestrian malls or plazas will link seamlessly with public footpaths, roads and open space. Buildings along primary street frontages or adjoining public spaces will be arranged to directly abut public footpaths, be of a human scale and incorporate appropriately designed verandahs to create cohesive streetscapes.

Ground floor uses will contribute to the creation of lively and active pedestrian environments and include shops, community facilities and the like. Retail and commercial activities such as cafes and food shops are encouraged to extend onto footpaths and include seating and tables and pedestrian shelter.

Higher density residential developments will also be carefully located in the centre, adding to the potential vibrancy of the centre while ensuring minimal adverse impacts. This form of mixed-use development will be an integral feature of the centre and will assist in activation and occupation of areas outside of commercial/retail business hours. Residential flat buildings or row dwellings not in conjunction with non-residential development should only be located on the periphery of the zone.

Development within the centre will result in a high amenity and creation of an active, accessible, vibrant and convivial public realm. A high level of accessibility for non-vehicular traffic and facilities will encourage people in surrounding areas to walk and cycle to the centre. While the centre is to be located on the southern side of Robinson Road, it will also service existing residents to the north of Robinson Road, in Old Noarlunga. Safe and convenient access will be required to be provided to the centre from this part of Old Noarlunga.

Off street car parking will be encouraged to locate on rooftops or at the rear of buildings recognising that non vehicular traffic is encouraged as the preferred transport choice for customers.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- Affordable housing
- Bank
- Café
- Child care facility
- Community centre

Consulting room
Dwelling in conjunction with non-residential land uses on the same allotment
Library
Health centre
Office
Place of worship
Pre-school
Recreation area
Residential flat building
Restaurant
Row dwelling
Shop
Supermarket

2 Development listed as non-complying is generally inappropriate and not acceptable.

Form and Character

3 Development should not be undertaken unless it is consistent with the Desired Character for the zone.

4 Development in the zone should:

- (a) result in an urban form that is compact, human-scale, pedestrian and cycling oriented, visually interesting and serviced by a permeable street network;
- (b) encourage active ground floor frontages to shops and other service facilities that are oriented to public spaces and invite walking, waiting, watching and gathering;
- (c) enable safe and convenient access to and from the centre by public transport, walking, cycling and private motor car;
- (d) enable higher density residential development in appropriate locations that enable easy access to activities while minimising the potential for adverse impacts.

5 A supermarket acting as the anchor store in the centre should be strategically located to support pedestrian flow past smaller specialty shops.

6 Development should provide active ground floor frontages that open onto and address public pedestrian environments such as footpaths and plazas not car parks or private internal malls.

7 Buildings should be designed to front streets and be sited to the street frontage line.

8 Buildings should form a compact and connected form along the street and address the street with large display windows and doors at ground level and balconies and windows on upper floors.

9 Ground floor uses should consist primarily of premises that create a lively and active pedestrian environment such as shops, restaurants, cafes, bars, community facilities, offices and consulting rooms.

10 Ground floor premises should be configured to ensure frontages are no wider than 10 metres for premises less than 1000 square metres and 15 metres for premises over 1000 square metres, using smaller liner shops to conceal the bulk of larger format premises behind where necessary.

11 Buildings should incorporate appropriately designed verandahs over footpaths to help create a continuous all weather coverage for pedestrians and contribute to a cohesive streetscape.

12 Commercial development including offices, consulting rooms and retail development with a gross leasable floor area less than 2200 should provide car parking at a minimum rate of 2 and a maximum of 4 spaces per 100 square metres.

- 13 Retail premises with gross leasable floor area greater than 2200 square metres should provide all associated parking at a rate no less than 4 spaces per 100 square metres of leasable floorspace.
- 14 Off street car parking should be shared between different uses and pooled unobtrusively behind or on top of buildings.
- 15 On street angled and/or parallel parking should be encouraged along frontages.
- 16 Parking should not be provided on-site between building frontages and the street.
- 17 Dwellings, other than residential flat buildings or row dwellings located at the periphery of the zone, should be located behind or above non-residential uses on the same allotment.
- 18 Car parking for residential development should provide car parking spaces in accordance with the following:
 - (a) 0.75 car parking spaces for each dwelling where the dwelling has 1 bedroom or a maximum floor area less than 75 square metres;
 - (b) 1 car parking space for each dwelling where the dwelling has 2 bedrooms or a maximum floor area of between 75 to 130 square metres;
 - (c) 1.25 car parking spaces for each dwelling where the dwelling has 3 or more bedrooms or a maximum floor area of more than 130 square metres.

Affordable Housing

- 19 Residential development should include a minimum 15% of dwellings for affordable housing.

Land Division

- 20 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.
- 21 Land division should be designed to ensure:
 - (a) streets allow for appropriate on street parking;
 - (b) an appropriate range of incidental public places are provided and located to be overlooked by future development;
 - (c) unnecessarily wide streets or carparking areas creating low height to width ratios between building facades are avoided;
 - (d) road verges along street frontages are between 4 and 5 metres wide;
 - (e) the street network is highly interconnected, using short street block lengths of not more than 100 metres;
 - (f) junctions are spaced to reduce overloading at single intersections and to contribute to shorter vehicle trip lengths;
 - (g) allowance for footpaths on both sides of streets.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Detached Dwelling, except where in conjunction with a non-residential development on the same allotment

Fuel Depot

Group Dwelling, except where in conjunction with a non-residential development on the same allotment

Horticulture

IndustryMajor Public Service Depot

Motor Repair Station

Road Transport Terminal

Semi-detached Dwelling, except where in conjunction with a non-residential development on the same allotment

Special Industry

Store

Warehouse

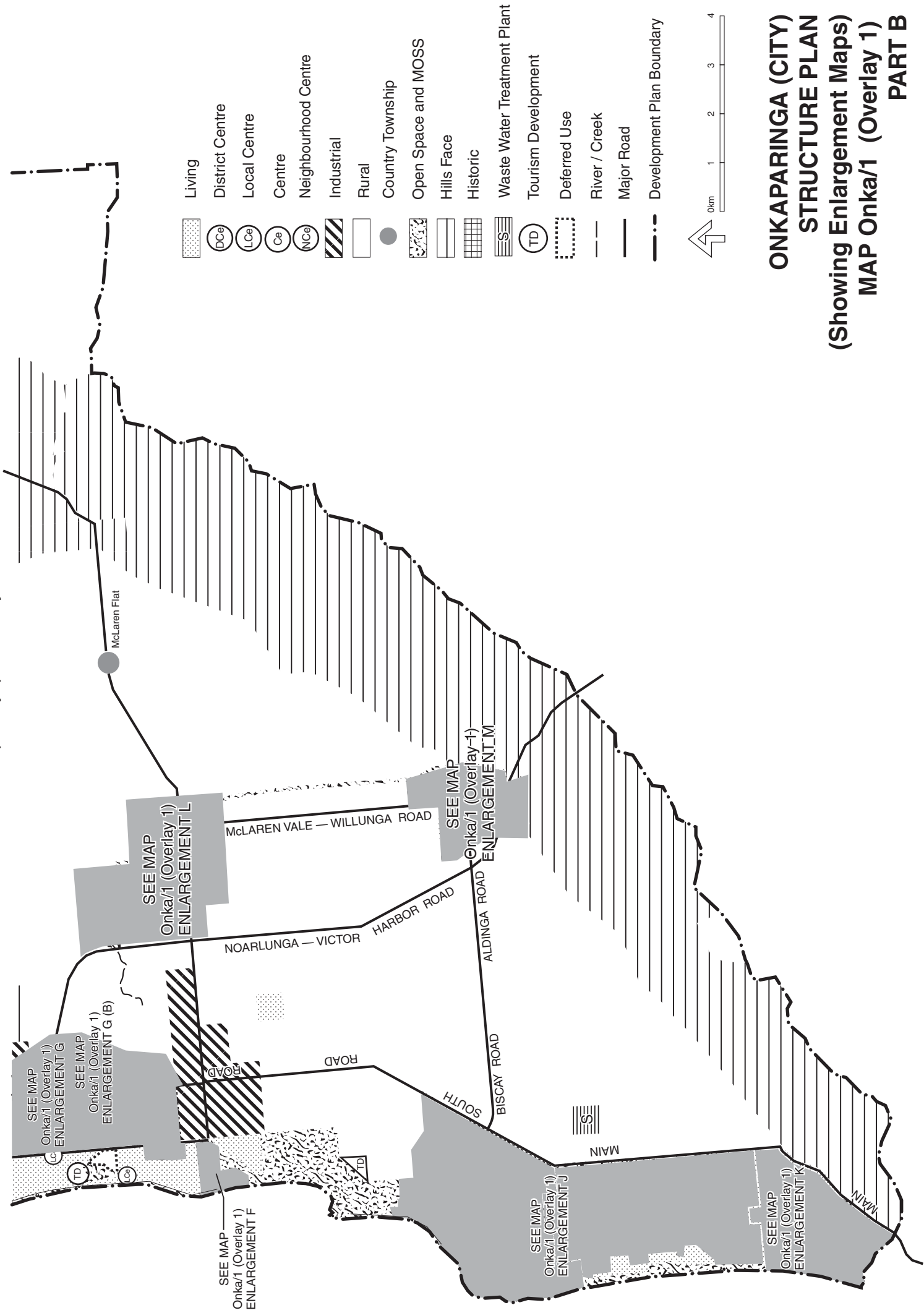
Waste reception, storage, treatment or disposal

Wrecking Yard

Public Notification

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

Attachment C

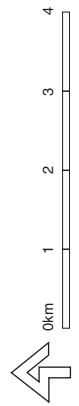
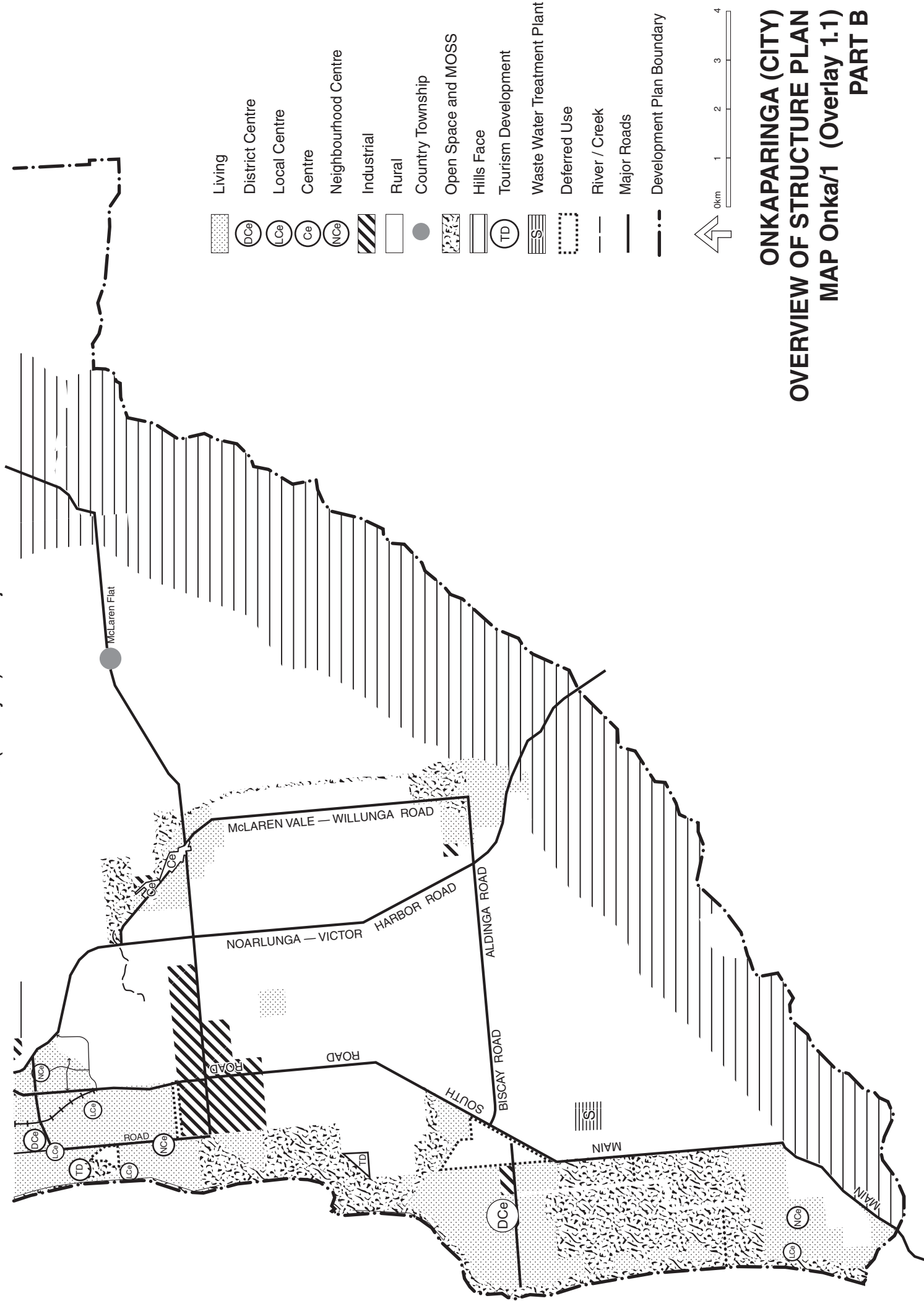


- Living
- District Centre
- Local Centre
- Centre
- Neighbourhood Centre
- Industrial
- Rural
- Country Township
- Open Space and MOSS
- Hills Face
- Historic
- Waste Water Treatment Plant
- Tourism Development
- Deferred Use
- River / Creek
- Major Road
- Development Plan Boundary



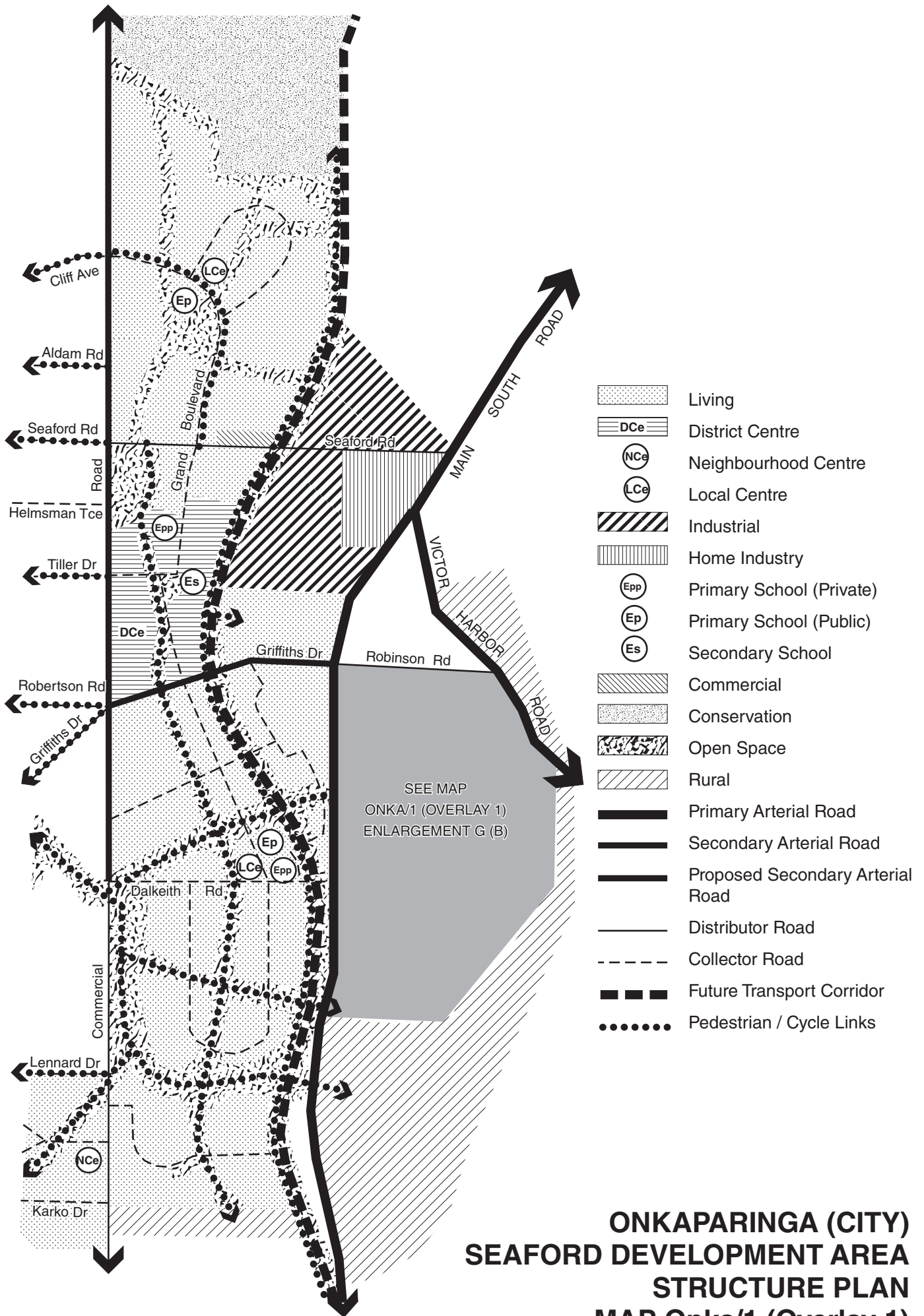
**ONKAPARINGA (CITY)
STRUCTURE PLAN
(Showing Enlargement Maps)
MAP Onka/1 (Overlay 1)
PART B**

Attachment D



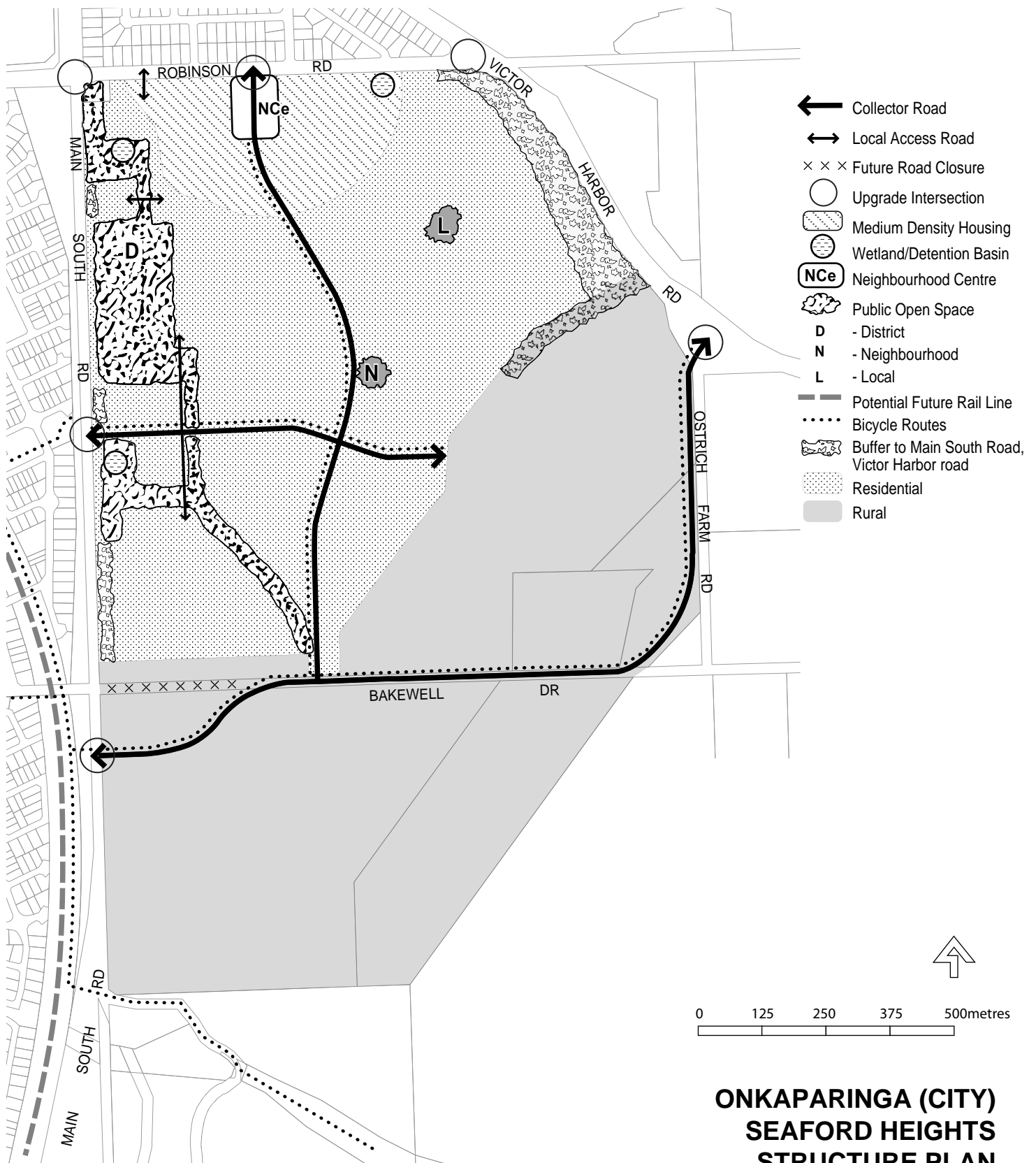
ONKAPARINGA (CITY)
OVERVIEW OF STRUCTURE PLAN
MAP Onka/1 (Overlay 1.1)
PART B

Attachment E



**ONKAPARINGA (CITY)
SEAFORD DEVELOPMENT AREA
STRUCTURE PLAN
MAP Onka/1 (Overlay 1)
ENLARGEMENT G**

Attachment F



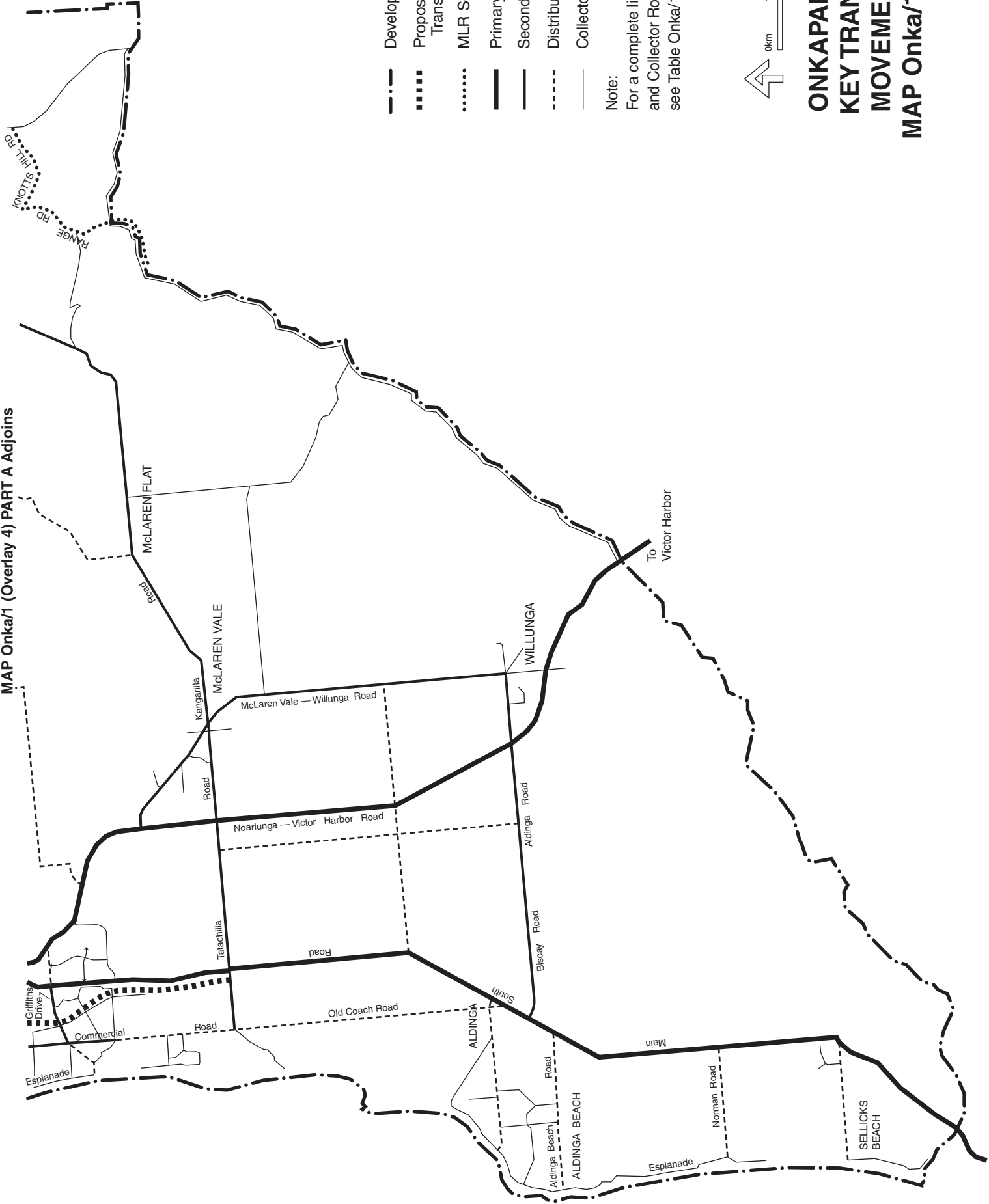
- ← Collector Road
- ↔ Local Access Road
- × × × Future Road Closure
- Upgrade Intersection
- ▨ Medium Density Housing
- ◉ Wetland/Detention Basin
- NCe Neighbourhood Centre
- ☁ Public Open Space
- D - District
- N - Neighbourhood
- L - Local
- Potential Future Rail Line
- ⋯ Bicycle Routes
- ▨ Buffer to Main South Road, Victor Harbor road
- ▨ Residential
- Rural



**ONKAPARINGA (CITY)
SEAFORD HEIGHTS
STRUCTURE PLAN
MAP Onka/1 (Overlay 1)
ENLARGEMENT G(B)**

Attachment G

MAP Onka/1 (Overlay 4) PART A Adjoins



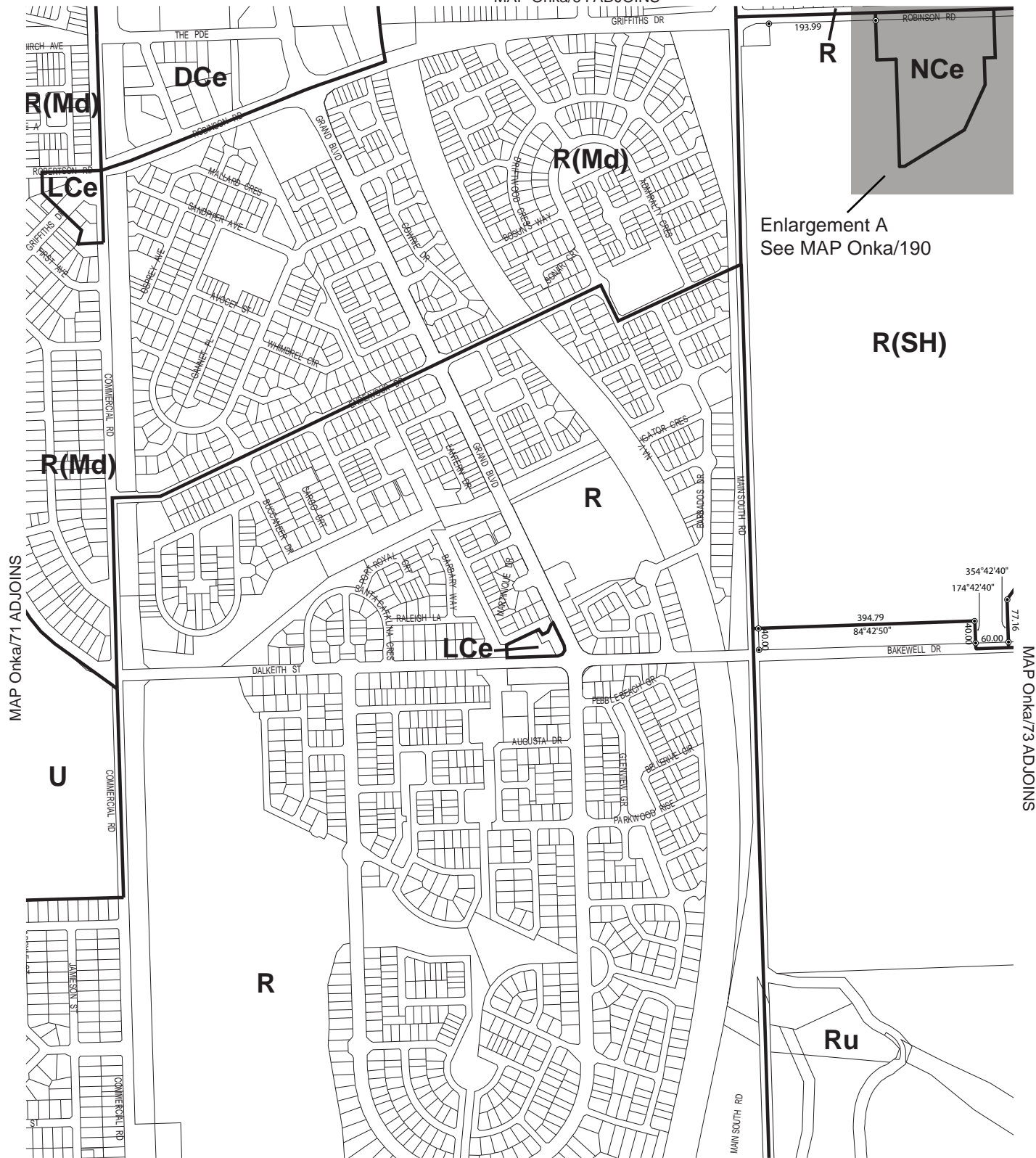
- Development Plan Boundary
- Proposed Seafood Transportation Corridor
- MLR Scenic Road
- Primary Arterial Road
- Secondary Arterial Road
- - - Distributor Road
- Collector Road

Note:
For a complete list of Distributor and Collector Road names see Table Onka/15



**ONKAPARINGA (CITY)
KEY TRANSPORT AND
MOVEMENT SYSTEMS
MAP Onka/1 (Overlay 4)
PART B**

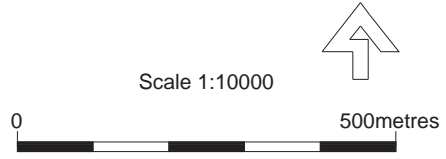
Attachment H



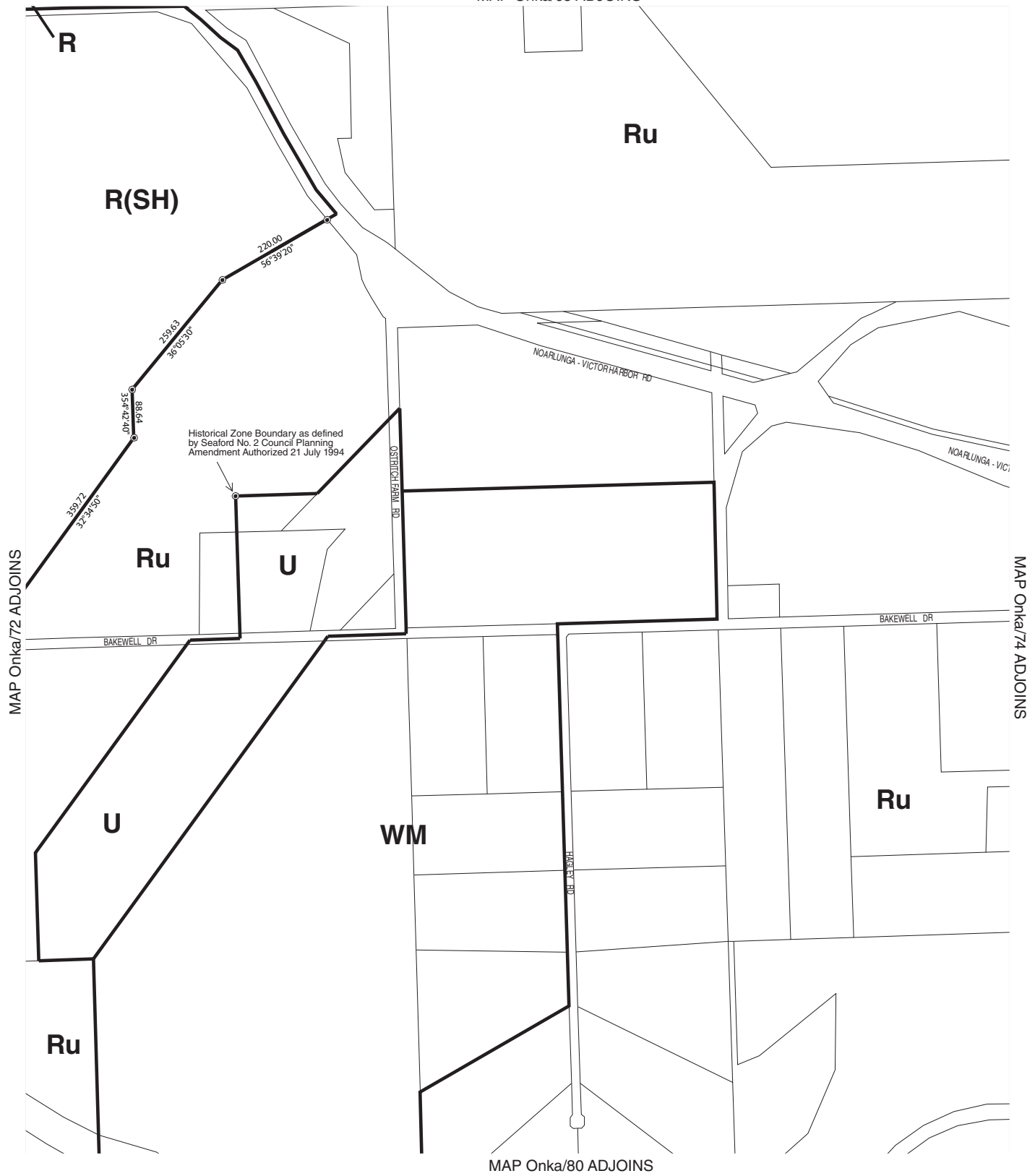
NOTE: For Policy Areas See MAP Onka/158

- DCe District Centre
- NCe Neighbourhood Centre
- LCe Local Centre
- R Residential
- R(Md) Residential (Medium Density)
- R(SH) Residential (Seaford Heights)
- Ru Rural
- U Urban

— Zone Boundary

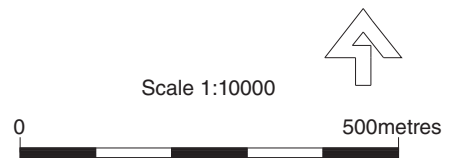


**ONKAPARINGA CC
ZONES
MAP Onka/72**



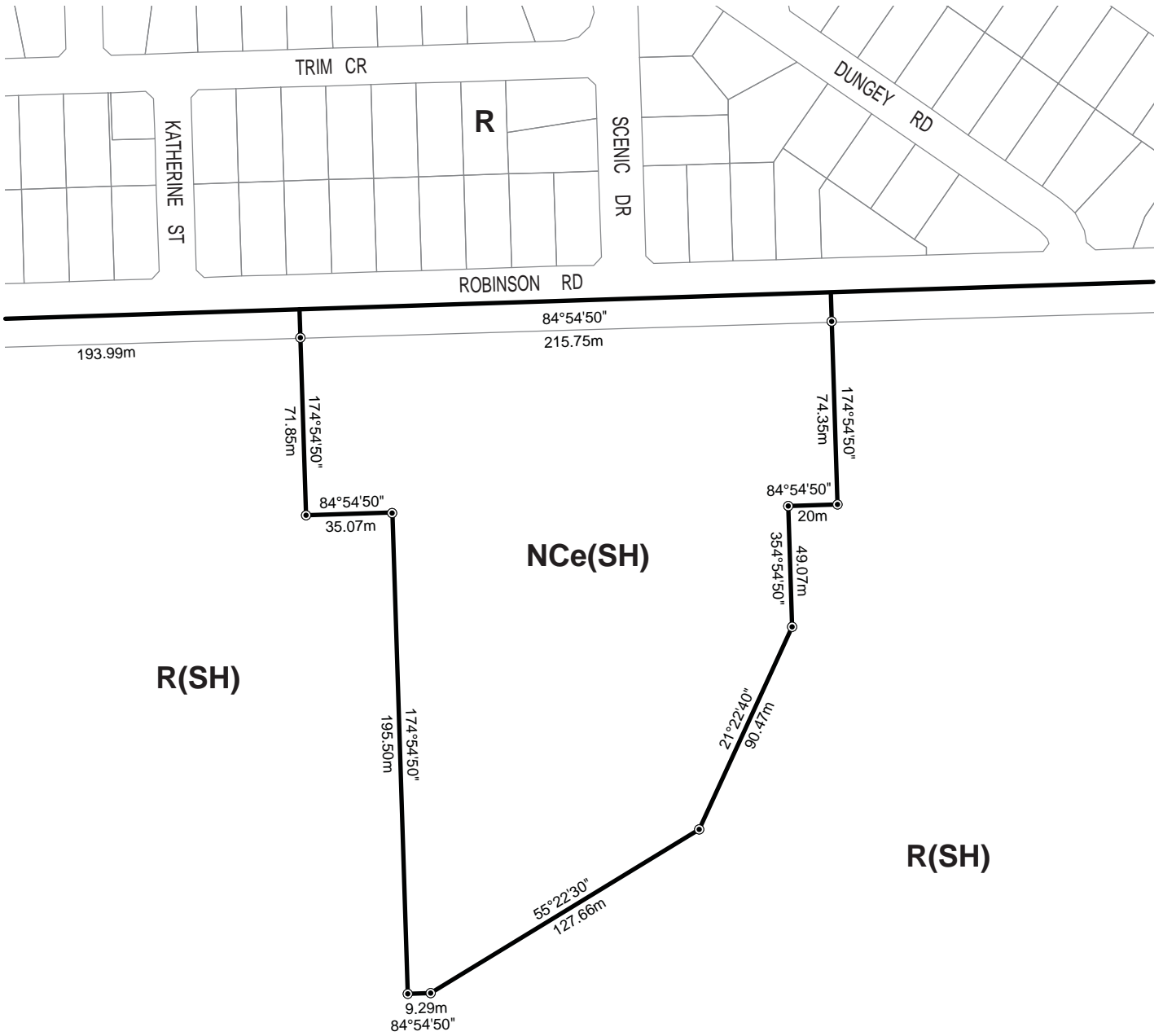
R(SH) Residential (Seaford Heights)
R(ON) Residential (Old Noarlunga)
Ru Rural
U Urban
WM Waste Management

— Zone Boundary
 - - - Development Plan Boundary



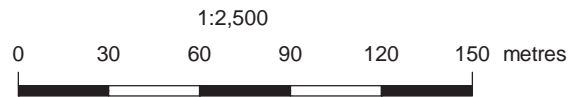
**ONKAPARINGA CC
 ZONES
 MAP Onka/73**

Attachment I



ENLARGEMENT A

- R Residential
- R(SH) Residential (Seaford Heights)
- NCe(SH) Neighbourhood Centre (Seaford Heights)



— Zone Boundary

ONKAPARINGA CC ENLARGEMENT MAP Onka/190



Government of South Australia

Department of Planning
and Local Government

Onkaparinga (City)

Seaford Heights

Approval Development Plan Amendment

By the Minister

**EXECUTIVE SUMMARY AND ANALYSIS
RELEASED FOR CONSULTATION FROM
13 MAY 2010 TO 9 JULY 2010**

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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.

Before amending a Development Plan, a council must first reach agreement with the Minister for Urban Development and Planning regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which 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
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

Need for the amendment

The Land Management Corporation (LMC) has undertaken to bring approximately 77 hectares of a total 144 hectares it owns at Seaford Heights to the market for development for urban purposes. However, the current Structure Plan for the land (Seaford Development Area Structure Plan MAP Onka/1 (Overlay1) Enlargement G) is considered insufficient to appropriately guide development, in that it was prepared at the time of the Seaford Joint Venture in the 1990s and is in need of updating to acknowledge a greater commitment to the requirements of sustainability and to contemporary state government and council strategies.

Various background studies have supported the future use of the land at Seaford Heights for residential, commercial and activity centre uses. However, the land is currently primarily within a 'Residential Zone' where the policies, although having a residential focus, are of a relatively generic nature and are not considered to be attuned to the future development of Seaford Heights. In addition, they provide little or no direction appropriate to guide desired centre and commercial development.

It is therefore proposed to introduce more specific policies of relevance to the Seaford Heights development area that will provide detailed guidance to the form and densities of residential development envisaged and that will give clear direction to development proposed in the activity centres and the commercial area.

The remainder of Seaford Heights is currently within the 'Urban Zone' which generally comprises land 'used for low-intensity agricultural uses until needed for

urban development.’ At Seaford Heights this zone provides a buffer to the waste operations of the Southern Region Waste Disposal Depot on Wheaton Road and should not be developed for urban purposes until it is no longer required as a buffer.

In summary, this DPA is proposing to update the Seaford Development Area Structure Plan MAP Onka/1 (Overlay1) Enlargement G and to introduce supporting policy and related zone amendments to outline the preferred approach for the future development of the land at Seaford Heights.

Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister for Urban Development and Planning on 11 May 2009.

As described in the Statement of Intent, the scope of this DPA is to update the Seaford Development Area Structure Plan MAP Onka/1 Enlargement G and to introduce supporting policy and related zone amendments to outline the preferred approach for the future development of the land owned by the LMC at Seaford Heights. The policy update is designed to provide a framework to ensure the land is developed to achieve a compact, well defined sustainable urban community in line with the direction of the state government’s planning strategy – *The 30 Year Plan for Greater Adelaide* and council’s *Community Plan 2028*.

The following will be addressed in the DPA:

- Incorporation of an updated Structure Plan and supportive policies into the Onkaparinga (City) Development Plan, which will incorporate appropriate elements of the masterplan prepared by the developers of LMC’s first stage Seaford Heights land release, and the outcomes of additional investigations as required for the balance of the land.
- Issues associated with the preparation and review of the above structure plan will, include:
 - gas, water, power and telecommunications infrastructure
 - stormwater (volumes, flooding, detention, quality, reuse)
 - superlot configuration and timing
 - staging of development, including consideration of the possible railway extension and associated timing
 - traffic (road layout, existing network, streetscape, public transport, bike paths)
 - proposed Centre zones (type, relationship to existing centres, location, facilities)
 - surrounding urban development and facilities
 - residential form (scale, appearance, design, mix, energy efficiency)
 - allotment sizes, orientation, development density
 - provision of minimum 15% affordable housing
 - solar energy
 - sewer and reuse concepts
 - topography (survey data, vistas)
 - landscaping and vegetation
 - geology and soil profile
 - land contamination
 - ESD principles

- Aboriginal cultural heritage
- biodiversity analysis and linkages to biodiversity corridors
- protection of environmental features
- public open space (existing and proposed, linkages, access to)
- community and education facilities (local and state)
- recreation facilities and linkages
- demographic analysis and forecasting
- population targets
- heritage item (the former Noarlunga Ostrich farm)
- community consultation
- State Strategic Plan
- Council, State and Federal resources programming
- DPLG Better Development Plans project
- other legislation, guidelines, and urban development issues as relevant

The DPA investigations will focus on updating the Development Plan's existing structure plan and policy framework applying to the land such that these can guide development to deliver the following:

- walkable neighbourhoods providing access to services and facilities in order to reduce car dependence for access to employment, retail and community facilities
- a sense of community and strong local identity and sense of place
- an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving
- active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity and other Crime Prevention through Environmental Design (CPTED) principles
- new development which supports the efficiency of public transport systems (available or proposed), and provides safe, direct access to this system for future residents
- mixed use centres which provide for a wide range of living, employment and leisure opportunities capable of adapting over time as the community changes, with high standards of safety and amenity
- a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services
- the positive incorporation of significant cultural and/or environmental features in and around the site
- an integrated design of open space and urban water management.
- cost-effective and resource-efficient development that promotes affordable housing
- optimum land efficiency wherever possible.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Area(s)/land affected

The area affected by the proposed DPA is bounded by Main South Road to the west, Robinson Road to the north, Victor Harbor Road and Ostrich Farm Road to

the east, private 'rural living' properties to the south and land associated with the Southern Region Waste Disposal Depot and the former 'Ostrich Farm' to the south-east as shown on Figure 1 below.



Figure 1: The Study Area

Proposed policy change(s)

The DPA proposes the introduction of the following zones with specific applicability to the Seaford Heights development area:

- the Residential (Seaford Heights) Zone
- the Residential Medium Density (Seaford Heights) Zone for land generally within 400 metres of activity centres
- the Neighbourhood Centre (Seaford Heights) Zone where neighbourhood level retail and community facilities are proposed adjacent to the intersection of Main South Road and Wheaton Road and the train corridor.
- The Local Centre (Seaford Heights) Zone where local level retail and community facilities are proposed on the southern side of Robinson Road

- the Commercial (Seaford Heights) Zone where commercial development of a lower traffic generating nature is encouraged adjacent to Main South Road

In addition, a number of amendments are required to various Structure Plans and Zone Maps to reflect the amendments proposed, including:

- amendment of the Seaford Development Area Structure Plan MAP Onka/1 Enlargement G to refer to a more detailed Seaford Heights Structure Plan depicting the proposed development of the area
- introduction of the new Seaford Heights Structure Plan
- amendment of various Zone Maps to delineate the new residential, centres and commercial zones proposed
- consequential amendment of various other Maps to reflect the amendments proposed.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or 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 – *The 30 year Plan for Greater Adelaide*
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations.

Consultation

This DPA is now released for formal agency and public consultation.

The organisations and agencies to be consulted are:

- Department of Transport, Energy and Infrastructure
 - Public Transport Division
 - Transport Services Division
 - Transport Planning Division
 - TransAdelaide
 - Geographical Names Advisory Committee
- Department for Planning and Local Government
- South Australian Fire and Emergency Services
- Department of Treasury and Finance
- Department of Trade and Economic Development
- SA Tourism Commission
- Department of Premier and Cabinet
 - Aboriginal Affairs and Reconciliation Division
 - Office for Recreation and Sport

- Department for Environment and Heritage
- Primary Industry and Resources South Australia
- Environment Protection Authority
- Department for Water, Land and Biodiversity Conservation
- Department for Education and Children's Services
- Department for Families and Communities
 - Housing SA
 - SA Community Housing Authority
 - Affordable Housing Innovations Unit
- Department of Health
 - Wastewater Management
- Land Management Corporation
- Natural Resource Management Board
- ETSA Utilities
- SAPOL
- SA Water
- Department of Further Education, Employment, Science and Technology
- Southern Adelaide Economic Development Board
- Adelaide & Mount Lofty Ranges Natural Resource Management Board
- Zero Waste SA
- Alexandrina Council
- Adelaide Hills Council
- City of Marion
- City of Mitcham
- Yankalilla Council

Consultation will also be undertaken with the following State Member(s) of Parliament:

- Dr Andrew Southcott MP, Federal Member for Boothby
- Jamie Briggs MP, Federal Member for Mayo
- Amanda Rishworth MP, Federal Member for Kingston
- Leon Bignell MP, State Member for Mawson
- Hon Iain Evans MP, State Member for Davenport
- Alan Sibbons, State Member for Mitchell
- Hon John Hill MP, State Member for Kaurana
- Chloe Fox MP, State Member for Bright
- Isobel Redmond, MP State Member for Heysen
- Hon Robert Such MP, State Member for Fisher
- Gay Thompson MP, State Member for Reynell

In addition to these statutory requirements, the Council will invite the following organisations to make comment on the DPA:

- Housing Industry Association
- Urban Development Institute of Australia
- Planning Institute of Australia
- Property Council of Australia
- Relevant community and business groups active within the City of Onkaparinga
- Local Government Association
- Institute of Architects
- Conservation Council

All written and verbal agency and public submissions made during the consultation phase will be recorded, considered and summarised. Subsequent 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 the council has considered the comments received and made any appropriate changes, a report on this - *Summary of consultations and proposed amendments* - will be sent to the Minister for Urban Development and Planning.

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

ANALYSIS

1. BACKGROUND

1.1 Background

The Land Management Corporation (LMC) owns 144 hectares of land at Seaford Heights, which is located within the urban growth boundary. The land is bounded by Main South Road to the west, Robinson Road to the north, Victor Harbor Road and Ostrich Farm Road to the east, private 'rural living' properties to the south, a buffer associated with the Southern Region Waste Depot and the former 'Ostrich Farm' to the south east. Further to the south east lies the Southern Region Waste Depot.

The land is currently used for cropping purposes, but also contains some perimeter tree plantings around one of the northern 'sections'. A dwelling located on a residential lot is located on the south eastern corner of Main South Road and Robinson Road and is currently under the ownership of the Minister for Transport. Wheaton Road, extending from Main South Road, dissects the two parcels of land and provides the principal means of access to the 'Ostrich Farm' site and the Waste Depot. Wheaton Road connects with Ostrich Farm Road, which provides another means of access to the site, 'Ostrich Farm' and the waste depot from Victor Harbor Road.

The Development Plan includes the Seaford Development Area Structure Plan (MAP Onka/1 (Overlay 1) Enlargement G), which encompasses the subject land. The structure plan was prepared at the time of the Seaford joint venture in the 1990s and, in relation to the subject land, is considered in need of updating given the lapse of time since its initial preparation, in light of surrounding development, changes to infrastructure and development expectations for the site and to acknowledge a greater commitment to the requirements of sustainability and to contemporary state government and council strategies.

As owners of the land the LMC engaged Jensen Planning and Design, in association with a team of sub-consultants, to prepare an indicative structure plan for the subject land. The subsequent report, the *Seaford Heights Structure Plan Draft Report* was prepared in 2008 and has been taken into consideration in the preparation of this DPA. However, as indicated in the Statement of Intent, this preliminary structure plan and investigations have been revised and refined as part of this DPA process.

The LMC subsequently entered into an agreement with the Fairmont Group which is to acquire 77 hectares of the land from the LMC for development purposes. Development consultants Connor Holmes were then engaged by the Fairmont Group to prepare a *Seaford Heights Development Plan Amendment Policy Paper* and *Seaford Heights Structure Plan* paper these were finalised in December 2009. Both papers have been used to inform the preparation of this DPA.

Notwithstanding consideration of these earlier documents, it must be recognised that the strategies established in various state government and council strategic documents will provide the overarching direction for this DPA, with more detailed directions provided through other Council documents, including the *Activity*

Centres Review 2009 and the development framework established by investigations for a previous DPA undertaken by Council the *Residential Infill and Desired Character DPA*.

1.2 Matters to be addressed

The Statement of Intent sets out a number of matters to be addressed in this DPA:

- Incorporation of an updated Structure Plan and supportive policies into the Onkaparinga (City) Development Plan, which will incorporate appropriate elements of the masterplan prepared by the developers of LMC's first stage Seaford Heights land release, and the outcomes of additional investigations as required for the balance of the land.
- Issues associated with the preparation and review of the above structure plan will, include:
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 - stormwater (volumes, flooding, detention, quality, reuse)
 - superlot configuration and timing
 - staging of development, including consideration of the possible railway extension and associated timing
 - traffic (road layout, existing network, streetscape, public transport, bike paths)
 - proposed Centre zones (type, relationship to existing centres, location, facilities)
 - surrounding urban development and facilities
 - residential form (scale, appearance, design, mix, energy efficiency)
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 - provision of minimum 15% affordable housing
 - solar energy
 - sewer and reuse concepts
 - topography (survey data, vistas)
 - landscaping and vegetation
 - geology and soil profile
 - land contamination
 - ESD principles
 - Aboriginal cultural heritage
 - biodiversity analysis and linkages to biodiversity corridors
 - protection of environmental features
 - public open space (existing and proposed, linkages, access to)
 - community and education facilities (local and state)
 - recreation facilities and linkages
 - demographic analysis and forecasting
 - population targets
 - heritage item (the former Noarlunga Ostrich farm)
 - community consultation
 - State Strategic Plan
 - Council, State and Federal resources programming
 - DPLG Better Development Plans project
 - other legislation, guidelines, and urban development issues as relevant

Some of these issues are interrelated and have therefore been considered as a group rather than individually. Others require further consideration at a later stage as detailed design of subdivisions is undertaken.

Infrastructure

Gas - gas infrastructure, which is of sufficient capacity to supply the development site, is located in Dalkeith Road (west of Main South Road) and Robinson Road. There is unlikely to be the need for any off-site infrastructure upgrades to service the development site.

Water – Seaford Heights is located within the EL 126 supply zone and will be serviced directly from the Myponga Trunk Main. Key components to serve the development area are:

- New DN450 main from the Myponga Trunk Main along Quarry Road to the existing tank on Quarry Road
- A DN375 Pressure reducing Valve (PRV) assembly located within the existing tank allotment
- New DN375 main from the existing tank on Quarry Road to the Seaford Heights area.

All of these works will be required to be funded by the developer.

Power – ETSA has advised that a connection to the subject land will be possible through mains adjacent to the western boundary of the Seaford Heights area. The easiest point to connect is at the intersection of Main South Road and Robinson Road, as feeders are likely to be run from the Seaford Meadows development to the Seaford Heights development.

It is proposed that the Seaford Heights area will be fed by two substations – the Port Noarlunga substation via Seaford Meadows and the Seaford substation. Both substations will require upgrading for this development as they are both at capacity. The staging and uptake rates of the development will determine when the upgrades are required.

There are existing overhead 11kV power lines along Wheaton Road and the eastern boundary of the development area. Easements will be required if they are to remain above ground.

Sewer – Current sewer infrastructure located on the western side of Main South Road has been constructed in anticipation of the development of Seaford Heights. Most of the load can gravitate to existing sewer mains located in Ballast Close and in an easement east of Navigator Crescent, however some low spots will require the construction of a pumping station and pumping main to be serviced.

Recycled Water – Stage 1 of the Water Proofing the South strategy involves initiatives to increase reuse of treated water both from SA Water treatment plants and from Council CWMS. More water storage will be required to supply recycled water to the Seaford Heights area, either within the development area or, possibly more appropriately, on adjacent rural land. Developer contributions may be required for necessary infrastructure and upgrades, with potential benefits being

increased water security and improved 'marketability' of the Seaford Heights development.

Telecommunications – Telstra is planning to provide narrowband and broadband capability and have provision for a 'Smart Community' which can provide optical fibre and cable TV. The area will be served from the corner of Main South Road and Robinson Road.

As part of the National Broadband Network roll-out, NBNCo recently announced it will commence construction in 2010 of a network that will ultimately service the Seaford heights area commencing at Willunga.

Stormwater - the stormwater catchment for the subject land generally falls from Victor Harbor Road and Ostrich Farm Road in the east to Main South Road to the west. The steepest gradients are located to the east, with the land generally flattening closer to Main South Road. A portion of the site falls to the south.

There is existing stormwater infrastructure in the area that has been designed to cater for future development of the Seaford Heights area. On site detention is required for both the 1 in 10 year storm event and 1 in 100 year storm event with discharge to the existing infrastructure being limited to pre-development flows. On site detention for the 1 in 10 year storm may be accommodated underground within the stormwater pipe network, but the remaining detention required for the 1 in 100 year storm will be above ground. As the development area is currently open grassland, there is currently little pre-development runoff, resulting in a discharge of only 1.39 m³/s.

Preliminary investigations into detention requirements for the development area were undertaken as part of the earlier LMC study. This study identified five different catchments with corresponding detention basins. A combined total storage of approximately 65000 m³ has been identified for the development area, but these requirements will need to be reviewed once detailed lot layouts are prepared.

Stormwater is a resource for irrigation (open space and agriculture), industrial uses, the recharge of aquifers and the provision of water for environmental flows. It is intended that, where possible, stormwater will be captured on-site and reused in the development area, primarily for irrigation purposes. An action under Council's *Water Futures Water Management Strategy* requires the incorporation of water harvesting and reuse features in Council's parks, reserves and streetscape upgrades.

Transport and Traffic

The Seaford Heights development area is bounded to the west by Main South Road and to the north partially by Victor Harbor Road, both Primary Arterial Roads. Robinson Road, also on the northern boundary of the development area, is a Distributor Road. The following road widening requirements have been set by the Department of Transport and Infrastructure to be applied to these roads:

- Main South Road (east side from Robinson Road to Wheaton Road) – 15.5 metres

- Main South Road (east side from Wheaton Road to Tatachilla Road) – 45 metres
- Robinson Road (south side from Main South Road to Victor Harbor Road) – 35 metres
- Victor Harbor Road (west side from Robinson Road to Ostrich Farm Road) – 35 metres.

It is proposed that a number of collector roads be established within the development area as required. These include:

- Wheaton Road (presently a local road)
- Ostrich Farm Road (presently a local road)
- Future North-South Road to provide an additional link between Robinson Road and Wheaton Road and further to the south
- Future East-West Road to provide a link from Ostrich Farm Road to Main South Road.

It is also proposed that the currently unconstructed portion of the Dalkeith Road road reserve, located to the west of Main South Road, be constructed to form a four-way intersection with Main South Road and Wheaton Road. Such a connection will link the Seaford Heights development with existing development in Seaford Rise, providing ready access to any future railway station/TOD development should the extension of the railway line continue to this area and to the new Neighbourhood Centre proposed at the intersection of Main South Road and Wheaton Road.

Traffic lights will be required at the intersection of Main South Road and the proposed East-West Collector Road, located approximately half way between Robinson Road and Wheaton Road and at the intersection of Main South Road and Wheaton Road/Dalkeith Road. Upgraded intersections supporting pedestrian connectivity as well as vehicle traffic function may be required where new collector roads meet or are to connect with the existing road network.

Bike path routes are proposed throughout the Seaford Heights' development area, providing links through the residential areas to the centres, school, public open space, employment lands and open spaces and bike paths in adjoining suburbs. The development area will also be served by a public bus route through the area.

Centre Zones

The DPA proposes the creation of two new centres; a neighbourhood centre at the intersection of Wheaton and Main South Roads and a local centre mid-section along Robinson Road. The size, location and the various land uses to be established within these centres are based on the philosophy, investigations and recommendations set out in Council's *Activity Centres Review 2009* and the policies proposed in Council's previous *Residential Infill and Desired Character DPA*.

Residential Form

The policies proposed for residential development in the Seaford Heights area are based on the philosophy, investigations and policy directions established in Council's *Residential Infill and Desired Character DPA*. This will ensure congruity with the residential policies to be applied elsewhere in the wider Council area.

The policy directions require that development will:

- provide for walkable neighbourhoods that will reduce car dependence for access to employment, retail and community facilities
- assist in establishing a sense of community, a strong local identity and sense of place
- provide an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving
- promote active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity and other Crime Prevention Through Environmental Design (CPTED) principles
- be designed to support public transport systems (available or proposed), and provide safe, direct access to these systems
- provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that will support the provision of local and neighbourhood services
- provide an integrated design of open space and urban water management
- result in a cost-effective and resource-efficient development that promotes affordable housing
- promote optimum land efficiency wherever possible.

The DPA proposes the creation of two residential zones with specific applicability to the Seaford Heights development area; the Residential (Seaford Heights) Zone and the Residential Medium Density (Seaford Heights) Zone.

As the zone name for this latter zone suggests, it proposes the establishment of medium density residential development that achieves gross densities of between 25 and 45 dwellings per hectare, generally within 400 metres of a centre. The Residential (Seaford Heights) Zone extends over the remainder of the residential area and proposes a minimum gross density of 15 dwellings per hectare.

Land division principles to achieve the required densities in both zones are provided. Policies also require a minimum of 15 percent affordable housing in both zones and also in both Centre Zones.

Surrounding Development and Facilities

Primary land uses surrounding the Area Affected include:

- residential areas to the north of Robinson Road (Residential (Old Noarlunga) Zone) and to the west of Main South Road (Residential Zone) with development predominantly in the form of detached dwellings. A local centre and primary school are located to the west of Main South Road in the adjacent suburb of Seaford Rise and the Seaford District Centre is located further away to the north-west in the suburb of Seaford
- a pistol club, motocross club, cable hang gliding and paintball sports facilities located to the north across Victor Harbor Road and Quarry Road (Rural Zone and Extractive Industry Zone)
- horticultural land to the east, on both sides of Victor Harbor Road (Rural Zone and Waste Management Zone)
- Southern Region Waste Disposal Depot to the south-east (Waste Management Zone)
- private 'rural living properties' to the south (Rural Zone).

ESD/Energy Efficiency

Council's Development Plan already contains a number of policies relating to ESD and energy efficiency, introduced via various Better Development Plan (BDP) modules. As these apply across the wider Council area it is not considered necessary that significant new policies be introduced by this DPA. However, a number of proposed policies will further assist in these matters including in relation to:

- walkable neighbourhoods
- higher residential densities
- building designs
- support for public transport systems
- open space
- urban water management
- land division
- land efficiency.

Topography/Soils

The majority of the subject land has only a gentle gradient with a slope not exceeding 1 in 10. Areas with a steeper gradient are generally confined to pockets of land located in the north eastern corner, adjacent to Victor Harbor Road. The varying slopes within the subject land provide opportunities for maintaining and capturing view-sheds, accommodating a variety of dwelling densities and facilitating the efficient capture of stormwater.

Soils in the area are primarily classified as 'hard red duplex soils' which are suitable for growing a wide range of cereal and horticulture crops as well as assisting in productive gardens in a residential setting. Establishing maximum site coverage and minimising the extent of cut and fill permitted will ensure the area

develops with a desirable character relating to its gentle slope and good soil condition for landscaping.

The subsurface soil consists of hard-setting loamy soil ranging from grey to brown to reddish brown. Surface soils are typically acid, but may be neutral to slightly alkaline. They are moderately permeable and have responded well to fertiliser applications. Gypsum has been found useful in ameliorating the hard-setting surface soils, and erosion controls, such as contour banks, are often desirable in order to slow rainfall runoff on sloping land. Within these constraints the soil type should assist in the landscaping of the Seaford Heights area.

Aboriginal Cultural Heritage

The Kaurna Aboriginal people are recognised as the traditional owners of the land in this area. There are no recorded sites on the register of sites and objects established under the *Aboriginal Heritage Act 1988* within the Area Affected. In any case, all Aboriginal sites and objects are protected under the Act, whether they are listed in the register or not.

Built Heritage

The former Noarlunga Ostrich Farm, including former Prior's Court Homestead (1850s section only) and barn at lot 10 Wheaton Road, Seaford Heights is listed as a State Heritage Place. The stone dwelling and outbuildings were built in 1851 with the property originally operating as a dairy. The property was converted into an ostrich farm in 1915 but returned to general farming in 1926.

Development proposed in the vicinity of the state heritage place will be subject to meeting strict planning requirements. The Place is currently located within the Urban Zone which provides a measure of protection as it is a zone to be 'used for low-intensity, agricultural uses until needed for urban development.'

Biodiversity/Environmental Features/Landscaping/Vegetation

The pre-European (pre 1836) landscape in the City of Onkaparinga was covered in vegetation that closely reflected the natural landform characteristics of the area, including the plains, foothills and coastal areas. These landforms supported a diverse range of native fauna. Today, only 9 percent of the city is covered with native vegetation and some types of vegetation have been dramatically reduced, including the mallee box woodland as it was located on the plains where urban development has occurred.

Council's *biological diversity strategy & action plan 2006-10* does not show any native vegetation or biological diversity initiatives for the Area Affected.

The relatively small amount of vegetation found in the Area Affected appears to have been planted primarily as wind breaks and is generally found along fence lines. Long term farming activities on the land, including cropping, has significantly impacted on biodiversity.

The retention of worthy significant trees should be taken into account during the detailed design stage of the development, with the trees being included in open space or road reserves wherever possible.

Public Open Space

The open space strategy proposed for the Seaford Heights' development area includes:

- a network of local open space distributed evenly throughout the area to maximise access by future residents
- individual open spaces designed and located to provide safe and accessible recreation and leisure opportunities to all age groups
- a five hectare council controlled district level open space with the potential for the active playing field component to be shared with a school
- the integration of public open space with stormwater detention basins
- the creation of a linear reserve along the existing natural drainage line extending north-west from Wheaton Road to Main South Road, ultimately connecting with the existing linear reserve adjacent to Navigator Crescent in Seaford Rise
- the creation of a pedestrian/cycle link with the Coast to Vines Rail Trail to the south of the Seaford Heights.

Community and Education Facilities

Generally, community services will be provided alongside of retail facilities in an integrated manner within the proposed centres and, in particular, the neighbourhood centre proposed for Wheaton Road/Main South Road. Services that could be located in the centres include:

- childcare facilities
- medical facilities
- library
- community centre
- recreation centre
- meeting facilities.

Based on the projected population of the Seaford Heights' development area there is justification in providing a smaller public school in the area. Generally, primary schools require sites in the order of four hectares, with a smaller school requiring around three hectares. A school site is proposed adjacent to the district level open space to the north of the proposed east-west collector road and to the west of the proposed north-south collector road. The site is also adjacent to proposed bicycle routes and a proposed Robinson Road local centre.

Land Contamination

No specific investigations have been undertaken into potential land contamination for the Area Affected as part of the investigations for this DPA. However, it is noted the land has been zoned for residential purposes since the 1990s and has been used for farming purposes for many years prior. Council's Development Plan contains a number of policies in the council wide section under the heading 'Hazards', including in relation to site contamination, that can be employed should contamination of any land be suspected.

Southern Region Waste Disposal Depot

The Southern Region Waste Disposal Depot is located to the south-east of the Seaford Heights development area and requires a buffer to be provided to urban development. This is currently provided by an Urban Zone located on the south-eastern boundary of the development area. This zone, which is approximately 200 metres in width, is to be 'used for low-intensity, agricultural uses until needed for urban development'. Commentary within the Urban Zone states that 'Within the suburb of Seaford Rise, development of land for urban purposes should not occur until it can be demonstrated that the land is no longer required as a buffer to mining and waste operations.' Current EPA requirements prevent the area between 200 and 500 metres being released by the LMC for urban development. This is a matter for ongoing review. When it is determined that this land is longer required as a buffer, the LMC will be permitted to release it for urban uses.

No change to the Urban Zone policies are proposed in this DPA.

State Strategic Plan

The DPA is considered to support a number of targets set out in South Australia's Strategic Plan. The consistency of the DPA with the strategic plan is discussed in more detail in section 2.1.

Community Consultation

While initial consultation has been undertaken with service agencies in the preparation of previous reports, further extensive consultation will be undertaken as part of this DPA process. In addition to consulting with a number of government agencies, adjoining councils, members of parliament and relevant organisations from the development and conservation industries, consultation will also be held with relevant community and business groups active within the City of Onkaparinga and the community generally.

DPLG Better Development Plans Project

Strong regard has been given to relevant BDP modules in the preparation of this DPA, including:

- Residential Zone – including Medium Density Policy Area provisions
- Neighbourhood Centre Zone
- Local Centre Zone

- Commercial Zone – Whilst BDP offers a commercial zone base more specific policy has been drafted to guide the Seaford Heights greenfield circumstance.

Timing/Staging of Development/Superlot Configuration

Consideration has been given to the implications of the possible extension of the railway to Seaford Rise and beyond. As no decision has been made by the state government on this matter at this time, the DPA requires that development in the proposed neighbourhood centre at the intersection of Wheaton and Main South Roads takes into account a possible railway station and the desirable urban form of higher residential densities located in proximity to this infrastructure investment. Development in the centre will be such that strong linkages can be provided across Main South Road to a future railway station site and the street network can be designed to respond to the centre as its focus, as well as the station if this is to eventuate.

In terms of superlot configuration and the staging of development within the Seaford Heights area, these are issues which require further consideration with land developers and service agencies at a later stage as detailed design of subdivisions are proposed. Land in and around the proposed neighbourhood centre will be part of a second stage LMC land release.

Council, State and Federal Resources Programming

While some resource programming is already being undertaken for the wider area, more detailed consideration will be given to this matter once the DPA has progressed further in the process and development directions are more clearly 'bedded down'.

Other Legislation/Guidelines/Urban Development Issues

During the preparation of this DPA regard has been given to various reports and documents of both a legislative and non-legislative nature which provide guidance on urban development issues. Examples include the *site analysis* and *energy efficiency* papers produced as part of the *sustainable residential subdivision design fact sheet series* by the South Australian Murray- Darling Basin Natural Resources Management Board and the District Council of Mount Barker, the *Liveable Neighbourhoods* policy produced by the Western Australian Planning Commission and the Western Australian Department for Planning and Infrastructure and information from the *Atlas of South Australia* website.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

This section provides an overview of key state and local government policies relating to employment and economic growth.

The Strategic Plan details key objectives and targets for the South Australian community, government and businesses to work towards. The plan outlines six integrated objectives for the State:-

- Growing Prosperity;
- Improving Wellbeing;
- Attaining Sustainability;
- Fostering Creativity and Innovation;
- Building Communities; and
- Expanding Opportunity.

The DPA supports the following Strategic Plan targets:

Growing Prosperity

Economic Environment

T1.1 - Exceed the national economic growth rate by 2014.

T1.2 - 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 - Exceed Australia's ratio of business investment as a percentage of the economy by 2014.

Employment

T1.10 - Jobs: better the Australia average employment growth rate by 2014.

T1.11 - Unemployment: maintain equal or lower than the Australian average through to 2014.

T1.12 - Employment participation: increase the employment to population ratio, standardised for age differences, to the Australian average.

Population

T1.22 - Total population: increase South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014.

Improving Wellbeing

Preventative Health

T2.2 - Healthy weight: increase the proportion of South Australians 18 and over with healthy weight by 10 percentage points by 2014.

T2.3 - Sport and recreation: exceed the Australian average for participation in sport and physical activity by 2014.

T2.4 - Healthy South Australians: increase the healthy life expectancy of South Australians by 5% for males and 3% for females by 2014.

Public Safety

T2.8 - Statewide crime rates: reduce victim reported crime by 12% by 2014.

Work – Life Balance

T2.12 - Work-life balance: improve the quality of life of all South Australians through maintenance of a healthy work-life balance.

Attaining Sustainability

Climate Change

T3.5 - Greenhouse gas emissions reduction: achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050.

T3.6 – Use of public transport: increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.

Ecological Footprint

T3.7 – Ecological footprint: reduce South Australia's ecological footprint by 30% by 2050.

Water

T3.9 – Sustainable water supply: South Australia's water resources are managed within sustainable limits by 2018.

Energy

T3.14 – Energy efficiency- dwellings: increase the energy efficiency of dwellings by 10% by 2014.

Expanding Opportunity

Housing

T6.7 – Affordable housing: increase affordable home purchase and rental opportunities by 5 percentage points by 2014.

2.2 Consistency with the Planning Strategy (The 30 Year Plan for Greater Adelaide)

The 30 Year Plan for Greater Adelaide 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 relevant to this DPA is “The 30-Year Plan for Greater Adelaide” (the ‘Plan’) and is based on key economic, social and environmental imperatives.

The Plan is driven by 14 principles, which seek to underpin the new urban form, respond to challenges and opportunities, and achieve the three interlocking objectives of:

- maintaining and improving liveability
- increasing competitiveness
- driving sustainability, environmental protection and resilience to climate change.

The proposed development of Seaford Heights can be expected to impact in a positive way on a number of the 14 principles of the Plan, including the following:

- a compact and carbon efficient city
- housing diversity and choice
- accessibility
- a transit-focused and connected city
- world-class design and vibrancy
- social inclusion and fairness
- heritage and character protection and enhancement
- healthy, safe and connected communities
- affordable living
- economic growth and competitiveness
- climate change resilience
- community engagement.

The most pertinent sections in the Plan that are addressed by the proposed policies in this DPA are:

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| <i>Overall spatial distribution</i> |
| 1 Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed |

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| over the life of the Plan. |
| 4 Locate new growth areas contiguous to transit corridors wherever possible. |
| 5 Activate and rejuvenate higher-order activity centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level. |
| 7 Ensure that the bulk of new residential development in Greater Adelaide is low-to medium-rise development (including detached dwellings) and confine high-rise developments to the 14 identified transit-oriented developments. |
| |
| <i>Transit corridors</i> |
| 8 Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth and net jobs growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors. |
| 14 Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations. |
| |
| <i>New metropolitan and township growth areas</i> |
| 32 Ensure new urban growth occurs in designated urban and township expansion areas shown on Map D7. (Map D7 shows the Seaford Heights area within the 'Planned urban lands to 2038' boundary. |
| 44 Manage the interface between primary production activities and urban areas and townships through the identification of appropriate separation buffers, screening vegetation and appropriate alignment of allotment boundaries. |
| |
| <i>Urban design</i> |
| 9 Reinforce the historical grid structure of metropolitan Adelaide through the development of built form at major nodes and intersections, structural plantings along key arterial roads and protection of important view corridors. |
| 10 Promote a highly permeable and connected grid street structure in new growth areas and transit-oriented developments to encourage walking and cycling. |
| 11 Provide safe and attractive streetscapes in growth areas and transit-oriented developments through street tree plantings and lighting. |
| 12 Develop and promote a distinctive range of building typologies for residential housing density, which responds to metropolitan Adelaide's existing character and climate. |
| 14 Ensure local heritage places and areas of heritage value are identified and incorporated into planning policy. |
| |
| <i>Communities and social inclusion</i> |
| 7 Create safe and inviting public spaces that will encourage community participation by a wide range of people |
| 8 Provide engaging spaces where young people can congregate for social activities in a positive setting. |
| 9 Give priority to pedestrian, wheelchair, gopher and cycle movement in neighbourhoods, which will ensure greater access for people with less mobility, particularly children, the elderly and people with prams. |
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| <i>Housing mix, affordability and competitiveness</i> |
| 3 Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings. |

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| 5 Increase the total share of smaller housing, particularly around transport interchanges and collocated with services such as health and retail. |
| 6 Ensure Structure Plans and Development Plans provide for new retirement housing and residential aged care facilities, |
| 7 Ensure Structure Plans consider the need for retirement housing, residential aged care and other supported living facilities to be located close to public transport. |
| <i>Affordable housing</i> |
| 1 Reinforce the state government policy that at least 15 per cent of new dwellings should meet the criteria for affordable housing (of which five per cent is specifically for high needs housing) in significant new development and growth areas, including: <ul style="list-style-type: none"> • Rezoning that substantially increases dwelling potential (including new Greenfield growth areas) |
| <i>Health and wellbeing</i> |
| 1 Design pedestrian- and cycle-friendly areas in growth areas and existing neighbourhoods to promote active communities. |
| 2 Ensure health and wellbeing requirements are incorporated into Structure Plans. Structure Plans will: <ul style="list-style-type: none"> • ensure that pedestrian areas in activity centres are direct, convenient, safe, well-signposted, sheltered and shaded, and offer disabled access • ensure that neighbourhood street environments and open spaces maximise access for all users, including the disabled, elderly, those who use small motorised transport such as gophers, people with prams or dogs, and emergency or other service vehicles • incorporate principles of Crime Prevention Through Environmental Design in all public areas (such as open space and streets) and activity centres • incorporate guidelines to protect homes along major transport corridors from noise and air pollution • promote active communities, which may include provision of playing fields, indoor sports facilities and public space • promote the development of community gardens for social interaction and physical wellbeing. |
| 3 Protect Greater Adelaide's high-quality food bowl areas to ensure a supply of affordable fresh food. |
| 4 Increase housing density and encourage a variety of high-quality shops to locate near railway stations and major bus stops so people can buy groceries and fresh food on their way home, rather than making a separate car journey. |
| <i>Employment distribution</i> |
| 2 Set specific jobs targets at a regional level, which will: <ul style="list-style-type: none"> • reflect where people are going to live to minimise journey-to-work times • take advantage of existing infrastructure, such as transport • ensure sufficient land is available for commercial, industrial, retail, and other activities |
| 4 Promote mixed-use development in the transit corridors, activity centres and transit-oriented developments to ensure jobs are situated close to where people live. |
| <i>Transport</i> |

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| 1 Protect the transport functionality of road and rail corridors through planning policy in Development Plans. |
| 2 Designate and protect strategic freight corridors as identified on Map D15. (Map D15 designates Main South Road as a 'Secondary freight road' in this location and Victor Harbor Road for 'Potential future work for Transport Investment'). |
| 12 Provide and extend a connected bicycle network across Greater Adelaide, using bike lanes and cycle ways as shown on Map D16. (Map D16 shows an 'Off-road cycling route' to the west and south of the Seaford Heights area and a 'Sports trainer cycle route' to the east). |
| <i>Infrastructure</i> |
| 1 Maximise the location of economic and social infrastructure by: <ul style="list-style-type: none"> • integrating health and educational facilities with transport services and locating them near retail centres • emphasising the planning for human services in new growth areas • integrating community sporting hubs and links with transport services. |
| <i>Biodiversity</i> |
| 2 Contain growth where possible to areas inside identified urban lands. |
| 6 Enhance the urban biodiversity of metropolitan Adelaide by supporting the development of urban forests, restoring watercourses, establishing linked networks of open space and encouraging the use of local indigenous species. |
| <i>Greater Adelaide Open Space System</i> |
| 1 Provide for a Greater Adelaide open-space framework that builds on 'MOSS' to create quality open space across the region. The open space will feature urban forests and parks, watercourse and coastal linear parks, trails, greenways and green buffers, and sustainable recreation and sporting facilities (see Map D20). (Map D20 shows a 'MOSS' link adjacent to the eastern side of the Seaford Heights area and a 'Trail' to the southern side. |
| 2 Ensure open space is accessible by all communities and will: <ul style="list-style-type: none"> • provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres • be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing uses over time • incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity • contain appropriate and low-maintenance species and locate trees to maximise access to shade • encourage passive recreation opportunities such as provision of a variety of paths and children's play equipment. |
| 3 Provide neighbourhood open spaces within safe, comfortable walking distances of residents in new growth areas |
| <i>Greenways</i> |
| 11 Plan and develop greenways to link parks, reserves and public facilities to provide walking and cycling access. |
| 13 Ensure that greenways are landscaped with local indigenous species where possible and incorporate water-sensitive urban design techniques. |
| <i>Climate change</i> |
| 1 Contribute to South Australia's target of 60 per cent reduction of greenhouse gas |

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| emissions by 2050 through the implementation of the policies in the Plan that will lead to a more compact and less carbon-intensive form. |
| 3 Implement the key actions that promote a more compact city, including collocation of services with transport and mixed-use developments in transport corridors and around transport interchanges. |
| 4 Promote short distance passenger travel through the introduction of a new urban form. |
| 7 Ensure the majority of new housing is carbon-efficient. As part of this policy, the proportion of low-rise medium-density apartments and attached dwellings will be increased. |
| 13 Create a more liveable urban environment through the establishment of a network of greenways, tree-lined streets and open spaces, which will have a cooling effect on nearby new neighbourhoods and new buildings. |
| 14 encourage commercial and industrial developers to include green buffers and shady areas in their developments, to make workplaces more liveable. |
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| <i>Water</i> |
| 1 Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits. |
| |
| <i>Emergency management and hazard avoidance</i> |
| Ensure new development is appropriately sited to minimise the risk to people and property from landfill gas emissions. Continue to monitor gas emissions from landfill sites to ensure development is not placed at unnecessary risk. |
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| <i>Regional Targets and Directions</i> |
| Southern Adelaide directions Map E5 shows the Seaford Heights area as 'Planned urban lands to 2038', with a 'Potential regeneration area' in its southern portion. Land to the east of the Seaford Heights area is shown as 'MOSS' to the north and 'Existing key industry area' to the south. 'MOSS' is shown to the south of the Seaford Heights area with 'Built-up areas' to the west and north. Main South Road and Victor Harbor Road are shown as 'Strategic roads' with a 'Potential mass transit' route (indicative only) shown adjacent to the area on the western side of Main South Road. |
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2.3 Consistency with other key policy documents

These proposed planning policies accord with other key policy documents in the following manner:

City of Onkaparinga Community Plan 2028: Strategic Directions for our Communities

The DPA is consistent with the council's Strategic Plan, in particular with the following "Planning our City" Strategies:

- 1.1 The focus for new residential development will first be in areas that have services and infrastructure and will ensure efficient and sustainable use of available urban land.
 - We will anticipate and plan for greenfield development at Seaford Meadows, Seaford Heights, Seaford Rise, Moana Heights and Hackham.

- We will encourage higher densities (3–4 storeys) at residential development nodes – areas of concentrated development close to main roads and public transport corridors, open space health and shopping facilities. We will also provide for a mix of residential and commercial land use in these areas.
- 1.2 Population growth in the City and region is sustainable, collaboratively planned and managed, and township boundaries and rural land are protected.
- We will continue to pursue a joint approach with State Government to coordinate development in the City of Onkaparinga.
- 1.5 A range of sustainable housing options is available that match our communities' needs.
- We will enable more diverse housing options, (eg. dual occupancy, granny/student flats, dwellings above shops, housing with communal open space, high to medium density housing, town houses/apartments, home-based employment – 'houses-for-life' that are adaptable to residents' changing needs) through amendments to the Development Plan.
 - We will encourage housing diversity, sustainability and affordability by working with Government, no-Government organisations and the private sector to identify opportunities.
- 1.7 We will provide opportunity for employment land and tourism facility land in conjunction with land for housing.
- Quality, well-used open space is a feature throughout the City.
 - Develop a network of sustainable recreational trails throughout the City, linking centres, attractions and residential areas.
- 1.8 All forms of transport are integrated with current and future land use and provide social and economic opportunity for our communities.
- We will complete and implement the Integrated Transport Strategy 2008-2028; with the key objectives of:
 - Pro-Active public transportation
 - Increased walking and cycling.
 - Improved community access

City of Onkaparinga Water Futures – Water Management Strategy - A Community Plan 2028 Initiative – 2008-2013

Water Futures provides the strategic framework for the City of Onkaparinga's management of all water resources. It is a five year rolling program and will build on existing achievements including *Water Proofing the South* (WPS) and other water management projects that the Council has initiated.

A whole of water cycle approach to management of water resources is taken in *Water Futures*. This includes water conservation, water use efficiency and augmenting existing potable water supplies (traditionally supplied by SA Water) with local supplies such as rainwater, stormwater, treated wastewater and grey water.

While the *Water Futures* document is set at a high strategic level, the DPA will assist to implement various Actions outlined in it, including the following:

- Incorporate water harvesting and reuse features in Council's parks, reserves and streetscape upgrades.
- Investigate opportunities to amend the Development Plan to promote water sensitive urban design outcomes for new developments.
- Incorporate climate change considerations in the design and construction of stormwater management infrastructure.

City of Onkaparinga Climate Change – Climate Change Strategy - A Community Plan 2028 Initiative – 2008-2013

The *Climate Change Strategy* provides a planned response to climate change over a five year period. The Strategy focuses on the roles and responsibilities of Council relevant to its own operations and services and what can be done to support community and business responses. The Strategy looks at what needs to be done to adapt to climate change that is happening now and what are the priorities for further reducing greenhouse gas emissions.

In recognising the potential for local impacts on the local community, the Strategy indicates that:

“The major impacts of climate change will be on the community's health and the vulnerability of disadvantaged communities such as low income households (21% of the local population). As an outer metropolitan region the area is vulnerable to rising fuel, energy and food prices. This situation is compounded by the lack of alternative modes of transport to the car. Also, less discretionary household budgets may increase the purchase of cheaper, more processed and less nutritious food.”

“Stormwater systems also need to be designed to capture and reuse water and minimise discharge to the marine environment.”

“The City's low density and trend towards lower occupancy rates and a projected ageing and growing population has the potential to increase per capita greenhouse emissions.”

While the *Climate Change Strategy* document is set at a high strategic level, the DPA will assist to implement various Actions outlined in it, including the following:

- Include climate change considerations in the Section 30 Review and identify opportunities to strengthen energy efficiency provisions in the Development Plan
- Continue to work with the Land Management Corporation, government agencies and developers to ensure greenhouse gas emissions from planned developments in the City are minimised.
- Locating comprehensive centres within walking distance of the population they are to serve.

- Adopting a centres approach that moves away from car dependent model and support for an improved distribution of centres across the city.
- Provision of a population density sufficient to support a reasonable frequency and level of service of public transport.
- Provision of direct routes and good connectivity to key destination places in the locality and provision for safe crossing points for South Road to encourage walking.

City of Onkaparinga Transport – Integrated Transport Strategy 2008-2013 - A Community Plan 2028 Initiative

This Strategy addresses transport responses to the strategies developed in the Community Plan 2028. The Objectives set out in the Strategy are:

- Public Transport – A modern, integrated, targeted and well-used public transport system
- Walking and Cycling – A walking and cycling-friendly City
- Roads, Freight, Tourism – Communities and businesses are safely and effectively connected by road
- Community Transport – Improving independence and social connectedness for the transport-disadvantaged.

Many of the “bigger picture” actions required to achieve these objectives are not able to be directly implemented via this DPA as they are reliant on the actions of other authorities. However, this DPA can require the implementation of some actions, particularly in relation to walking and cycling and also make provision to ensure the development of Seaford Heights is able to take advantage of the “bigger picture” actions as they come to fruition.

In relation to the walking and cycling objective the DPA will provide for:

- increased activity and accessibility
- direct routes
- safe environments
- rest and interest points.

In relation to the other Objectives the DPA will:

- set out a desired route for public transport
- provide for residential density capable of supporting a reasonable frequency of public transport service without the need for excessive subsidy

- provide for future access to the rail line should it be extended to Seaford Heights with an appropriately focused street network encouraging walking and public transport use.
- require the application of Crime Prevention Through Environmental Design principles for public transport stops, etc
- require safe and effective connections to the adjoining arterial road network.

Adelaide and Mount Lofty Ranges Region Natural Resources Management Plan – 10 Year Plan for the Region

The area covered by this DPA falls within the Adelaide and Mount Lofty Ranges Natural Resources Management Region. The NRM Plan states:

“The Region is under continual pressure as metropolitan Adelaide grows, and land use changes as a result. In the last five years urban development has increased at the northern and southern edges of metropolitan Adelaide and agricultural land use has changed to rural residential land, particularly in the north of the Region and in the Fleurieu. Primary production land has also been changing from agricultural to horticultural uses, particularly adjacent to existing horticultural areas. These changes reflect intensification of land uses which may impact on the natural resources of the Region.”

The NRM plan lists a number of broad strategic directions intended to guide action in the region to achieve the 20 year regional targets set. It is considered the DPA can assist in the achievement of a number of these strategic directions, including the following:

- use metropolitan and regional open space to enhance urban biodiversity and provide corridors and links
- protect the quality of urban runoff to maximise the potential for use of stormwater
- maximise the uptake of water sensitive urban design
- manage and use water resources within sustainable limits
- maximise the use of stormwater and treated wastewater (property, sub regional and regional scales)
- plan to minimise conflicts between adjacent land uses.

Concurrent Council DPAs

The DPA takes into account the *Residential Infill and Desired Character DPA* which has completed the public consultation process and is currently with the Minister for Urban Development and Planning awaiting consideration for approval.

This DPA introduces a policy framework that furthers council’s strategic aim for a managed and coordinated approach for growth. To achieve a better balance between greenfield and infill development it proposes to introduce policy that

allows for more diverse residential outcomes. The policies focus on transit oriented development, the regeneration of areas experiencing population decline and encourages medium density residential development to locate in well serviced areas surrounding the city's comprehensive local, neighbourhood, district and regional centres.

The policy amendments will provide opportunity for more sustainable, diverse and affordable housing, allowing growth to focus upon Seaford Heights, Hackham and Noarlunga Centre as well as infill opportunities in the balance of the city.

Specific changes proposed in the *Residential Infill and Desired Character DPA* that have been taken into consideration in this DPA include:

- a revised Residential Zone
- a revised Neighbourhood Centre Zone
- a new City Structure Plan which includes the following aspects:
 - an extension of the Noarlunga rail line to Seaford Heights
 - provision of a railway station at Seaford Meadows
 - future transit orientated development sites adjacent railway stations, Christies Downs, Lonsdale, Seaford Meadows, Seaford Heights
- allowance for dwellings within Neighbourhood Centre Zones
- a new Residential Medium Density Zone introducing policy guidelines, quality dwelling design and revised carparking requirements
- greater flexibility in the interpretation of private open space.

In the event the Residential Infill and Desired Character DPA is approved by the minister during the public consultation period of this DPA the arrangement of the policy will be updated to remove unnecessary duplication.

Other Sections of the Development Plan

The policies proposed in this DPA are based upon relevant BDP modules, with modifications as appropriate to reflect the development requirements specific to the Seaford Heights development area. The zone formats reflect that of the BDP modules and the gradual conversion of Council's current zone policies into this format.

Details of the changes made are provided in the amendment instructions section.

Adjacent Councils' Development Plans

As the policies proposed in this DPA are based upon relevant BDP modules and provide additional guidance to development specifically within Seaford Heights and given the location of Seaford Heights within the wider extent of the council area, the policies in the DPA are considered unlikely to have an impact on adjacent councils.

2.4 Investigations previously undertaken

Seaford Heights Structure Plan – Draft Report – prepared for the Land Management Corporation by Jensen Planning and Design and others – February 2008

Seaford Heights Development Plan Amendment – Policy Paper – prepared for the Fairmont Group by Connor Holmes – December 2009

Seaford Heights – Structure Plan - prepared for the Fairmont Group by Connor Holmes – December 2009.

Statement of Investigations for the Residential Infill and Desired Character DPA 2009

In addition to the documents referenced above, the recent *City of Onkaparinga – Activity Centres Review 2009 – prepared by Council – November 2009* have implications for development at Seaford Heights

The Activity Centres Review 2009 recognises that most existing centres within the council area have been developed in the post-war era, which has seen the rise of the private motor car. This has allowed low density residential areas to develop away from employment, public transport, shops and services. Centres have been developed to suit this mode of transport and lifestyle, and along the way have often deliver poor urban design outcomes in their endeavour to accommodate private vehicles. As a result they have become places that aren't intrinsically attractive and don't provide the social or economic benefits that they should.

In a trend world-wide, responding to the same factors described above, 'new urbanism' advocates the reintroduction of many of the principles of urban design found in pre-war main street centres. There are now many hundreds of these revamped centres around the world that show a continuing trend away from large shopping centres towards smaller 'village style' centres. Market research also indicates, given the choice, 90% of Australians try to shop locally when they can as it provides them with their most important opportunity to engage with their local community. The research also indicates that the ability to shop locally will become increasingly important as fuel prices rise.

Council's Community Plan 2028 outlines growth from the current population of 160,000 to around 200,000 in the next 20 years. This will mean 20,000 new dwellings split evenly between greenfield development and infill.

Activity centres will be at the heart of this urban development. Greenfield development, like Seaford Heights, will gather around new activity centres and planned infill development and urban regeneration will be in and around existing centres. Greenfield sites provide the opportunity for the new street network to focus towards new centres in a manner that provides for a direct pleasant walk to shops, community services and public transport options.

This approach for centres planning goes hand-in-glove with council's associated initiatives to increase residential densities and create more walkable neighbourhoods around centres via the previously consulted Residential Infill and Desired Character Development Plan Amendment.

In relation to the centres proposed within the Seaford Heights development area,

the following key proposals of the wider centres review have relevance:

- ensure location, catchment and access fundamentals
 - sufficient populations within 800m catchments (local: min 1500 households, neighbourhood: min 2500 households)
 - sufficient land for its relative potential size
 - associated with community land use such as school or recreation facilities
 - convenient access to commuters and passers-by eg. on a main road
 - well serviced by public transport
- reduce car parking requirements in areas where large numbers of customers walk, contain a mix of uses and facilities that can share parking, or where adjacent on-street parking can be made available
- improve the structure of centres to improve access to services and open space opportunities
- rezone well located land to accommodate appropriately sized centres for the neighbourhoods
- establish optimum sized centres to maximise viability, service delivery and employment generation
- reduce energy and mains water consumption within centres.

2.5 Investigations Initiated to inform this DPA

2.5.1 Centres

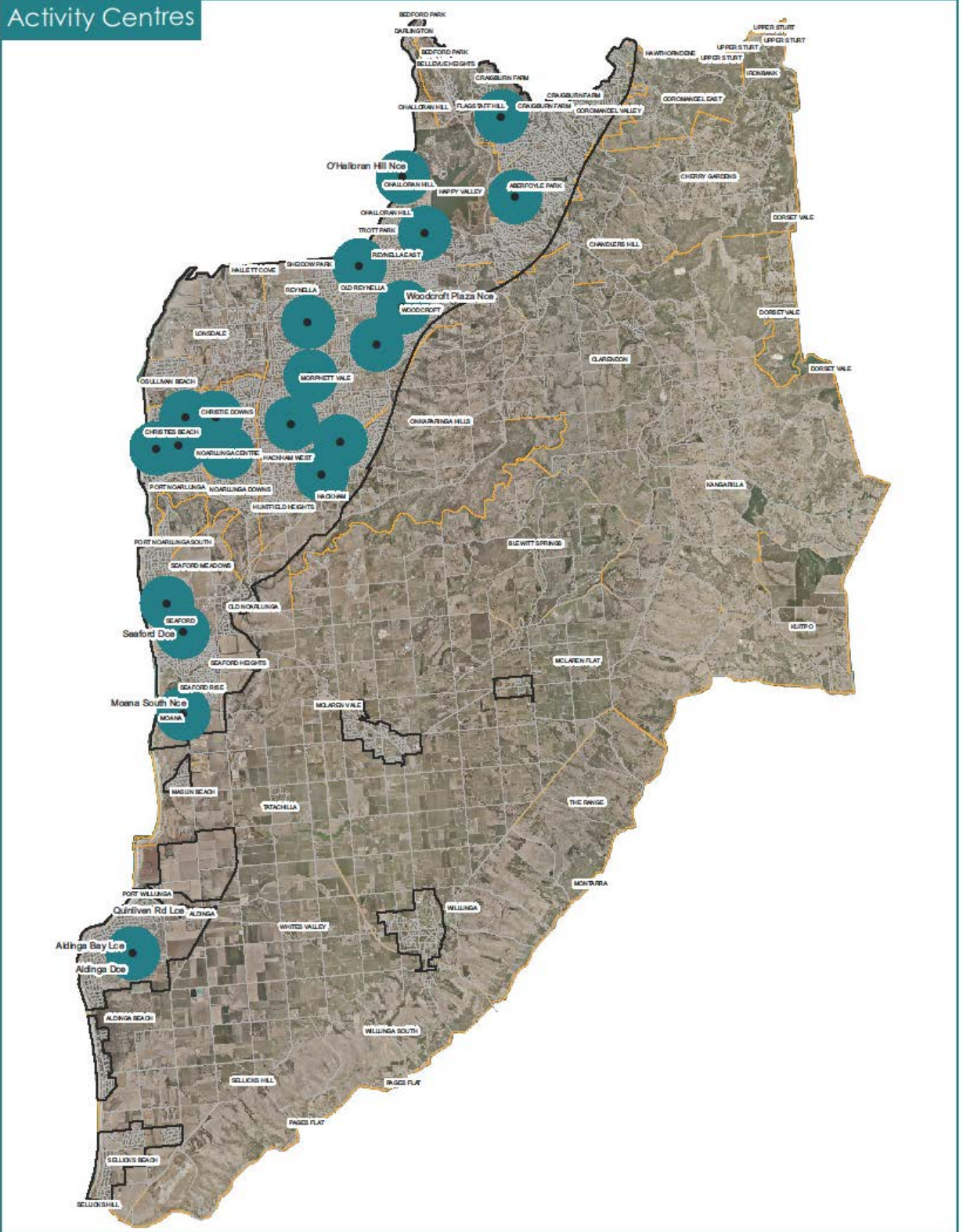
Council's Activity Centres Review was undertaken to help ensure good access to services across the city by strategically placing centres where as many residents as possible can live within walking distance of them. The major location criteria is that new neighbourhood centres have more than 2500 households in their 800m walking catchment and local centres between 1500 and 2500. These household numbers relate directly to centre viability as we move away from the assumption of car dependency.

Centre Distribution – Level of Service


Across the council area there is an average of 1 supermarket for every 2300 households compared to 1 for every 1500 households across the metropolitan area. Breaking this down further there is 1 large supermarket for every 3400 households compare to 1 for every 3000 across the metropolitan area, for smaller supermarkets there is 1 for every 12,000 households compared to 1 per 6700 metro wide. While large supermarkets are close to the metropolitan average, there remains a deficit of smaller supermarkets in Onkaparinga, a fact that contributes to the cities extreme car dependency. To this end improving the spatial distribution of centres in the city is a key objective of council's centres strategy.

A history of using gravitational modelling and private motor vehicle access as the two major determinants for identifying appropriate centre location has resulted in a poor spread of smaller centres across the city relative to the metropolitan average. Rather than continuing to use gravity modelling, council's Activity Centre Review has used threshold retail viability to determine appropriate centre size, together with pedestrian catchment numbers to identify the best sites for these future centres. Threshold retail viability figures are obtained by dividing the number of households by the number of stores in a given area minus 10%. In this case we have used averages across the Adelaide Statistical District. Threshold viability is fluid and changes as consumer tastes alter, for example, the threshold viability for butchers and delis have been rising while that for restaurants and hair dressers has been falling i.e. less is being spent in delis and more is being spent on locally provided hair cuts.

Activity Centres



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0 1 2 3
 Kilometres
 1:100,000 (at A3)

Legend

- Centre Location
- Loe - Local Centre
- Doe - District Centre
- Noe - Neighbourhood Centre
- HT - Historic Town
- Roe - Regional Centre
- 400m Buffer
- 800m Buffer
- Urban Boundary
- Roads
- Suburbs

The figure above shows the current distribution of comprehensive centres in the City of Onkaparinga. The large areas falling outside of the walking catchments of centres reveals that relatively few residents live within walking distance of a

comprehensive activity centre and less than half live within walking distance (1000 metres) of any centre where basic groceries can be purchased. The City of Onkaparinga, unlike the metropolitan area as a whole, has considerably more large supermarkets than small. This has meant the distances between households and shopping opportunities on average is significantly greater in the City of Onkaparinga.

Despite market research indicating both a growing preference for and trend towards shopping in 'village precincts', there is currently a tendency to build large supermarkets.¹ Nevertheless, the majority of supermarkets across the metropolitan area are still less than 1500m² and on average there is one supermarket for every 3700 people or approximately 1 for every 1500 households.² In the City of Onkaparinga there are 27 supermarkets big and small for a population of 158,000 or 1 for every 5800 residents. To reach the metropolitan average, the City of Onkaparinga could accommodate a further 19 supermarkets at its current population and 33 supermarkets at its projected 2028 population.

To improve the spatial distribution of comprehensive centres across the city Development Plan policy is proposed to limit the size of supermarkets within any single neighbourhood centre to a maximum of 2200 square metres and allow for supermarkets up to 1200 square metres within local centres. In combination with further DPAs to zone for new centres this policy will result in a greater number and spread of viable comprehensive centres across the city.

Proposed centre locations at Seaford Heights

The pedestrian gravity model is the most appropriate model for use when the planning objective is to establish new walkable neighbourhoods. The application of this model at Seaford Heights concludes a local centre is appropriate for Robinson Road where it can anticipate an approximate catchment of 1500 dwellings unshared by other centres within its walking catchment, and a neighbourhood centre is appropriate for Wheaton Road and South Road where the potential catchment will grow to exceed 2500 households. Typically, most people will consider walking up to 400 m (five minutes) to daily activities, or 800 m (10 minutes) to a train station or town centre³.

The siting of a neighbourhood centre at the corner of Wheaton Road and Main South Road allows for the urban form and structure of the greenfield site (e.g. residential densities, road layout, non-residential land uses) to be established in such a way that it also responds to the possibility of a train station near Dalkeith Road. The location of the neighbourhood centre here will allow non-retail community facilities to locate within the integrated mixed use centres, this will have an important role for providing better services to the community, particularly given the general absence of such facilities to the east of Main South Road here.

The buffer land of the SRWRA site has not been included in viability calculations for the neighbourhood centre's first stage development. The Wheaton Road site will approach the 2500 household figure without the inclusion of the SRWRA buffer land and will benefit from exposure to Main South Road. The site is also not dependent on a rail station eventuating. Current buffer requirements for the

¹ Pengelley *opcit*

² 2008 Planning SA, *Adelaide retail Database*

³ Liveable Neighbourhoods (2007)

SWRWA site have been set at 500 metres. The future release of this land will enhance the potential of the neighbourhood centre to provide an improved range of services and retail opportunities as the Seaford Heights area grows.

Improving the distribution of centres across the city

Placing a floor limit on the supermarket anchor component of smaller centres is pivotal for improving the spatial spread of centres generally across the city. While small independent supermarkets are viable with annual turnovers of \$3500 per square metre, 'full line' supermarkets are generally required to have annual turnovers in excess of \$6500 per square metre. Therefore, a large floor area supermarket at Robinson Road would be dependent on a large vehicle catchment of customers beyond 800m to obtain the necessary turnover. Applying the threshold viability model to the task of identifying centre viability and optimal placement is seen as the key to reversing the extreme car dependency of the city as a whole. A primary catchment of 1500 to 2500 households within walking distance of a centre is large enough to keep a small supermarket of between 600 and 1200m² viable whilst also encouraging a more walkable neighbourhood form.

The mixed use main street style centres envisaged for both local and neighbourhood centres are capable of providing an improved community focal point to complement surrounding medium density residential development. Unlike standard big box dominated centres, mixed use centres benefit from being able to offer more space for small local business opportunities. A walking catchment of 1500 households is able to provide threshold retail viability for up to 30 other uses in a mixed use centre. The types of uses with threshold viability with catchments between 1500 and 2500 households are as follows.⁴

| Local Centre threshold retail viability | | |
|--|--|--|
| 1 small supermarket 500-1200m ² 1 butcher 3-4 takeaways 1 Bakery 1 Bottleshop | 4-6 cafes/restaurants 2-3 clothes shops 1 Newsagent 4-6 specialty retail 1 Chemist | 2 consulting rooms 1 real estate agent 2 Small offices 2-3 beauty salons/Hair |

A neighbourhood centre capable of achieving a walking catchment of more than 2500 unshared households is identified at the corner of Wheaton and South Road. This number of households has the potential to create threshold viability for a supermarket of up to 2200m² and 30 to 50 other uses. The types of uses with threshold viability at this level are as follows.⁵

| Neighbourhood Centre threshold retail viability | | |
|---|---|--|
| 1 supermarket (1200m ² to 2200m ²) 1 butcher 1 Greengrocer 5-10 takeaways 1 Bakery | 6-10 cafes/restaurants 3-5 Gift shops 3-5 clothes shops 1 small electrical store 1 Newsagent 1 Florist | 2-3 Hairdressers 3-4 consulting rooms 1-2 Real estate agents 5-7 Small offices 6-10 specialty retail 1 Jeweller |

⁴ Threshold retail viability figures are obtained by dividing the households by the number of stores in a given area minus 10%. In this case we have used averages across in the Adelaide Statistical District. Threshold viability is fluid and changes as consumer taste alters, for example, the threshold viability for butchers and milk bars has been rising while that for restaurants and beauty salons has been falling. Hence what is viable in smaller centre in particular is likely to change over time. Retail Database 2007

⁵ Ibid

| | | |
|------------------------|----------------------------|---------|
| 1 Bottleshop 1 Bank | 1 Chemist 1 Post Office | 1 video |
|------------------------|----------------------------|---------|

Proposed Policy Approach for new zones

- 1 A comprehensive local centre is proposed for Robinson Road where it can be developed to achieve approximately 1500 households in its 800m catchment. A single supermarket of up to 1200m² will operate as an anchor encompassing up to 40% of the centre's overall retail floor space. This can be done without affecting the wider agenda to allow for a greater number of centres across the city.
- 2 A Neighbourhood Centre is proposed for the corner of Wheaton Road and Main South Road where it can expect more than 2500 households in its catchment. A single supermarket of up to 2200m² will operate as an anchor encompassing up to 40% of the centre's overall retail floor space. This can be done without affecting the wider agenda to allow for a greater number of centres across the city.

Background Centre Activity and Employment - The case for mixed use centres

A comparison of employment within the SLAs of Gawler, South Coast and Mount Barker Central offers some background insight into the community benefits of comprehensive mixed use centres. These three SLAs have a lot in common as major growth areas on the fringes of the metropolitan area. While employment is the specific focus of this analysis it can also be read as a good indicator of the level of services and facilities available to these communities.

The development of the three areas in regard to centres has proceeded along divergent paths. Along the south coast centre development has taken the form of big box shopping centres while Gawler SLA has developed as a single Main Street precinct, and Mount Barker Central SLA around the town precincts of Mount Barker, Nairne, Littlehampton and Hahndorf.

Although containing a much larger population, the South Coast generates a fraction of the employment of the other two areas. If the South Coast matched the centre based employment levels of Gawler or Mount Barker Central there would be an additional 3000 jobs in the region providing a vastly expanded level of facilities, services, recreation, civic and entertainment opportunities for local residents.

Table 1: ABS Census 2006

| Place | Population | Median Household Income | Centre Employment per 100 residents | Retail jobs/resident | Food and Beverage jobs/resident | Health & Social service jobs/resident (non-hospital) |
|----------------------------|---------------|-------------------------|-------------------------------------|----------------------|---------------------------------|--|
| Adelaide Metro | 1,105,000 | \$924 | 24/100 | 1/21 | 1/47 | 1/24 |
| City of Onkaparinga | 149,735 | \$922 | 11/100 | 1/32 | 1/71 | 1/46 |
| South Coast SLA | 25,124 | \$814 | 7/100 (1827) | 1/51 | 1/74 | 1/86 |
| Gawler LGA | 19,000 | \$834 | 18/100 | 1/18 | 1/42 | 1/30 |

| | | | | | | |
|---------------------------------|--------|--------|------------------|------|------|------|
| | | | (3552) | | | |
| Mount Barker Central SLA | 18,157 | \$1000 | 19/100 (3450) | 1/16 | 1/40 | 1/23 |
| Victor Harbor | 12,012 | \$617 | 16/100 (1919) | 1/22 | 1/40 | 1/23 |

In addition, between 2001 and 2006, while the South Coast's population rose by 2814, local employment increased by just 598 jobs. In comparison, Gawler's population rose by 1180 and local employment by 777; and in Mount Barker population grew by 3339 and local employment by 1762. In other words, along the South Coast, two additional jobs were created for every ten new residents, in Gawler seven and in Mount Barker five. Within the city of Onkaparinga there are 11 centres jobs per 100 residents compared to 24 per 100 across the metropolitan area. This can be attributed to a lack of small to medium sized retailers. Small and medium sized businesses may account for just 20% of retail turnover but they account for 57% of employment.

Built form

Urban design is an important aspect of successful mixed use centres. Buildings in mixed use centres are orientated towards roads and plazas with low intensity uses such as surface level car parking are avoided. Public streets are the main organising element of mixed use centres and public places are integrated with the wider road network.

Buildings abut and form a continuous, cohesive and compact form along the footpaths of public roads and address them with show windows and doors at ground level and balconies and windows overlooking the street on upper floors. Ground floor uses consist primarily of premises that create a lively and active pedestrian environment such as shops, restaurants, cafes, bars etc. Offices, consulting rooms, and dwellings are located on upper floors designed and co-located so as to maintain residential amenity.⁶

Proposed Policy Approach for the new centre zones

- 1 Shops and facilities to address public pedestrian environments such as footpaths and plazas not car parks or private internal malls.
- 2 Buildings should frame pedestrian routes as continuous, compact and cohesive built form.
- 3 Car parking requirements for mixed use centres in walkable neighbourhoods nominated at a lower rate than larger centres relying on car based catchment. .

⁶ Peter Calthorpe (1998) *The Next American Metropolis, Ecology Community and the American dream*, Princeton Architectural Press

Frederick Steinter & Kent Butler (2007) *Planning and Urban Design Standards* American Planning Association Wiley and Sons New Jersey.

Urban Design Associates (2003) *The Urban Design Handbook Techniques and working Methods*, WW Norton New York

Project for Public spaces (2009) *Mixed Use Development*, www.pps.org/mixed_use



Residential & Offices above

Windows and balconies overlook and address the street

Anchor Supermarket

Active street level

Continuous, compact frontages

cohesive and

Fig 1 Hutt Street, Adelaide



Display window footpaths

Verandahs contribute to a cohesive streetscape

Attractive, legible, inviting and protected pedestrian environment

Regular protrusions enhance pedestrian comfort

landscaped access and

Attractive paving and street furniture

Fig 2 Gouger Street, Adelaide

An appropriate mix of uses in mixed use centres

Successful centres require both anchors (primary uses), and a magnet, usually amenity and activity. Supermarkets and service facilities such as consulting rooms draw people into a centre while amenity and a diversity of complementary commerce small retail, cafes, restaurants, take-aways, bars etc encourage them to linger.⁷ This is the key for centres developing as community hubs and forming the focus of walkable neighbourhoods.

⁷ Jan Gehl (1987) Life Between Buildings

For this to be achieved in Seaford Heights the centres will need to be a complementary mix of diverse uses connected in a compact pedestrian oriented environment that is able to create street life and vibrancy. This will necessarily include a range of secondary uses able to stretch activity in the centres over extended hours. Supermarkets alone are not enough to maintain activity in a centre over extended hours, accordingly policy is proposed to ensure the anchor store of any centre does not exceed 40% of the total retail floor space of the centre.

While the design of a centre isn't crucial to attracting primary uses, it is in regard to fostering the complementary activity that creates a true community hub. Complementary activity fills the spaces between primary uses and relies heavily on resultant passing pedestrian traffic.

Proposed Policy Approach for new centre zones

- 1 The centres will be encouraged to become an integrated mix of primary and complementary uses.
- 2 The supermarket anchor of the centres will be limited to 40% of the centres overall retail floorspace.

Centre Car parking

Car parking requirements in the City of Onkaparinga are currently approximately one car park for every 15m² of retail/commercial space. This is high by Australian standards and comes at a considerable cost.

Parking requirements vary widely across Australia and have largely been derived from surveys that measure peak parking generation levels for discrete land uses. Many of these surveys took place decades ago when shopping hours were far more restricted. As a result car parking requirements tend to be based on those for large stand alone facilities where the parking is free, walking access difficult and public transport unavailable. In neighbourhood and local centres these requirements are often enforced to meet peak demand leaving most car parks vacant for much of the time and full for no more than a few hours a week if ever.

In the City of Onkaparinga Development Plan parking requirements are the same for the smallest local centre as they are for the large regional or district centres even though small centres require far fewer. Patrons of small centres are more likely to walk and those who do drive are able to find on-street parking within a 1 or 2 minute walk. In addition, the shopping patterns of people using smaller centres are very different to those using larger centres. While the latter often do their shopping as a large single weekly or bi-weekly trip by car, the former tend to spread their shopping as small purchases on a more frequent basis. As a result local centres do not have the peak parking requirements of higher order centres.⁸

Mixed use centres provide diversity in parking peaks to minimize parking 'stress' and more effectively utilize available on-street parking. A study undertaken for the

⁸ Farthing, Stuart, Winter, John and Coombes, Tessa, (1996) 'Travel Behaviour and Local Accessibility to Services and Facilities' in Jenks, Mike, Burton, Elizabeth and Williams, Katie (Eds) *The Compact City: A Sustainable Urban Form?* E&FN SPON, London.

transport research board of America in 2005 identified that mixed use centres require approximately 2 car parks per 100m of commercial, retail and residential space to meet peak demand, most of which can be provided, on street.⁹

As Seaford Heights is a greenfield development parking maximums are proposed to guard against overly generous parking supplies that discourage public transport use and other more desirable forms of local transport including walking and cycling. This policy approach will guide development away from providing large surface level carparking lots at odds with walkable neighbourhoods and a quality pedestrian environment.

In general on-street parking provides:¹⁰

- most of a mixed use centre's parking requirements
- convenient and easy access to shops
- protection for pedestrians and traffic calming.

Angle parking in particular serves many roles and provides major benefits and should be encouraged wherever practicable in centres as:

- it creates up to 40 car parks per 100 metres of street frontage (twice the number of parallel parking). This is often enough to meet total requirements.
- physically integrates the street into the centre and by doing so calms traffic.
- easier to access than parallel parking (no reverse parking).
- people are able to alight from cars protected from passing traffic.
- exhaust pipes point away from footpaths.
- reverse lights are highly visible to approaching traffic
- cars reversing into traffic forces road traffic to be vigilant and slow down.

There are a number of major roads in Adelaide that have incorporated angle parking to good effect including Hutt Street, Gouger Street and Grote Street, the latter being a busy arterial.



Fig 3 &4 Hutt Street, Adelaide

⁹ Marshall, W. & Garrick, N. (2005) *Parking at Mixed Use Centers in Small Cities*, Paper for the 85th Annual Meeting of Transportation Research Board, Washington DC.

¹⁰ Peter Calthorpe (1998) *opcit*

Proposed Policy Approach for new centre zones

- 1 On street parking, particularly angle parking, is encouraged.
- 2 Parking requirements to include all on-street spaces in the centre zone within 50 metres of shop fronts.
- 3 Off-street car parking should be unobtrusively located at the rear, under or on top of buildings and not be placed between shop frontages and footpaths.
- 4 Minimum car parking requirements in mixed use local and neighbourhood centres should be 2 per 100 metres of leasable commercial floorspace and 1 per dwelling.
- 5 Maximum parking requirements of 4 per 100 metres of leaseable commercial floor space

Walkable Neighbourhoods - Summary

Previous research has found factors such as population density, interconnectedness of streets and the extent of mixed land use are strongly related to how much people walk within their local areas. The type and quality of infrastructure may further stimulate physical activity. Conversely, common suburban designs with low mixed use, low densities, poor connectedness and poor quality pedestrian and cyclist facilities and connections may be a fundamental limitation to moderate physical activities among adults.

To follow the model of successful walkable neighbourhoods, Seaford Heights will need high amenity mixed use centres to act as community focus points. Proposed centres will need to ensure a supermarket anchor is large enough to viably offer a comprehensive range of products at competitive prices whilst ensuring it is not so big that it dominates the centre physically and economically. They will need to be the anchor that brings people to the centre whilst being integrated with a diversity of complementary activities, designed to assist, not detract from, place making and to follow the path of best employment outcomes.

In addition these mixed use centres will need to be surrounded by a residential population that achieves the minimum density capable of supporting the centres in a high amenity well connected street network.

The structure plan and supporting policy includes a number of design elements to influence the creation of a more walkable environment which may in turn encourage more people to walk and cycle in future. These include:

- roads to follow the contours where possible to minimise the gradient for pedestrians and cyclists;
- a 'connected' road network to maximise trip options and minimise walking/cycling distances;
- safe linkages with existing pedestrian and cycling facilities (e.g. Coast to Vines Rail Trail, shared use trail to the west of Main South Road);
- safe crossing facilities to allow two way movement to/from the subject land and adjacent areas to encourage access to existing/proposed facilities

within the development area and within adjacent areas (e.g. new primary school, Seaford Rise Primary School, new district level open space and new centres).

2.5.2 Investigations - Density

The use of density control plays an important role in urban design and planning policies by influencing the efficient use of infra-structure and social services and increasing the viability of public transport, and minimising the ecological footprint of a development. With growing awareness of the scarcity of suitable land and with consideration of sustainability and the effective use of land, the acceptance of increasing densities in appropriate locations is the strategic focus of council and the preference for managing its growth.

The form of development considered appropriate for a greenfield site will be those that combine to create a dwelling density capable of delivering a viable new community for Seaford Heights. Unlike many new release areas this site is well located with regard to access to public transport (positioned on Main South Road and adjacent the rail corridor) and is only one kilometre away from the established Seaford District Centre and seven kilometres from the Noarlunga Regional Centre.

Benefits

Medium density offers a number of benefits that contribute towards achieving sustainability objectives of a development. It enables:

- more efficient use of scarce land resources
- more compact neighbourhood where local activities are within five minute walking distance from the majority of dwellings i.e. encouraging walking and cycling and less use of private vehicles for access to local activities with consequent reduction in emissions, improved air quality, improved fitness and health, increased opportunities for social interaction and neighbourliness, improved safety and security
- easy access and convenience to a greater number of residents in and around local activity centres
- better concentration of activities and vibrancy
- sufficient population to support a viable public transport system
- greater affordability with reduced cost of land per dwelling
- reduction in impact to the natural environment through reduced environmental footprints

Community Savings

Compact neighbourhoods supported by medium density development would produce savings in:

- land resources and investment in infrastructure
- fuel costs from reduced private car use
- time for travel
- health care costs due to better fitness and health from engagement in active pursuits such as walking, cycling and recreational opportunities in parks and open space, and from better air quality.

Costs

There are a number of costs associated with higher density living:

- less private open space requiring higher quality open space provisions in the public domain to provide amenity to residents.
- to keep efficiency in planning and optimising yields on the blocks, some dwellings may be compromised in terms of solar access.
- generally, higher density developments will require higher up front design input and costs to establish amenity.

Planning for Urban Viability

The approach to density distribution adopted for Seaford Heights has been determined by proximity to activity centres, public transport routes and public open space.

As part of ensuring the ongoing viability of the designated centres, and to encourage more sustainable transport choices each centre proposed for Seaford Heights will have surrounding areas within approximately 400m of the centre zoned for medium density residential development.

In 2010 the City of Onkaparinga through the Residential Infill and Desired Character DPA adopted a strategic land use approach to support increased densities within a short distance of public open space areas, public transport options and centre facilities. This approach has been proposed for use in Seaford Heights together with the introduction of design policy to strengthen character elements that can ensure a high amenity is achieved in these medium density areas.

The attainment of a more sustainable density through minimum density requirements will help ensure that land is developed as efficiently as possible preserving metropolitan land supply whilst maximising the value obtained from infrastructure. It will also provide for an appropriate diversity of housing to match the needs of the community.

The growth of one and two person households is expected to continue to outstrip the growth of 'traditional' family households over the next 5 years with implications for local services if threshold populations necessary to attract services are not achieved. Overall the achievement of sustainable urban communities requires higher dwelling densities to occur; the minimum to achieve a reasonable level of public transport service has been identified by Professor Peter Newman as 25 dwellings per hectare. The 30 year plan identifies 25 – 35 dwellings per hectare as a sustainable urban density. The policy proposed in this DPA ensures development is guided to achieve more sustainable outcomes so that planned densities are achieved to support the new facilities and services.

The Seaford Heights Residential Zone and the Seaford Heights Medium Density Zone both include minimum density policy. This policy has been included to ensure that the Seaford Heights greenfield development ultimately achieves a functional urban environment. It is anticipated that establishing minimum density targets will guard against the development of new unsustainable suburban areas and ensure a sufficient population density is in place to support a reasonable level of local services without an unreasonable and unsustainable level of public subsidy.

The prudent use of land will deliver on the state government's policy to decrease reliance on ever more greenfield land being rezoned and released to achieve new housing supply. Sustainable communities are understood to be those capable of

reaching the threshold populations necessary to attract a variety of urban services. The proposed policy establishes an average dwelling density of 20/ha (gross). Requiring this density to be averaged for sites will ensure that successful low density housing will continue to be offered as part of a more diverse range across the site.

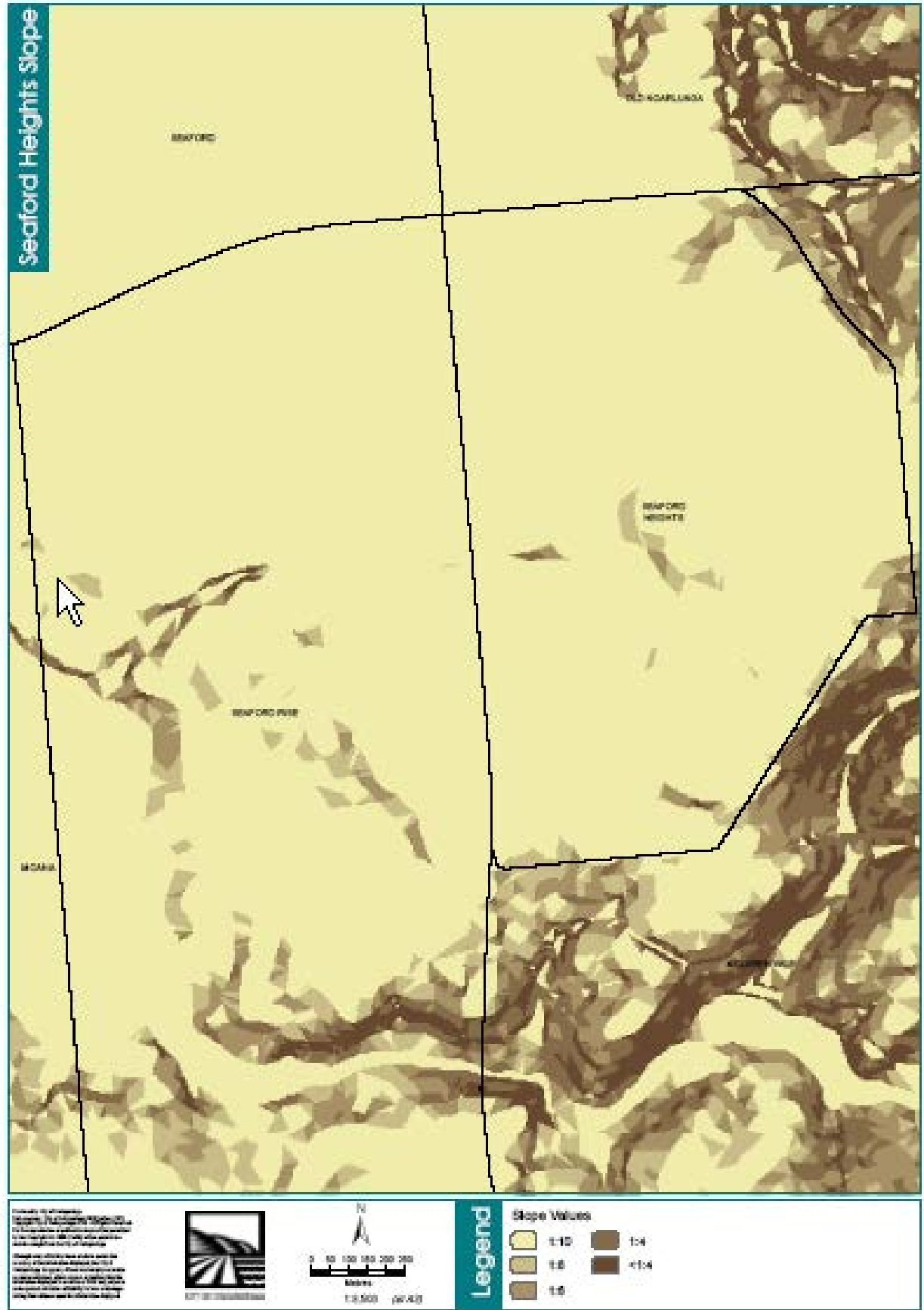
In Seaford Heights the standard residential zone is to achieve a minimum density of 15 dwellings per hectare and the medium density zone a minimum of 25, This minimum is short of levels required for a truly sustainable community but will move us in the right direction whilst recognising the need to allow the housing market to transition to a new more sustainable urban form.

Density Policy and Topography

Generally slope does not present as a development constraint for residential buildings at Seaford Heights. The site is gently sloping, areas exceeding a slope of 1 in 10 are confined to small pockets (see Seaford Heights Slope figure). Whilst the degree of slope could potentially present the need for significant earthworks to accommodate large footprint commercial / industrial buildings, yards and car parking, small footprint residential buildings are more flexible.

It is worth noting that the factors that have seen Adelaide's medium density areas located on very flat sites relates only to Adelaide's settlement patterns and not the ability to build this form of housing on more varied terrain. The development pattern of Sydney shows us that medium density areas are located on the more centrally located hilly sites with low density forms located to the city's flatter west. The density of Surrey Hills in Sydney, for example, achieves 72 dwellings per hectare (gross) nearly three times the minimum proposed for the gently sloping Seaford Heights.

Seaford Heights Slope Figure



Proposed Density related policy and private encumbrances

Encumbrances placed on allotment titles presents as an issue for planning policy consideration. The particular issue of concern relates to encumbrances that restrict further land division on sites that would appropriately support more intensive development.

The following principles of development control are proposed in the Seaford Heights Residential Zone to enable this issue to be considered during the development assessment processes.

22 Land division should be designed to:

- (a) create a combination of low and medium density dwelling sites, and avoiding the creation of very low density sites (achieving less than 11 dwellings per ha gross) unless required in response to site issues relating to topography, vegetation preservation or aboriginal heritage

21 Land division that proposes to create allotments of greater than 600 square metres (unless for 'super lot' or infrastructure purposes) should not occur unless:

- (a) accompanied by a plan showing how the further satisfactory division of the proposed allotment can be undertaken
- (b) the allotment is identified for future medium density residential development
- (c) it can be demonstrated that no impediment is in place to prevent the further subdivision of the allotment.

By the application of this policy council hopes to discourage the under development of well placed land and ensure market imperatives are in place to influence the development decisions of land owners towards a more sustainable urban form. We are interested to correct a market distortion noted within previous greenfield land releases that has seen larger allotment being bought to the market for a significantly reduced per square metre price than smaller allotments. Essentially the council is interested to ensure that the efficient use of greenfield land is encouraged and supported by the workings of the market.

As an example in the Seaford Meadows estate it has been noted that the larger the allotment the less the purchaser must pay per square metre. Purchasers of small 200m² allotment pay \$563 per square metre, those purchasing a 300m² lot \$390/m², those purchasing a 600m² allotment pay \$283/m² while those purchasing a 945m² pay \$189/m². This situation combined with private encumbrances placed on titles preventing further land division means that despite the intention of Development Plan policy to encourage more intensive development, land owners could be prevented from responding due to an encumbrance placed on their title by the original developer.

The intent of the proposed policy is to prevent private encumbrances running against the direction of development plan policy. In the residential zone the focus is on limiting very low density forms. Large tracts of very low density housing is considered to be unsustainable as it results in urban sprawl, involves high infrastructure costs, stretches the resources of social services and facilities, is

unsupportive of generating viable public transport systems leading to reliance on private car use with consequent increases in emissions, fumes and loss of air quality. In the longer term the sprawl and greater urban footprint associated with very low density development can also put pressure on the natural environment, threatening existing eco systems and bio-diversity, and can alienate the use of productive land for agricultural purposes.

Council has received legal advice that it cannot prevent land from being sold with private encumbrances despite inconsistencies with the direction of strategic Development Plan policy.

Council's legal advice stated that the best way to address this concern was to incorporate Development Plan policy that requires development at the densities desired, which it has done in an overall sense. However it is not the intention to restrict the decisions individuals can make with regard to their homes rather to ensure that the market is not distorted to provide subsidy to a less sustainable urban form. For this reason density policy is established as an overall policy to be averaged across the site and not by imposing maximum site areas for individual dwelling sites.

The following pdc are proposed for the Seaford Heights Medium Density Zone.

36 Land division that proposes to create allotments of greater than 300 square metres (unless for 'super lot' or infrastructure purposes) should not occur unless:

- (a) accompanied by a plan showing how the further satisfactory division of the proposed allotment can be undertaken
- (b) the allotment is identified for future medium density residential development
- (c) it can be demonstrated that no impediment is in place to prevent the further subdivision of the allotment.

10 Detached and semi detached dwelling forms should have a minimum site area per dwelling and a frontage to a public road not less than that shown in the following table

| Dwelling Type | Minimum Site Area (square metres)* | Minimum frontage (metres) |
|---------------|------------------------------------|---------------------------|
| Detached | 200 | 6* & 7 |
| Semi-detached | 150 | 5* & 6 |

* where vehicle access comes from a rear access laneway

11 Medium density dwelling forms, including residential flat buildings, row or group dwellings, developed on allotments less than 300 square metres (averaged for residential flat buildings and group dwellings) should be designed within the following parameters:

| Parameter | Value |
|--|-------|
| Minimum setback from primary road frontage | 3m |

| Parameter | Value |
|--|-------|
| Minimum setback from secondary road frontage | 1.5m |
| Minimum setback from rear boundary (ground floor) | 0m |
| Minimum set back from rear boundary (upper floor)* | 5m |

* where rear boundary is to a rear access laneway the minimum setback is 0m

- 12 The site coverage of medium density dwelling forms developed on allotments less than 300 square metres (averaged for residential flat buildings and group dwellings) should not exceed the following:

| Dwellings type | Value |
|---|-------|
| Row dwellings | 70% |
| Residential flat buildings, group dwellings | 70% |
| Detached and semi detached dwellings | 60% |

- 13 Low density allotments of greater than 300 square metres should have a minimum width of 12 metres if vehicle access is provided from the fronting street or a minimum of 10 metres if the allotment is serviced by a rear access laneway.

Site area and frontage policy

In the medium density zone it is proposed that low density allotments greater than 300 square metres achieve a minimum frontage of 12 metres. This will ensure that the landowner has the choice to develop the site with a single dwelling or a more intensive form i.e. 2 X semi detached dwellings, each with a frontage of 6 metres. These allotments would still have the capacity to provide a single width driveway of 3m so that garaging and driveways do not exceed 50% of the site's frontage which can work to the detriment of the overall streetscape. A lesser frontage is available for site serviced by rear laneways as garage dominance will not present as an issue.

Minimum site areas for detached and semi-detached dwellings have been developed to work with the residential code system of development assessment.

Secondary Road setback policy

A secondary road frontage set back of 1.5 metres is proposed to facilitate a form of development that can address both street frontages. Lesser set backs have been associated with poor design outcomes and impacting negatively on the amenity of the street by encouraging the use of side fencing all the way along one street frontage. Whilst the control of such fencing is not covered by the development plan such policy can potentially facilitate better design outcomes.

2.5.3 Employment

The Seaford Heights Statement of Intent outlined investigations to be undertaken

regarding the location and form of appropriate employment areas.

The following references to employment land is provided in the Statement of Intent

- Identify suitable and appropriate land for the wide range of non residential uses as needed to move towards a relatively self sufficient urban extension;
- Identify strategic sites for potential businesses i.e sites with arterial road frontage;
- Investigate a suitable policy approach for land identified as having potential for future business use – where demand will not exist until development progresses, how might these sites be used for suitable interim uses;
- Investigate an approach to overcome the challenges relating to the different timeframes usually associated with residential development and the later demand for business development;
- Further investigate the possibility and potential of employment land located within transit orientated mixed use development;
- Consideration of the potential of SRWRA land for employment land at some time in the future.

Planning for employment and business

Provision for employment land within Seaford Heights will support the policy directions and strategic targets of the state government and the City of Onkaparinga. Employment self-sufficiency is significantly lower in Onkaparinga than other council areas at only 22 jobs per 100 residents. The average for Adelaide metropolitan statistical division is 43 per 100.

Optimal Employment Self sufficiency

At present, each household, on average, requires around 1.3 jobs. A new 1000-lot residential subdivision will, therefore, require a total of around 1300 jobs to be considered self sufficient. To meet sustainability objectives it is desirable that as many of these jobs as possible are provided in the local area.

Locally available employment is vital to creating relatively self-contained and vibrant communities with diverse employment choices. It also helps limit car travel, and reduces pressure to expand major roads to distant employment nodes.

Whilst targets for employment self-sufficiency are yet to be set for new growth areas, the 30 year plan indicates the intention for future structure planning processes to incorporate this. The Western Australian Liveable Neighbourhoods document, referenced as a guiding resource for the development of Seaford Heights suggests a figure of 60 per cent employment self sufficiently as a starting point for district structure plans.

Commercial zone

Many types of businesses require or benefit from sites with particular characteristics. The opportunity presented by exposure to Main South Road has been identified for potential business uses. Located on the edge of the proposed neighbourhood centre, the commercial zone will be capable of accommodating larger format developments which do not have a pattern of use with the desired vitality appropriate for a mixed use centre.

To ensure the potential for maximising complementary uses is harnessed by the

proposed centres, development in the proposed commercial zone will not include land uses more appropriately located within a centre. In addition spatially efficient, buildings and carparking configurations will be encouraged so that the businesses locating there do not represent a significant challenge to the theme of walkability in the adjacent residential areas. The uses expected cannot normally be expected to generate many jobs compared to centre based activities however they are able to offer some business and employment opportunities whilst performing an acoustic buffer function between Main South Road and the adjacent residential development.

The types of enterprises likely to be attracted to a main road location include larger format service trade premises and showroom/warehouse uses, including the following types of businesses:

- Hardware;
- Automotive accessories;
- Tyre retail and repairs;
- Wholesale trade;
- Plumbing supplies;
- Garden nursery;
- Window coverings;
- Furniture;
- Sporting goods;
- Camping/outdoor recreation goods;
- Swimming pool/spas;
- Floor coverings;
- Large Household appliances;
- Equipment hire;
- Business supplies;
- Roofing; and
- Paving/landscaping.

Vehicle Access to the commercial sites

Main South Road is a DTEI controlled road with all new egress points being subject to DTEI approval. It is the intention of DTEI to widen Main South Road in the future, to be a dual lane carriage way (in both directions). Initial discussions with DTEI have identified a reduction in the area of land required for widening from 30m to 15.5m.

A key objective for DTEI is to limit the number of egress points on all arterial roads so as to assist in the free movement of vehicles along them. On this basis the commercial precinct proposed for the western frontage of Seaford Heights will not provide individual or multiple access points to Main South Road but will instead include a service road. This will enable access to the commercial precinct while at the same time minimising impacts to vehicle movements to Main South Road.

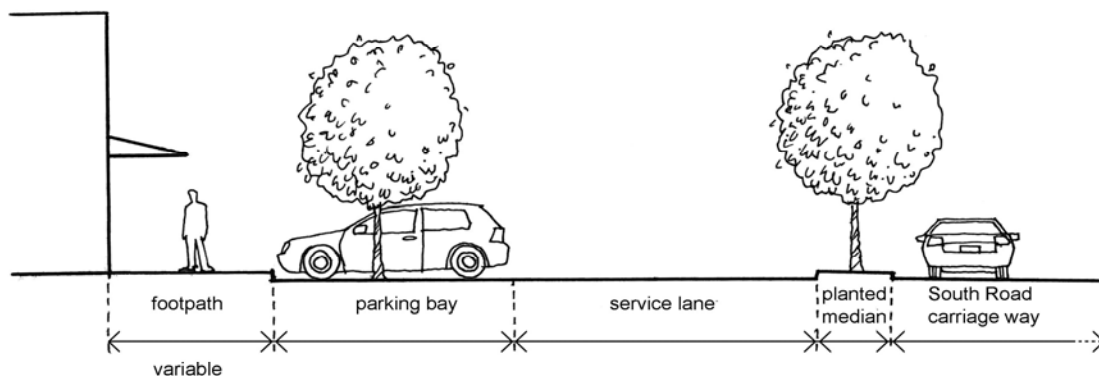
The use of a service road can provide many positive benefits, not only relating to traffic movement but also streetscape and the provision of more efficient car parking layouts. The service road design is proposed to keep bitumen expanse to a minimum and thus improve accessibility (physical and visual) and aesthetic. Large expanses of bitumen and excessive space requirements for road widening proposals remain a concern potentially affecting urban amenity and opportunities for integrating new areas with old.

DTEI have indicated that access to the service road should commence 140m south of the intersection of Robinson Road/Main South Road/Griffiths Drive intersection with a left in only provided at this point. It is envisaged the service road would run along the entire length of the commercial precinct, providing access and parking for commercial uses.

The design requirements for the service road will include:

- two way movement;
- a single strip of car parking provided as part of the service road;
- landscaping/streetscaping
- footpath.

A width of approximately 11.6 m is expected to be required for the service road and the strip of on street parking, the footpath and landscaping area will be additional to this requirements.



Carparking

As highlighted above, carparking opportunities for the commercial precinct are proposed within the service road with 90 degree parking being provided adjacent the commercial allotments of the service road. Any additional parking which may be required, would need to be provided onsite to the rear of buildings facing Main South Road and the new side roads of the zone.

The Development Plan currently provides for a carparking rate for retail showrooms and service trade premises of 3 per 100 sqm of floor space.

Allotment Configuration

Similar arterial road commercial precincts such as Grange Rd and Sir Donald Bradman Drive, which have a predominant mix of service trade and retail show room land uses an appropriate depth and width for allotments.

Table # Allotment Dimensions Main Road Precincts

| | Precinct Average Lot Size | Average Lot width | Average Lot depth |
|-------------|---------------------------|-------------------|-------------------|
| Grange Road | 1301 | 28 | 49 |

| | | | |
|--------------------------|------|----|----|
| Main North Road | 2577 | 40 | 52 |
| Richmond Road | 2526 | 27 | 55 |
| Sir Donald Bradman Drive | 1415 | 24 | 46 |

As highlighted above, an average width of 25-30m and depth of 40-50m is generally accommodated. On average site coverage for commercial uses within the above precincts is around 45%, with the balance of the site used for car parking, access, service areas, landscaping and outdoor displays.

Rear service access will require the provision of a rear lane. This will help to separate residential and commercial uses, but will require some management of traffic and noise impacts to the adjoining residential area. Overall it is considered that a rear lane provides an appropriate design outcome and will also provide an opportunity for rear lane access to the adjoining residential properties so garages fronting the lane can be used for home based businesses operating from the rear lane positioned at the rear of adjacent residential allotments. The rear lane serving the commercial premises will need to be approximately 10m wide to cater for truck movements.

Based on these considerations, it is suggested that likely allotment depth will be 50 metres. Average site coverage will be correspondingly higher and is estimated at around 70%. It is also considered that a site coverage limit is not warranted as some uses may require no outdoor storage and minimal on site parking. The zone will include sufficient land for a 10 metre service rear lane, 50 metre deep allotments, and the area required for the two way service lane, a single strip of parking, a footpath and landscaping. This will be taken from the eastern boundary of the determined DTEI road widening requirement.

Built Form

With parking for staff and customers being accommodated at the rear of the lot and in the service road the front setback for buildings should be established on the allotment boundary. It is considered appropriate for buildings to be built from side boundary to side boundary in order to create a 'wall' of buildings which will minimise any noise from Main South Rd reaching the residential area to the east. Pedestrian access will be required from rear parking areas to the front of premises fronting Main South Road.

Interface with Residential Areas

Potential impacts associated with the development of service trade premises and retail showrooms are traffic and noise. In terms of noise, the types of operations envisaged within the commercial precinct are not likely to cause significant noise impacts. The potential for noise is likely to be associated with commercial vehicles and this impact can be managed through the regulation of hours of operation and delivery.

The proposed road layout within the Commercial Zone will mean that customer traffic will be directed to the service road adjacent Main South Road in the first instance.

The creation of a rear lane, providing access for overflow, staff parking and commercial vehicles, will ensure a 10m separation between the commercial

allotment and the residential allotment. Managing the permitted uses in the zone will ensure traffic volumes on this lane will be low and not likely to cause significant impacts on the adjacent residential area. In addition the rear lane will offer opportunities for home businesses to operate from rear garages facing this lane and these will offer a desirable transition to the residential uses behind.(see point 2.5.4).

Employment Impact

Based on existing commercial precincts of a similar nature elsewhere in Metropolitan Adelaide it is anticipated that 2.5 jobs per 100 sqm of floor space can be attributed for such development. On this basis it is likely that approximately 575 jobs will be supported in a new commercial precinct at Stage 1 of the Seaford Heights land release. The total employment potential of a commercial precinct, extending the full length of the study area is likely to be around 1,075 jobs.¹¹

2.5.4 Home-based business

Many jobs are now generated in home-based businesses. Up to 16 per cent of dwellings now have a home-based business. Sites suited for various types of home-based businesses have been identified for residential allotments adjacent to the commercial zone’s rear access laneway. Policy is proposed in the adjacent zone to allow residential allotments to develop as home based business sites that can:

- benefit from exposure to the client base of commercial uses of the commercial zone
- allow for service trades operators to be rear lane based home workshops operating from enlarged garages.

2.5.5 Schools

The size and demographic profile of Seaford Rise suggests there is a need for a primary school in the new Seaford Heights suburb.

Seaford Rise and Seaford Heights are of similar size (Seaford Rise = population of 4,654 and Seaford Heights = approximate 2021 population of 4,200) and based on the location of the suburbs a similar age distribution and demographic profile could be assumed. The table below illustrates that the Seaford Rise region has a higher percentage of primary school age students (16% of people aged 5-14 years) in relation to the Adelaide Major Statistical Division (12% of people aged 5-14 years).

Allowing for some correctional calculations (assuming children between the ages or 5-12 attend primary school) it is assumed that there are 590 children of primary school age living within Seaford Rise, and by applying similar demographic profile to Seaford Heights (based on assumed population and age distribution) there would be approximately 521 children of primary school age. Based on the number of children of primary school age and the fact that there is a primary school in the suburb of Seaford Rise to accommodate the local education enrolments, it can be assumed that there would be a similar need for a public primary school in Seaford Heights.

| | | | | |
|--|---------------------|--|--|--|
| | Seaford Rise | | Adelaide (major statistical Division) | |
|--|---------------------|--|--|--|

¹¹ Connor Holmes – employment study 2010

| Age groups: | Numbers | Percentage of population | Numbers | Percentage of population |
|----------------------|---------|--------------------------|-----------|--------------------------|
| 0-4 years | 337 | 7% | 62,258 | 6% |
| 5-14 years | 759 | 16% | 135,033 | 12% |
| 15-16 years | 319 | 7% | 74,549 | 7% |
| 20-24 years | 285 | 6% | 79,980 | 7% |
| 25-34 years | 645 | 14% | 142,170 | 13% |
| 35-44 years | 717 | 15% | 159,920 | 14% |
| 45-54 years | 570 | 12% | 156,732 | 14% |
| 55-64 years | 445 | 10% | 152,860 | 11% |
| 64-74 years | 305 | 7% | 81,083 | 7% |
| 75-84 | 236 | 5% | 65,053 | 6% |
| 85years and over | 37 | 1% | 23,202 | 2% |
| Total persons | 4654 | 100% | 1,105,840 | 100% |
| | | | | |

A future school is indicated on the structure plan sited next to the district level open space. The appropriate location for a school has been identified in the vicinity of the Robinson Road local centre in accordance with the findings of the Activity Centres Review which found that the location of schools near local centres assists the viability of these smaller centres and allows people to perform a number of tasks in one trip. In addition the identified site allows for a new school positioned away from the existing Seaford Rise Primary School to allow for an appropriate spatial distribution of school sites in accordance with DECS policy.

In a previous report undertaken by Jensen Planning on behalf of the Land Management Corporation, the Department of Education and Children's Services (DECS) indicated that there would be some justification in providing a small public school on the subject land. It was noted in the report that a smaller school would require approximately 3 hectares and that siting of the school needs to consider accessibility both from within and beyond the subject land. The report noted that siting of a school near Robinson Road would improve accessibility from the established residential area immediately to the north.¹²

The identification of an appropriately located school site in the structure plan will ensure sufficient space is set aside for this use into the future. The Seaford Rise Primary School is not identified as a super school in the 30 year plan and whilst current enrolments sit above 400 it will be expected by DECS to service the needs of the new community as the population builds. The Seaford Rise Primary School is located to the west of Seaford Heights, across Main South Road. This further emphasises the need for good pedestrian and vehicle connectivity between Seaford Heights and Seaford Rise across Main South Road.

The structure plan seeks to avoid an excessive approach for land set aside for a future school. This is important as over provision of land for such uses decreased urban efficiency, wastes land, decreases density, increases overall cost of urban development and contributes to urban sprawl. Siting of the school next to the

¹² Seaford Heights Structure Plan report – Jensen Planning and Design - February 2008

district level open space may allow for the site to be used in the interim as part of the district level open space. Co-locating a school near the proposed centre for Robinson Road will create the potential for a non-residential focus within the development area that can minimise the need for vehicle trips and create a coherent focal point for the future residential community that can also bind the new development area with the existing residential area of Old Noarlunga north of Robinson Road. The existing Old Noarlunga School does not serve this section of Old Noarlunga well with the Onkaparinga River limiting access.

The site has been identified at this neighbourhood planning stage to ensure provision is made where it is appropriately located relative to its catchment and where it can be provided with a well-connected street network focused towards it. A street network developed to focus on the Robinson Road local centre will also provide efficient walking routes to the proposed school site. The site is located on the connector road that will serve as the local centre's main street and the central spine of the new neighbourhood, this location will help to integrate future land uses, and provide safe supervised routes for young pedestrians and cyclists.

On full development of the Seaford Heights site it is likely that the southern portion of the land will be serviced by Seaford Rise primary school, with the northern section of the land as well as the area of Old Noarlunga immediately north of Robinson Road serviced by a future Seaford Heights school. The nominated site is well located relative to the population it is to serve and well sited to local services as we move away from car dependency and value a neighbourhood structure that allows the community to combine more activities in one trip.

2.5.6 Connectivity

Main South Road crossing points are marked on the structure plan and have been located to connect the Seaford Heights development to Seaford Rise Primary School, Seaford Rise, the coastal node of Moana Beach, and a potential future train station. The Seaford Rise linear reserve is extended to integrate with the new development area of Seaford Heights linking this area through to the coast. The location of the local centre on Robinson Road will improve links with the existing area of Old Noarlunga to the sites north.

Dalkeith Road Traffic Study

A traffic study looking at the effects on the overall local road network, of undertaking, or not undertaking the connection of Dalkeith Road to Main South Road concluded that the connection will result in a significant decrease in traffic on Grand Boulevard (overall improvement) and a marginal increase on Dalkeith Rd other than the Main South Road end, which will have a significant increase on the section of the road east of Grand Boulevard. This section of Dalkeith Road has limited housing facing onto it directly. Housing generally backs on to Dalkeith Road as the connection of Dalkeith Road to Main South Road was planned as part of the Seaford Rise development.

The report finds that short cuts through Seaford Rise will be minimal given the speed environment and the capacity of intersections but these have still been accounted for in the figures below. Accidents should decrease significantly on Grand Boulevard and overall network connectivity will be enhanced as originally planned for in the Seaford Rise road network. Estimated changes to traffic

numbers are shown in the table below.

| | OLD AADT (current) | AADT (post connection) | Plus (Rat Runs) | Plus Local Traffic Seaford Heights (two way) | ADJ AADT at 2021 |
|---|--------------------|------------------------|-----------------|--|------------------|
| Dalkeith Road (Commercial Road End) | 2130 | 2130 | 0 | 298 | 2428 |
| Boulevard (South) - just north of Dalkeith | 3700 | 1200 | 456 | 8 | 1664 |
| Dalkeith (Main South Road end) | 0 | 2500 | 394 | 721 | 3615 |
| Dalkeith Middle (between west of Boulevard) | 1930 | 1930 | 0 | 323 | 2253 |
| Boulevard (North end near Griffiths) | 4311 | 1811 | 456 | 0 | 2267 |

Whilst the predicted increase in traffic volumes for that portion of Dalkeith Road east of Grand Boulevard are significant, the impacts of this increase are counted by:

- the benefits of improved connection across Main South Road for future Seaford Heights residents, providing easy access to Seaford Rise School and the Moana coastal node.
- the contribution it makes to better integration of residential areas east and west of Main South Road
- improved access for Seaford Rise residents to Main South Road and to the future neighbourhood centre facilities.
- reduced traffic volumes and hazards on Grand Boulevard
- limited residential frontages to Dalkeith Road

The connection of Dalkeith Road to Main South Road is not a policy variation. It has been incorporated in the City of Onkaparinga Development Plan for several years.

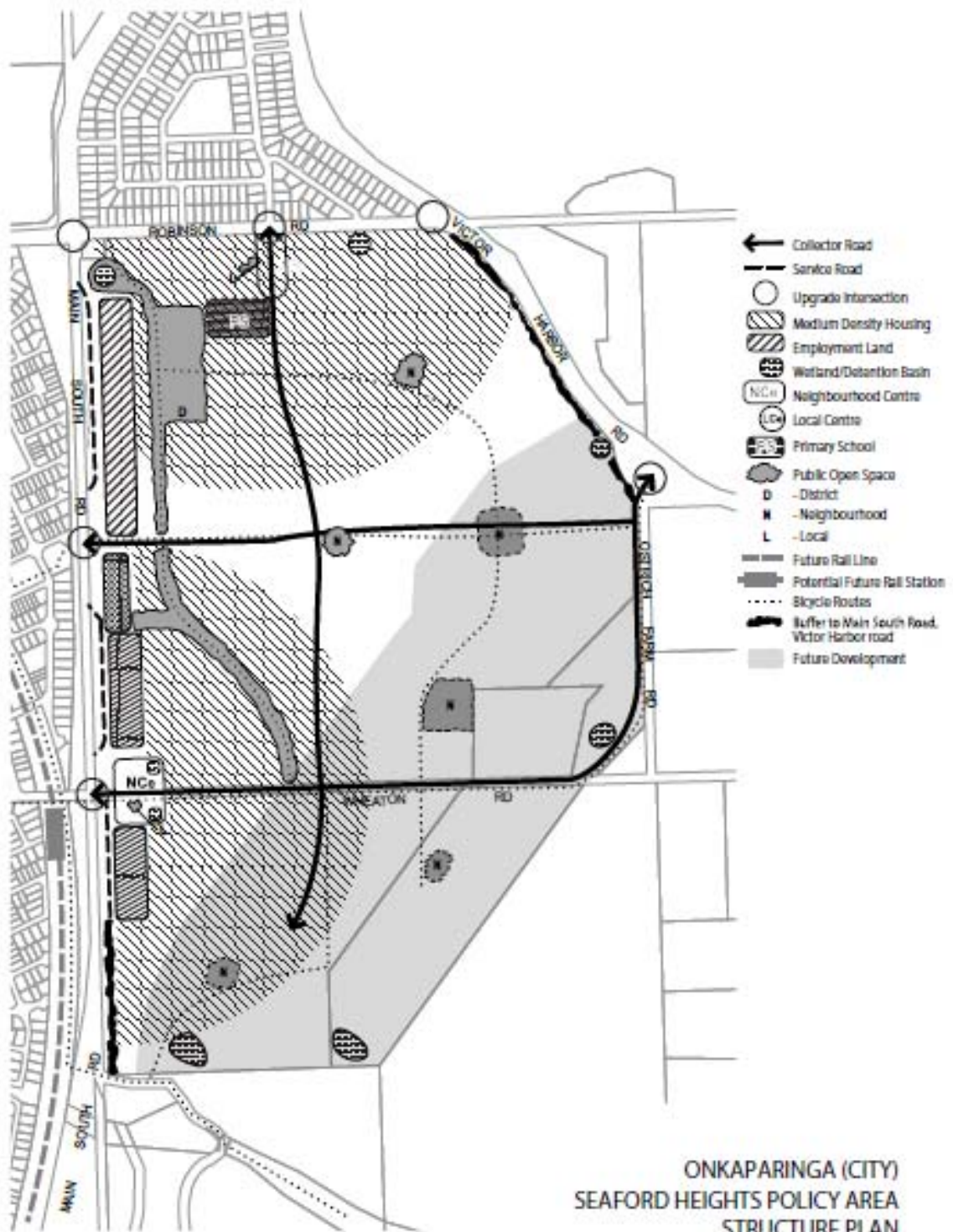
Elements of the Structure Plan

The main elements from which the proposed Seaford Heights Structure Plan, was derived include the following:

- the approximate location of non-residential facilities, such as a neighbourhood centre, local centre and primary school;
- the desirable location of public open space, including, where necessary, the integration of stormwater detention basins or stormwater swale / creek line;
- both major and minor road access points as well as the approximate location of a collector road system;
- the location of signalised intersections at key junctions / access points on Robinson Road and Wheaton Road;
- the future public transport corridor (located off the subject land) including a possible future train station site near Dalkeith Road (located off the subject land);
- potential transit oriented development sites in the event that a train station does eventuate adjacent to the subject land;
- pedestrian and cycle links with adjacent land and routes through the subject land.

A structure plan is an indicative land use arrangement and should not be scaled off to determine area requirements.

Proposed Seaford Heights structure plan



2.6 Government agency consultation

Various Government agencies have been consulted in the preparation of the reports listed in 2.4 above. Further consultation will occur on this specific DPA with the Government agencies listed below:

- Department of Transport, Energy and Infrastructure
 - Public Transport Division
 - Transport Services Division
 - Transport Planning Division
 - TransAdelaide
 - Geographical Names Advisory Committee
- Department for Planning and Local Government
- South Australian Fire and Emergency Services
- Department of Treasury and Finance
- Department of Trade and Economic Development
- SA Tourism Commission
- Department of Premier and Cabinet
 - Aboriginal Affairs and Reconciliation Division
- Attorney General's Department
 - Office for Recreation and Sport
- Department for Environment and Heritage
- Primary Industry and Resources South Australia
- Environment Protection Authority
- Department for Water, Land and Biodiversity Conservation
- Department for Education and Children's Services
- Department for Families and Communities
 - Housing SA
 - SA Community Housing Authority
 - Affordable Housing Innovations Unit
- Department of Health
 - Wastewater Management
- Land Management Corporation
- Natural Resource Management Board
- ETSA Utilities
- SAPOL
- SA Water
- Department of Further Education, Employment, Science and Technology
- Southern Adelaide Economic Development Board
- Adelaide & Mount Lofty Ranges Natural Resource Management Board
- Zero Waste SA

3. CONCLUSIONS AND RECOMMENDED POLICY CHANGES

The Land Management Corporation's decision to bring approximately 77 hectares of land it owns at Seaford Heights to the market prompted a review of planning policies applying to the land. Current policies are considered insufficient to appropriately guide development to acknowledge the greater commitment to the requirements of sustainability carried within contemporary State Government and Council strategies. Council has undertaken a number of significant strategic reviews in recent years which have strong applicability to guiding greenfields,

these have been used in the development of the proposed policies for Seaford Heights.

In summary, this DPA proposes to update relevant structure plans and to introduce supporting policy and related zone amendments to outline the preferred approach for the future development of the land at Seaford Heights.

3.1 Current planning policy

The bulk of the Seaford Heights development area is currently within a 'Residential Zone'. The remainder of the Seaford Heights development area is within an 'Urban Zone' which generally comprises land 'used for low-intensity agricultural uses until needed for urban development.'

3.2 Recommended planning policy

The policies of the existing Residential Zone are of a relatively generic nature and are not considered to be specifically attuned to the future development of Seaford Heights. It is therefore proposed to introduce more specific policies of relevance to the Seaford Heights development area that will provide detailed guidance to the form and densities of residential development envisaged.

The Residential Zone policies provide little or no direction appropriate to guide development for desired centre and commercial development. It is therefore proposed to introduce specific zones that will cater for these forms of development, with policies providing clear direction on the interaction of the various development forms envisaged in each zone.

No change to the current Urban Zone is proposed. At Seaford Heights this zone provides a buffer to the waste operations of the Southern Region Waste Disposal Depot on Wheaton Road and will not be developed for urban purposes until it is no longer required as a buffer.

In summary, the DPA proposes the introduction of the following zones with specific applicability to the Seaford Heights development area:

- the Residential (Seaford Heights) Zone
- the Residential Medium Density (Seaford Heights) Zone for land generally within 400 metres of activity centres
- the Neighbourhood Centre (Seaford Heights) Zone where neighbourhood level retail and community facilities are proposed adjacent to the intersection of Main South Road and Wheaton Road and the railway corridor.
- the Local Centre (Seaford Heights) Zone where local level retail and community facilities are proposed on the southern side of Robinson Road
- the Commercial (Seaford Heights) Zone where commercial development of a lower traffic generating nature is encouraged adjacent to Main South Road

In addition, a number of amendments are required to various Structure Plans and Zone Maps to reflect the amendments proposed, including:

- amendment of the Seaford Development Area Structure Plan MAP Onka/1 Enlargement G to refer to a more detailed Seaford Heights Structure Plan depicting the proposed development of the area
- introduction of the new Seaford Heights Structure Plan
- amendment of various Zone Maps to delineate the new residential, centres and commercial zones proposed
- consequential amendment of various other Maps to reflect the amendments proposed.

3.3 Assessment matters

As discussed above, this DPA proposes the introduction of five new zones specific to the Seaford Heights development area. As these are new zones, in one sense, it can be said that no variations are being proposed to the assessment procedures.

However, it is considered useful to compare the assessment procedures proposed with those set out in the corresponding BDP modules upon which the zone policies are essentially based. The table below discusses the variations in approaches. From the table it can be seen there is a high degree of congruency between the proposed approaches and those in the BDP modules.

| DPA ZONE / BDP ZONE | SEAFORD HEIGHTS DPA | BDP MODULES |
|---|--|---|
| Complying Development | | |
| Residential (SH) Zone / Residential Zone | as per Schedule 4 | as per Schedule 4 |
| Residential Medium Density (SH) Zone / Medium Density Policy Area | as per Schedule 4 | as per Schedule 4 |
| Neighbourhood Centre (SH) Zone / Neighbourhood Centre Zone | as per Schedule 4 | as per Schedule 4 |
| Local Centre (SH) Zone / Local Centre Zone | as per Schedule 4 | as per Schedule 4 |
| Commercial (SH) Zone / Commercial Zone | as per Schedule 4 | as per Schedule 4 |
| Non-Complying Development | | |
| Residential (SH) Zone / Residential Zone | includes reference to 'Amusement machine centre' | - |
| Residential Medium Density (SH) Zone / Medium Density Policy Area | includes reference to 'Amusement machine centre' | - |
| Neighbourhood Centre (SH) Zone / Neighbourhood Centre Zone | minor variation to exception for 'Dwelling' Contains reference to Industry and Special Industry – the latter is probably superfluous | includes reference to 'Residential flat building' |
| Local Centre (SH) Zone / Local Centre Zone | minor variation to exception for 'Dwelling' minor variation to wording for 'Shop' and exception to include reference to supermarket gla | includes reference to 'Residential flat building' |
| Commercial (SH) Zone / Commercial Zone | includes reference to Amusement machine centre, Boarding house, Bunting (advertising device), Bus depot, | includes reference to Dairy, Farm building, Farming, Horticulture, Intensive animal keeping, Place of worship, Pre- |

| | | |
|---|--|---|
| | Caravan park, Cemetery, Crematorium, exception to Dwelling, Fast food outlets, Flags (advertising device), Junk yard, Land used for waste disposal, Library, Motel, Office, Primary school, Refuse destructor, Restaurants, , variation to exception for Shop or group of shops, Welfare institution | school, Prescribed mining operations, Residential flat building, Road transport terminal, Stadium, Stock slaughter works, Waste reception, storage, treatment, or disposal, Winery, Wrecking yard |
| Categories of Notification | | |
| Residential (SH) Zone / Residential Zone | as per Schedule 9 | as per Schedule 9 |
| Residential Medium Density (SH) Zone / Medium Density Policy Area | as per Schedule 9 plus: (a) Dwellings or residential flat buildings less than 7.5 metres high (excluding gables) being Category 1 (b) Three storey residential flat buildings with an external wall height less than 10.5 metres (excluding gables) and positioned adjacent an area of public open space or a road reserve more than 10 metres wide being Category 2 | as per Schedule 9 |
| Neighbourhood Centre (SH) Zone / Neighbourhood Centre Zone | as per Schedule 9 | as per Schedule 9 |
| Local Centre (SH) Zone / Local Centre Zone | as per Schedule 9 | as per Schedule 9 |
| Commercial (SH) Zone / Commercial Zone | as per Schedule 9 | as per Schedule 9 |

4. STATEMENT OF STATUTORY COMPLIANCE

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

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

4.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy – *The 30 Year Plan for Greater Adelaide* are summarised in Section 2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

4.2 Accords with other parts of the Development Plan

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

4.3 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 (as described in Section 2.3 of this document).

4.4 Satisfies the requirements prescribed by the Regulations

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

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CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER

That a Development Plan Amendment (DPA) is suitable for the purposes of public consultation

I Jeff Tate, as Chief Executive Officer of the City of Onkaparinga, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Onkaparinga and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act: Andrea Thompson, Geoff Butler and Grazio Maiorone.

DATED this 13 day of May 2010

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(Signature of Chief Executive Officer)

