



Government of South Australia

Department of Planning,
Transport and Infrastructure

Marion Council Development Plan

TONSLEY PARK REDEVELOPMENT & GENERAL SECTION AMENDMENTS

Development Plan Amendment

By the Minister

THE AMENDMENT

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

A handwritten signature in blue ink, appearing to be 'John' followed by a flourish, positioned above a dotted line.

Signature

5 DEC 2013

Date of Gazette

Approval DPA

Background

The Tonsley Park Redevelopment and General Section Amendments Development Plan Amendment (DPA) by the Minister amends the Marion Council Development Plan.

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

- an Initiation Document agreed on 23 September 2011
- a DPA released for concurrent agency, council and public consultation from 17 January 2013 and concluded on 13 March 2013
- a Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 26 March 2013.

Consultation

A total of four (4) public submissions (including one late submission), one (1) council submission and ten (10) agency submissions were received in relation to the DPA during the consultation period. No verbal submissions were made at the Public Meeting.

Approval Stage

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

General Section (DPA attachments A1 to A8)

- In the section titled *Residential Development* amend Principle of Development Control 11 'residential outbuilding' has been replaced with 'outbuilding' for consistency with the Development Regulation 2008.

Suburban Activity Node Zone amendments (DPA attachment C)

- The Desired Character has been amended by:
 - deleting the word 'safe' in the last paragraph
 - adding a new paragraph:

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

- PDC 23 has been amended by adding an additional criteria relating to the provision of on-site bicycle parking and related change facilities to the list of matters that may support a reduction of on-site vehicle parking.

Urban Employment Zone (DPA attachment D)

- The Desired Character has been amended by adding a new paragraph as follows:

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

- In PDC 7, the reference 'up to 7 storeys' has been removed and part (b) of the PDC was altered by referring to 'clear and permeable' connections to the Town Square Precinct in place of 'direct' connections.
- PDC 15 has been amended by adding an additional criteria relating to the provision of on-site bicycle parking and related change facilities to the list of matters that may support a reduction of on-site vehicle parking.
- The non-complying development table has been amended to allow shops larger than 50 square metres when located within the existing Main Assembly Building.

Maps and Concept Plan (DPA attachments E to F)

- Adjustments have been made to the proposed SAN Zone and UE Zone boundaries, involving the reallocation of a southern portion of the SAN Zone south of the Alawoona Avenue alignment to the UE Zone - land either side of an extended Alawoona Avenue remains within the SAN Zone.
- Concept Plan Map Mar/8 has been amended to:
 - alter the distribution of land uses to take into account changes made to the zone boundaries mentioned above
 - illustrate the proposed upgrade of the junction at the Tonsley site's entrance from South Road
 - remove an existing electricity sub-station (which is being retained) from the 'Core Area' of the SAN Zone – the Core Area is the site's main activity corridor (and includes the 'Town Square') that supports a range of commercial and retail uses
 - reposition vehicular and non-vehicular access networks consistent with more recent detail plans for these elements
- The Strategic Transport Route Overlay map has been amended to clarify the extent of the 'designated area' in which the Overlay policies will apply.

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area: City of Marion

Name of Development Plan: Marion Council

Name of DPA: Tonsley Park Redevelopment & General Section Amendments

*The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on **19 January 2012**. 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.
COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No):Yes					
Centres and Retail Development					
1.	Replace	The whole section	With the content of Attachment A1	N	N
Design and Appearance					
2.	Replace	The whole section	With the content of Attachment A2	N	N
Industrial Development					
3.	Insert	In PDC 2 after the words 'a non-industrial zone'	The following: '(other than industrial development on or near the boundary between the Urban Employment Zone and Suburban Activity Node Zone)'	N	N
Interface Between Land Uses					
4.	Replace	The whole section	With the content of Attachment A3	N	N
Land Division					
5.	Insert	At the beginning of PDC 3	'Except within the Suburban Activity Node Zone,'	N	N
Medium and High Rise Development (3 or more storeys) - new					
6.	Insert	Before the section headed 'Metropolitan Open Space System'	The content of Attachment A4	N	N

Natural Resources					
7.	Replace	The whole section	With the content of Attachment A5	N	N
Outdoor Advertisements					
8.	Delete	'Outdoor' from the module heading, repositioning the module in alphabetical order accordingly.		N	N
9.	Insert	After PDC 2(c)	'(d) <i>driver distraction.</i> '	N	N
10.	Delete	The following from PDC 6(d): <i>‘ unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising hoarding associated with the residential use of the land’</i>		N	N
11.	Insert	In PDC 15(c), after the word 'location'	The word 'especially' .	N	N
12.	Insert	A new PDC after PDC 16	<i>'Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.'</i>	Y	N
13.	Insert	After PDC 23	The content of Attachment A6 , numbering the new PDC accordingly	N	N
Residential Development					
14.	Replace	The whole section	With the content of Attachment A7	N	N
Transportation and Access					
15.	Insert	The whole section	With the content of Attachment A8	N	N
Overlays					
16.	Insert	After the end of the section headed 'Waste Management Facilities'	The content of Attachment B1 (Affordable Housing)	N	N
17.	Insert	After the Affordable Housing Overlay	The content of Attachment B2 (Noise and Air Emissions)	N	N
18.	Insert	After the Noise and Air Emissions Overlay	The content of Attachment B3 (Strategic Transport Routes)	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No):Yes					
Suburban Activity Node Zone - new					
19.	Insert	Suburban Activity Node Zone	As contained in Attachment C immediately after the 'Residential Zone' policies	N	N
Urban Employment Zone - new					
20.	Insert	Urban Employment Zone	As contained in Attachment D immediately after the 'Suburban	N	N

			Activity Node Zone' policies		
TABLES					
Amendments required (Yes/No): Yes					
Table Mar/1 – Building Setbacks from Road Boundaries					
21.	Insert	'Within the Suburban Activity Node Zone See zone provisions' and 'Within the Urban Employment Zone.... See zone provisions' immediately before 'All other zones.... 8 metres'		N	N
MAPPING SECTION (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
Amendments required (Yes/No):Yes					
Map Reference Tables					
22.	Insert	After the reference to 'Racecourse (Morphettville) ' in the Zone Maps section	In the column headed Zone Name: 'Suburban Activity Node' In the column headed Zone Map Numbers: 'Mar/8'	N	N
23.	Insert	After the reference to 'Suburban Activity Node ' in the Zone Maps section	In the column headed Zone Name: 'Urban Employment' In the column headed Zone Map Numbers: 'Mar/8'	N	N
24.	Insert	After the reference to 'Development Constraints' in the Overlay Maps section	In the column headed Issue: 'Affordable Housing' In the column headed Overlay Map Numbers: 'Mar/8'	N	N
25.	Insert	After the reference to 'Affordable Housing' in the Overlay Maps section	In the column headed Issue: 'Noise and Air Emissions' In the column headed Overlay Map Numbers: 'Mar/8'	N	N
26.	Insert	After the reference to 'Noise and Air Emissions' in the Overlay Maps section	In the column headed Issue: 'Strategic Transport Routes' In the column headed Overlay Map Numbers: 'Mar/8'	N	N

27.	Insert	After reference to 'Sturt Triangle (Marion)' in the Concept Plan Maps section	In the column headed Concept Plan Title: 'Tonsley Park' In the column headed Concept Plan Map Numbers: 'Mar/8'	N	N
Spatial Extent Maps					
28.	Replace	The following: - Council Index Map - Zone Map Mar/8 - Policy Area Map Mar/8	With the content of Attachment E	N	N
29.	Insert	New Overlay Maps for: - Affordable Housing - Noise and Air Emissions - Strategic Transport Routes	As contained in Attachment F	N	N
30.	Insert	New Concept Plan Map for 'Tonsley Park'	As contained in Attachment G	N	N

ATTACHMENT A1

(General Section – Centres and Retail Development)

Centres and Retail Development

OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres and mixed use zones.
- 2 Centres that ensure rational, economic and convenient provision of goods and services and provide:
 - (a) a focus for community life
 - (b) safe, permeable, pleasant and accessible walking and cycling environments.
- 3 The provision of safe pedestrian and cycling environments within centres which gives high priority to pedestrians, public and community transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 **Development of the Marion Regional Centre as a focus for a large part of the southern Adelaide metropolitan area.**
- 6 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
 - (a) integrate facilities within the zone
 - (b) allow for the multiple use of facilities and the sharing of utility spaces
 - (c) allow for the staging of development within the centre
 - (d) be integrated with public and community transport
 - (e) **should not include service trade premises except where located on the periphery of the centre.**
- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.
- 3 Development within centres should provide:
 - (a) public spaces such as malls, plazas and courtyards
 - (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
 - (c) unobtrusive facilities for the storage and removal of waste materials
 - (d) public facilities including toilets, infant changing facilities for parents, telephones and community information boards
 - (e) access for public and community transport and sheltered waiting areas for passengers
 - (f) lighting for pedestrian paths, buildings and associated areas

- (g) a single landscaping theme
- (h) safe and secure bicycle parking.

4 A single architectural theme should be established within centres through:

- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
- (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
- (c) employing a signage theme.

Arterial Roads

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

6 Centre development straddling an arterial road should:

- (a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection
- (b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

Retail Development

7 Other than in relation to the **Suburban Activity Node Zone**, a shop or group of shops located outside of zones that allow for retail development should:

- (a) be of a size and type that will not hinder the development, function or viability of any centre zone
- (b) not demonstrably lead to the physical deterioration of any designated centre
- (c) be developed taking into consideration its effect on adjacent development
- (d) incorporate a road or thoroughfare at the rear for the use of vehicles which is not less than 6 metres wide and which communicates with a public road at each end
- (e) incorporate a site having a depth of not less than 24 metres.

8 Bulky goods outlets located within centres zones should:

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

ATTACHMENT A2

(General Section – Design and Appearance)

Design and Appearance

OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
 - (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
- 2 Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:
 - (a) the visual impact of the building as viewed from adjacent properties
 - (b) overshadowing of adjacent properties and allow adequate sunlight access to neighbouring buildings.
- 3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
- 4 Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.
- 5 Balconies should:
 - (a) be integrated with the overall form and detail of the building
 - (b) include balustrade detailing that enables line of sight to the street
 - (c) be recessed where wind would otherwise make the space unusable.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.

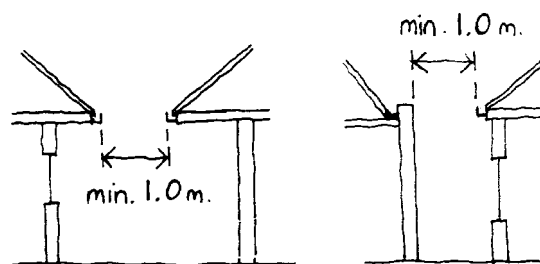
Development Adjacent Heritage Places

- 7 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Mar/4 - State Heritage Places](#) or in [Table Mar/3 - Local Heritage Places](#).

- 8 Development on land adjacent to a State or local heritage place, as listed in [Table Mar/4 - State Heritage Places](#) or in [Table Mar/3 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 9 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
- windows of habitable rooms
 - upper-level private balconies that provide the primary open space area for a dwelling
 - solar collectors (such as solar hot water systems and photovoltaic cells).
- 10 Except where specified in a zone, policy area or precinct, development should ensure that:
- north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 3 pm on the 21 June
 - ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
 - half of the existing ground level open space
 - 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres)
 - where overshadowing already exceeds the requirements contained in part (b), development should not increase the overshadowed area.
- 11 Except within the **Suburban Activity Node Zone**, windows of habitable rooms of neighbouring residential buildings should have a horizontal distance between any facing building, measured perpendicular to the face of the window, of at least 1 metre which is clear to sky (i.e. 1 metre between fascias/gutters as outlined in the figure below:



1 metre clear separation should be maintained between windows

Visual Privacy

- 12 Buildings with upper level windows, balconies, terraces and decks should minimise direct overlooking of habitable rooms and private open spaces of dwellings through one or more of the following measures:
- off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms

- (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 13 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.
- 14 Buildings on battleaxe allotments or the like should be single storey and be designed to maintain the privacy of adjoining residential properties.

Relationship to the Street and Public Realm

- 15 Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.
- 16 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 17 Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
- 18 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 19 The ground floor of mixed use buildings should comprise non-residential land uses.
- 20 In mixed use areas, development facing the street should be designed to activate the street frontage(s) by:
- (a) including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas
 - (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches
 - (c) avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage
 - (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.
- 21 Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

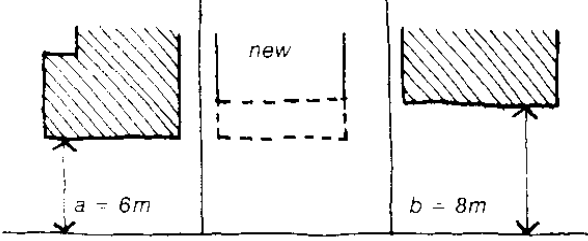
Outdoor Storage and Service Areas

- 22 Outdoor storage, loading and service areas should be:
- (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.

Building Setbacks from Road Boundaries

- 23 Except in areas where a new character is desired, the setback of buildings from public roads should:
- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the function, appearance and/or desired character of the locality.

- 24 Except where specified in a particular zone, policy area or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Mar/1 - Building Setbacks from Road Boundaries](#).
- 25 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	<p>The same setback as one of the adjacent buildings, as illustrated below:</p>  <p style="text-align: center;"><i>When $b - a \leq 2$, setback of new dwelling = a or b</i></p>
Greater than 2 metres	At least the average setback of the adjacent buildings

- 26 All setbacks from the road frontage should be additional to the road widening setback established under the *Metropolitan Adelaide Road Widening Plan Act 1972*.

ATTACHMENT A3

(General Section – Interface Between Land Uses)

Interface Between Land Uses

OBJECTIVES

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing noise sensitive development property boundary	<p>Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum</p> <p>and</p> <p>Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level.</p>
<i>Adjacent land</i> property boundary	<p>Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum</p> <p>or</p> <p>less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.</p>

Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

ATTACHMENT A4

(General Section – Medium and High Rise Development (3 or more storeys))

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 4 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

- 1 Buildings should:
 - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
 - (b) provide shelter over the footpath where minimal setbacks are desirable
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 2 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 3 Entrances to multi-storey buildings should:
 - (a) be oriented towards the street
 - (b) be clearly identifiable
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses.

Visual Privacy

- 4 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

Building Separation and Outlook

- 5 Residential buildings (or the residential floors of mixed use buildings) should:
 - (a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
 - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

Dwelling Configuration

- 6 Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 7 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 8 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Environmental

- 9 Multi-storey buildings should:
 - (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 10 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 11 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
 - (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 12 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
 - (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding
 - (c) within an on-site communal facility.
- 13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

ATTACHMENT A5

(General Section – Natural Resources)

Natural Resources

OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, marine and estuarine and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including marine waters ground water, surface water and watercourses.
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
 - (a) protect natural ecological systems
 - (b) achieve the sustainable use of water
 - (c) protect water quality, including receiving waters
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
 - (e) minimise demand on reticulated water supplies
 - (f) maximise the harvest and use of stormwater
 - (g) protect stormwater from pollution sources.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.
- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

- 3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.
- 4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

Water Sensitive Design

- 5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 6 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 7 Development should be sited and designed to:
 - (a) capture and re-use stormwater, where practical
 - (b) minimise surface water runoff
 - (c) prevent soil erosion and water pollution
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 8 Water discharged from a development site should:
 - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 9 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

- 13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 14 Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and reuse, either on-site or as close as practicable to the source
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.
- 15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
 - (a) ensure public health and safety is protected
 - (b) minimise potential public health risks arising from the breeding of mosquitoes.
- 17 On land north of Seacombe Road, all new buildings and building extensions of 40 square metres or more in floor area, should incorporate sufficient on-site stormwater detention/retention to limit the rate of stormwater runoff from the subject land so that flows determined using the following runoff coefficients are not exceeded:
 - (a) within residential zones
 - (i) 5 year average return interval flood event (runoff coefficient 0.25)
 - (ii) 100 year average return interval flood event (runoff coefficient 0.45)
 - (b) within non-residential urban zones
 - (i) 5 year average return interval flood event (runoff coefficient 0.65)
 - (ii) 100 year average return interval flood event (runoff coefficient 0.85).

Water Catchment Areas

- 18 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.
- 19 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.
- 20 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.
- 21 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.

- 22 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:
- (a) fenced to exclude livestock
 - (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
 - (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter runoff so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.
- 23 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:
- (a) adversely affect the migration of aquatic biota
 - (b) adversely affect the natural flow regime
 - (c) cause or contribute to water pollution
 - (d) result in watercourse or bank erosion
 - (e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.
- 24 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should only occur where it involves one or more of the following:
- (a) the construction of an erosion control structure (such as, but not limited to, a rock chute or rip rap)
 - (b) devices or structures used to extract or regulate water flowing in a watercourse (such as, but not limited to, diversion weirs)
 - (c) devices used for scientific purposes (such as, but not limited to, flow measuring devices)
 - (d) the rehabilitation of watercourses.
- 25 The location and construction of dams, water tanks and diversion drains should:
- (a) occur off watercourse
 - (b) not take place in ecologically sensitive areas or on erosion prone sites
 - (c) provide for low flow by-pass mechanisms to allow for migration of aquatic biota
 - (d) not negatively affect downstream users
 - (e) minimise in-stream or riparian vegetation loss
 - (f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities)
 - (g) protect ecosystems dependent on water resources.
- 26 Irrigated horticulture and pasture should not increase groundwater induced salinity.
- 27 Development should comply with the current *Environment Protection (Water Quality) Policy*.

Biodiversity and Native Vegetation

- 28 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.
- 29 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.
- 30 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:
 - (a) provides an important habitat for wildlife or shade and shelter for livestock
 - (b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities
 - (c) provides an important seed bank for locally indigenous vegetation
 - (d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views
 - (e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture
 - (f) is growing in, or is characteristically associated with a wetland environment.
- 31 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:
 - (a) erosion or sediment within water catchments
 - (b) decreased soil stability
 - (c) soil or land slip
 - (d) deterioration in the quality of water in a watercourse or surface water runoff
 - (e) a local or regional salinity problem
 - (f) the occurrence or intensity of local or regional flooding.
- 32 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:
 - (a) provision for linkages and wildlife corridors between significant areas of native vegetation
 - (b) erosion along watercourses and the filtering of suspended solids and nutrients from runoff
 - (c) the amenity of the locality
 - (d) bushfire safety
 - (e) the net loss of native vegetation and other biodiversity.
- 33 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.
- 34 Development should be located and occur in a manner which:
 - (a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any non-indigenous plants into areas of native vegetation or a conservation zone

- (b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels
 - (c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.
- 35 Development should promote the long-term conservation of vegetation by:
- (a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies
 - (b) minimising impervious surfaces beneath the canopies of trees
 - (c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.
- 36 Horticulture involving the growing of olives should be located at least:
- (a) 500 metres from:
 - (i) a national park
 - (ii) a conservation park
 - (iii) a wilderness protection area
 - (iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area
 - (b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.
- 37 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

- 38 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 39 Development should be designed and sited to prevent erosion.
- 40 Development should take place in a manner that will minimise alteration to the existing landform.
- 41 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

ATTACHMENT A6

(General Section – Outdoor Advertisements (additional PDC))

Advertising in Mixed Use and Corridor Zones

- X Advertisements and/or advertising hoardings should be:
 - (a) no higher than the height of the finished floor level of the second storey of the building to which it relates
 - (b) where located below canopy level, flush with the wall or projecting horizontally
 - (c) where located at canopy level, in the form of a fascia sign
 - (d) where located above the canopy, flush with the wall and within the height of the parapet.
- X Advertisements or advertising hoardings should not exceed 25 per cent of the ground floor wall area on the façade the sign is placed.

ATTACHMENT A7

(General Section – Residential Development)

Residential Development

OBJECTIVES

- 1 Safe, convenient, sustainable and healthy living environments that meet the full range of needs and preferences of a diverse community.
- 2 A diverse range of dwelling types and sizes available to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Medium and high density residential development in areas close to activity centres, public and community transport and public open spaces.
- 4 The revitalisation of residential areas to support the viability of community services and infrastructure.
- 5 Affordable housing, student housing and housing for aged persons provided in appropriate locations.
- 6 Increased affordable housing opportunities through land division and the conversion of buildings to a residential use.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should maximise solar orientation and have the area and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle, pedestrian and cycling access and parking
 - (d) water sensitive design systems that enable the storage, treatment and reuse of stormwater.
- 2 Residential allotments should be of varying sizes to encourage housing diversity.
- 3 Dwellings constituting affordable housing and housing for aged persons should be located to optimise access to shops, social services and facilities, or public transport.

Design and Appearance

- 4 Dwellings and accommodation at ground floor level should contribute to the character of the locality and create active, safe streets by incorporating one or more of the following:
 - (a) front landscaping or terraces that contribute to the spatial and visual structure of the street while maintaining adequate privacy for occupants
 - (b) individual entries for ground floor accommodation
 - (c) opportunities to overlook adjacent public space.
- 5 Residential development should be designed to ensure living rooms have an external outlook.
- 6 Entries to dwellings or foyer areas should be clearly visible from the street, or access ways that they face to enable visitors to easily identify individual dwellings and entrance foyers.
- 7 Building entrances to residential flat buildings under 3 storeys in height should provide shelter and incorporate transitional space around the entry.

Garages, Carports and Outbuildings

- 8 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complements the associated dwelling.
- 9 Outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.
- 10 Garages, carports and outbuildings should not dominate the streetscape and (except where otherwise specified) be designed within the following parameters:

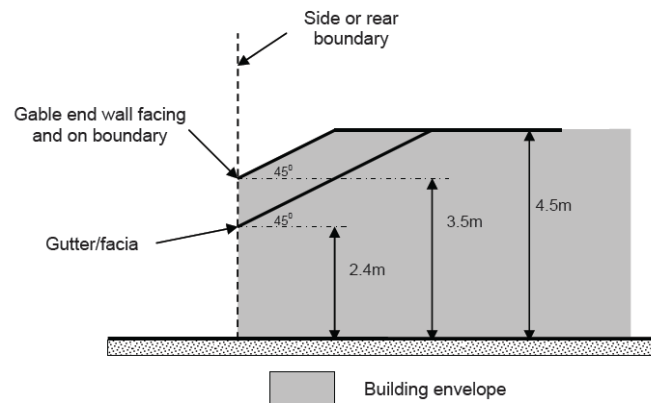
Parameter	Value
Maximum floor area	60 square metres
Maximum wall height	3 metres
Maximum building height	5 metres
Minimum setback from a primary road frontage	Garages and carports sited no closer to the primary road frontage than any part of its associated dwelling and in any other case, be setback a minimum of 5.5 metres Outbuildings should not protrude forward of any part of its associated dwelling
Minimum setback from a secondary road frontage	0.9 metres or in-line with the existing dwelling
Minimum setback from a rear or side vehicle access way	1.0 metres
Maximum length along the boundary	8 metres or 50 per cent of the length along that boundary (whichever is the lesser)
Maximum frontage width of garage or carport with an opening facing a rear access lane	No maximum
Maximum frontage width of garage or carport with an opening facing the street	Less than 50 per cent of the allotment frontage

- 11 In the **Residential Zone**, garages, carports, pergolas, outbuildings and other similar domestic structures should be sited and designed in accordance with the following:

(a) when located on side or rear allotment boundaries:

- (i) be constructed at least 6 metres from any existing structure on the same site and the same boundary
- (ii) ensure the total length of existing and proposed walls located within 0.6 metres of the same boundary does not exceed any of the following:
 - (A) 7 metres for structures with enclosed side walls
 - (B) 8 metres for structures with open side walls
 - (C) 7 metres where there are both enclosed and open sided structures.
- (iii) have a maximum wall height of no more than 2.4 metres and a maximum gable height of no more than 3.5 metres

(b) not exceed the maximum building heights depicted in the figure below:



12 Carports and garages should be setback from road and building frontages so as to:

- (a) not adversely impact on the safety of road users
- (b) provide safe entry and exit.

Site Coverage

13 Site coverage should ensure sufficient space is provided for:

- (a) pedestrian and vehicle access and vehicle parking
- (b) domestic storage
- (c) outdoor clothes drying
- (d) rainwater tanks
- (e) private open space and landscaping
- (f) convenient storage of household waste and recycling receptacles.

14 Except within the **Suburban Activity Node Zone**, a minimum of 20 per cent of the total site area should be pervious and remain undeveloped including driveways, car parking areas, paved areas and other like surfaces.

Private Open Space

15 Private open space (available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:

- (a) to be accessed directly from a habitable rooms of the dwelling
- (b) to be generally at ground level (other than for residential flat buildings) and to the side or rear of a dwelling and screened for privacy
- (c) to take advantage of, but not adversely affect, natural features of the site
- (d) to minimise overlooking from adjacent buildings
- (e) to achieve separation from bedroom windows on adjacent sites
- (f) to have a northerly aspect to provide for comfortable year round use
- (g) not to be significantly shaded during winter by the associated dwelling or adjacent development

- (h) to be partly shaded in summer
- (i) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality
- (j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

16 **Except where otherwise specified**, dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
>500	80, of which 10 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	24
300-500	60, of which 10 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	16
<300	24, of which 8 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	3	16

17 Dwellings in the **Residential Zone**, particularly those with ground-level habitable rooms should include private open space that:

- (a) conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	20 per cent of the site area or 35 square metres, whichever is the greater	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

- (b) has a minimum dimension of 2.5 metres.

- 18 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.
- 19 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to:
- (a) assist with ease of drainage
 - (b) allow for effective deep planting
 - (c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.
- 20 A minimum of 70 per cent of the private open space provided should be open to the sky and free from roofed structures such as verandas.
- 21 Dwellings located above ground level should provide private open space in accordance with the following table:

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

- 22 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.
- 23 Private open space may be substituted for the equivalent area of communal open space where:
- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development
 - (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance
 - (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

Communal Open Space

- 24 Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:
- (a) private open space
 - (b) public rights of way
 - (c) private streets
 - (d) parking areas and driveways
 - (e) service and storage areas
 - (f) narrow or inaccessible strips of land.
- 25 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:

- (a) address acoustic, safety, security and wind effects
- (b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings
- (c) facilitate landscaping and food production
- (d) be integrated into the overall facade and composition of buildings.

Noise

- 26 Other than within an area designated for the purposes of the *Noise and Air Emissions Overlay*, residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.
- 27 Residential development on sites abutting established collector or higher order roads should include a landscaped buffer between the dwellings and the road as well as front fences and walls that will supplement the noise control provided by the building facade.
- 28 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid nuisance to adjoining landowners and occupiers.
- 29 External noise and artificial light intrusion into bedrooms should be minimised by separating or shielding these rooms from:
 - (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

Site Facilities and Storage

- 30 Site facilities for group dwellings, multiple dwellings and residential flat buildings should include:
 - (a) mail box facilities sited close to the major pedestrian entrance to the site
 - (b) bicycle parking for residents and visitors (for developments containing more than 6 dwellings)
 - (c) household waste and recyclable material storage areas away from dwellings.

Affordable Housing

- 31 Affordable housing should be well integrated and complementary in design and appearance to other dwellings within the development.

Dependent Accommodation

- 32 Dependent accommodation (i.e. accommodation where the living unit is connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:
 - (a) the site is of adequate size and configuration and the minimum total site is 600 square metres
 - (b) the accommodation has a small floor area relative to the associated main dwelling(s) and does not exceed 60 square metres
 - (c) adequate outdoor space of a minimum of 20 square metres is provided for the use of all occupants of the dependent accommodation unit
 - (d) adequate on-site car parking is provided by one additional car parking space being provided on the site

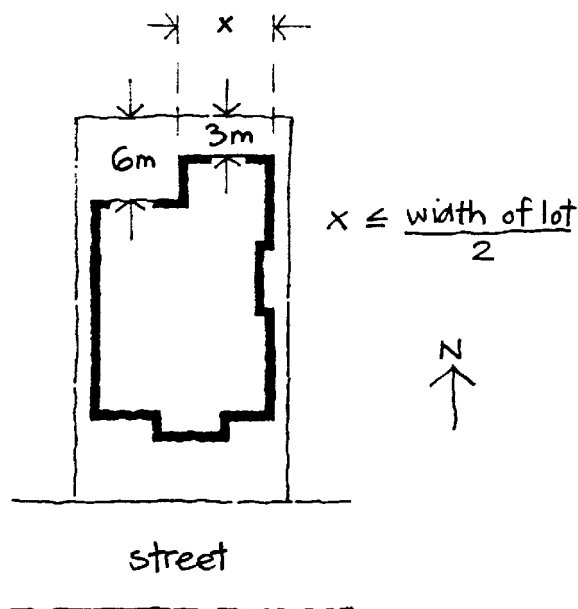
- (e) the building is designed to, and comprises colours and materials that will, complement the associated dwelling.

Swimming Pools and Outdoor Spas

- 33 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited to protect the privacy and amenity of adjoining residential land.
- 34 Swimming pools, outdoor spas, and associated structures (other than fencing) should have a maximum height of 1 metre above natural ground level and be setback from property boundaries the following minimum distances:
- (a) 1.5 metres for in-ground pools and spas
- (b) 5 metres for above-ground pools and spas.
- 35 Pool or spa equipment should be contained within a sound reducing enclosure and located at least 5 metres from a habitable room window of an adjoining property.

Street and Boundary Setbacks

- 36 Dwellings should be setback from allotment or site boundaries to provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.
- 37 Except where otherwise specified in a particular zone, policy area or precinct, the rear boundary setback for dwellings should be in accordance with the following:
- (a) a minimum of 6 metres for single storey components of dwellings, although the minimum setback can be reduced to 3 metres for a portion of the building as long as that portion does not exceed half the total width of the rear allotment boundary as outlined in the following figure:



- (b) a minimum of 8 metres for two storey components of dwellings unless within the **Regeneration Policy Area 16** or the **Medium Density Policy Area** of the **Residential Zone** where the minimum can be reduced to 6 metres.
- 38 Dwellings with walls located on the boundary (other than in the **Suburban Activity Node Zone**) should be designed in accordance with the following:
- (a) the walls should not abut more than one side allotment boundary

- (b) a wall from an adjacent dwelling already exists on the boundary:
 - (i) be located immediately abutting the adjacent wall
 - (ii) be constructed to the same or to a lesser length and height as the adjacent wall
 - (iii) be setback 2 or more metres behind the main face of the adjacent dwelling
- (c) no wall exists on the adjacent boundary:
 - (i) be setback 2 or more metres behind the main face of the adjacent dwelling
 - (ii) not exceed 6 metres in length
 - (iii) not exceed 3 metres in height
 - (iv) be sited no closer than 2.5 metres to a habitable room window or 3.5 metres if the wall is located to the north of the neighbouring window
- (d) adjoining communal open space or a public reserve, not to exceed
 - (i) 50 per cent of the length of the boundary
 - (ii) 4 metres in height.

Car Parking and Access

- 39 The width of driveway crossovers should be minimised and have a maximum width of:
- (a) 3 metres wide for a single driveway
 - (b) 5 metres wide for a double driveway.
- 40 Vehicle crossovers should be setback a minimum of 1 metre from existing street trees, above ground utility and infrastructure equipment and poles, and stormwater side entry pits.
- 41 Access ways servicing a hammerhead allotment or more than one dwelling should provide for an access onto a public road, with the driveway 'handle' being designed within the following parameters:

No. of dwellings served by driveway	Width at front property boundary and for first 6 metres excluding access points onto arterial roads (metres)	Width at front property boundary and for first 6 metres for access points onto arterial roads (metres)	Width beyond first 6 metres (metres)	Widening required for passing	Minimum landscaped strip either side of driveway (metres)
1-2	3	6	3	N/A	0.5
3	3	6	3	Only if the driveway length is greater than 30 metres	0.5
4-7	4.5	6	3	Widen to 5 metres at a point 25 metres from the front property boundary and	0.8

No. of dwellings served by driveway	Width at front property boundary and for first 6 metres excluding access points onto arterial roads (metres)	Width at front property boundary and for first 6 metres for access points onto arterial roads (metres)	Width beyond first 6 metres (metres)	Widening required for passing	Minimum landscaped strip either side of driveway (metres)
				then provide a similar passing area for every additional 25 metres thereafter	
8+	6	6	5	-	1.0

Home Businesses

42 The occupation of part of a dwelling or its site for a small office, consulting room or other non-industrial business in a **Residential Zone** should only occur where:

- (a) the nature, scale and intensity of the use does not detrimentally affect the amenity of residents living in the locality, by virtue of the appearance of the land or building, the inappropriate parking of motor vehicles, movement of goods and people, hours of operation, electrical interference, the storage of hazardous substances, or noise or other emissions from the site
- (b) the business employs no more than one person on-site, other than those living permanently in the dwelling
- (c) the business does not involve the servicing, repair or sale of motor vehicles
- (d) only one commercial motor vehicle (as defined in the *Road Traffic Act 1961*) associated with the business may be present at any time
- (e) vehicles exceeding three tonnes tare in weight are not used by or required to service the business
- (f) the area used in conducting the business (including storage of materials or goods) is fully screened, or contained in an enclosed building or buildings
- (g) no goods are displayed in any window, or about the dwelling or its curtilage
- (h) the floor area used in conducting the business (including storage of materials or goods) is limited to 50 square metres or 30 per cent of the floor area of the associated dwelling (excluding any garage or carport), whichever is the lesser, and the primary residential use of the remaining floor area is maintained
- (i) signage associated with the business is:
 - (i) discreet in scale and the total advertisement area does not exceed 0.2 square metres
 - (ii) of muted colours in sympathy with the character of residential development in the locality.

ATTACHMENT A8

(General Section – Transportation and Access)

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public, community and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off-street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks
 - (e) provides convenient and safe access to public transport stops.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.
- 5 Safe and convenient freight and people movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

- 5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 11 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 12 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- 13 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- 14 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 15 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 16 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas
 - (b) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in [Overlay Maps - Transport](#).
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities and secure lockers
 - (b) signage indicating the location of bicycle facilities.
- 20 On-site secure bicycle parking facilities should be:

- (a) located in a prominent place
 - (b) located at ground floor level
 - (c) located undercover
 - (d) located where surveillance is possible
 - (e) well lit and well signed
 - (f) close to well used entrances
 - (g) accessible by cycling along a safe, well lit route.
- 21 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

Access

- 22 Development should have direct access from an all-weather public road.
- 23 Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on [Overlay Maps - Transport](#) should be minimised and, where possible, access points should be:
- (a) limited to local roads (including rear lane access)
 - (b) shared between developments.
- 26 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse onto or from the road.
- 27 Development with access from arterial roads or roads as shown on [Overlay Maps – Transport](#) should be sited to avoid the need for vehicles to reverse onto or from the road.
- 28 **A maximum of 2 vehicle access points should be provided onto a public road and each access point should be a minimum of 6 metres apart.**
- 29 Structures such as canopies and balconies that encroach onto the footpath of a road should not cause visual or physical obstruction to:
- (a) signalised intersections
 - (b) heavy vehicles
 - (c) street lighting
 - (d) overhead electricity lines

- (e) street trees
 - (f) bus stops.
- 30 Driveways, access tracks and parking areas should be designed and constructed to:
- (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from surface runoff
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 31 The length of driveways should be minimised and together with manoeuvring areas be only sufficient to allow the proper functioning of the parking areas and their access.

Access for People with Disabilities

- 32 Development should be sited and designed to provide convenient access for people with a disability.
- 33 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Vehicle Parking

- 34 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Mar/2 - Off-street Vehicle Parking Requirements](#).
- 35 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 36 Vehicle parking areas should be sited and designed to:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points onto public roads
 - (g) avoid the need for vehicles to reverse onto public roads
 - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas

- (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.
- 37 Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.
- 38 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 39 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.
- 40 To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.
- 41 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.
- 42 On-site visitor parking spaces should be sited and designed to:
 - (a) not dominate internal site layout
 - (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling
 - (c) be accessible to visitors at all times.

Vehicle Parking for Residential Development

- 43 On-site vehicle parking should be provided having regard to:
 - (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
 - (d) availability of on-street car parking
 - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- 44 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
 - (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.
- 45 Ground level vehicle parking areas servicing multiple dwellings, including associated garages and carports (other than where located along a rear lane access way), should:
 - (a) not face the primary street frontage
 - (b) be located to the rear of buildings with access from a shared internal laneway
 - (c) ensure vehicle park entries are recessed at least 0.5 metres behind the main face of the building.

Vehicle Parking for Mixed Use and Corridor Zones

- 46 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Mar/2 – Off-street Vehicle Parking Requirements](#).
- 47 Loading areas and designated parking spaces for service vehicles should:
 - (a) be provided within the boundary of the site
 - (b) not be located in areas where there is parking provided for any other purpose.
- 48 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
 - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 49 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 50 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
 - (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties
 - (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings to undercroft areas are integrated with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)
 - (h) the height of the car park ceiling does not exceed 1 metre above the finished ground level.
- 51 In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

ATTACHMENT B1

(Overlay: Affordable Housing)

Affordable Housing Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay.

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

INTERPRETATION

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

OBJECTIVES

- 1 Affordable housing that is integrated into residential and mixed use development.
- 2 Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

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

ATTACHMENT B2

(Overlay: Noise and Air Emissions)

Noise and Air Emissions Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) - Noise and Air Emissions*.

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
 - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
 - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

ATTACHMENT B3

(Overlay: Strategic Transport Routes)

Strategic Transport Routes Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s)* – *Strategic Transport Routes*.

INTERPRETATION

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

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
 - (a) avoid the provision of parking on the main carriageway
 - (b) be accessible via service roads, where possible, that provide:
 - (i) parking off the main carriageway
 - (ii) a buffer from the main carriageway for pedestrian and cycle activity
 - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a minimum 1.2 metre wide continuous accessible path behind the bus shelter.

ATTACHMENT C

(Suburban Activity Node Zone - new)

Suburban Activity Node Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone that includes a range of medium and high density residential development supported by a mix of compatible land uses.
- 2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.
- 3 The design and layout of development to encourage walking and cycling and promote public transport use.
- 4 A mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space.
- 5 To identify and remediate contaminated land appropriate for its intended use.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will be developed as a medium to high density residential node with integrated mixed use development primarily focused in and around a Town Square Precinct and to a lesser extent along both sides of the easterly extension of Alawoona Avenue within the Core Area, and on sites facing the adjacent Urban Employment Zone to the east of the zone.

Residential development will be primarily in the form of residential flat buildings, row dwellings and semi-detached dwellings, and provide a mixture of 1, 2 and 3 bedroom dwellings and smaller student accommodation units that take advantage of the zone's proximity to education and employment facilities and public transport services.

The scale of buildings will be greatest in the Core Area identified on [Concept Plan Map Mar/8 - Tonsley Park](#), where heights of up to seven storeys are envisaged. These buildings will maximise views to the hills and the coast, particularly for residential units, and will also help establish a 'gateway' to the zone from the entry point at the Alawoona Avenue extension.

Northwards from the Core Area the scale of buildings will generally trend lower. A Transition Area is established adjacent the northern boundary of the zone as shown on [Concept Plan Map Mar/8 - Tonsley Park](#) where buildings will be no more than three storeys high and provide an appropriate transition between the more intensively developed portions of the zone and established low rise residential development in the adjacent zone.

The Town Square Precinct, located within the eastern portion of the Core Area, includes the northern end of the main assembly building formerly used in vehicle manufacture. The reuse of the main assembly building will be encouraged to provide a sheltered, pedestrianised environment, multifunctional public space and a vibrant activity hub for residents within both the zone and neighbouring suburbs, workers, students and visitors. A wide range of uses are envisaged in the Town Square Precinct including shopping, community services, offices, consulting rooms, cafes, restaurants and other eateries that provided for day-to-day needs and reduce the need for multiple car trips. Other activities envisaged in the Town Square Precinct including events, markets, art displays, 'pop up' retailing/food, exercising and recreation that can help create a sense of place and activate public spaces.

Through the reuse and refurbishment of existing buildings and the introduction of new structures and buildings, the Town Square Precinct will develop a strong identity that embraces the manufacturing history of

the site and the role of the surrounding areas for mixed-use employment, business innovation, research and education.

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

Outside the Town Square Precinct of the Core Area smaller scale non-residential land uses will be encouraged at street level along Alawoona Avenue and may include a mix of shops, offices and commercial activities, with residential uses generally located on upper floors. Buildings containing retail/commercial developments will have zero or minimal setbacks to the Alawoona Avenue extension, with sufficient space provided for outdoor dining and display purposes. Residential land uses at ground level will assist in activating the street frontage through the placement of foyers, windows, entries and the like.

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

Streets will incorporate traffic calming measures and be highly connected to surrounding areas (acknowledging the physical constraint imposed by the rail corridor on the western boundary of the zone) and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations such as shops, public transport stops and local parks.

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

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

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

Quality public spaces will be provided for community interaction, with a range of forms and sizes catering for a variety of uses, including passive and active recreation. An urban wetland will be integrated into the open space as a key feature and a visible symbol of the sustainability measures imbedded in the development of the zone.

A linear park will be established adjacent to the rail corridor to separate development from train operations and incorporate a recreation/commuter shared path linking the zone with areas to the north and south. The northern section of the 'Greenway and bike/pedestrian path' shown on [Concept Plan Map Mar/8 – Tonsley Park](#) may involve positioning the path away from the rail corridor alignment to provide a continuous route beyond the zone's northern boundary.

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

Due to former industrial uses within the zone, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable for the intended use, particularly where it involves sensitive uses like residential development.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - advertisement
 - affordable housing
 - aged persons accommodation
 - all forms of development that are ancillary to and in association with residential development
 - community centre
 - consulting room
 - dwelling
 - educational establishment
 - hotel (in the Core Area)
 - office
 - pre-school
 - recreation area
 - residential flat building
 - shop or group of shops, excluding a bulky goods outlet or a retail showroom
 - stormwater detention/retention basin
 - student accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Core Areas, Transition Areas and other identified features should be developed in accordance with the relevant [Concept Plan Map Mar/8 - Tonsley Park](#).
- 4 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.
- 5 Development should primarily take the form of:
 - (a) in the Core Area - residential flat buildings, non-residential buildings and buildings comprising two or more land uses with non-residential land uses on the ground floor
 - (b) in the Transition Area - residential flat buildings, row dwellings, detached and semi-detached dwellings.
- 6 Buildings located outside the Core Area and the Transition Area may comprise non-residential land uses, and should include non-residential uses on the ground floor when facing the Urban Employment Zone.
- 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should:
 - (a) have a local focus to their scale of activity and intended market catchment
 - (b) encourage walking to local shopping, community services and other activities
 - (c) not detrimentally impact on the amenity of nearby residents.
- 8 Transition Areas should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.

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

Designated area	Office (square metres)	Shop or group of shops (square metres)
Core Area	No maximum	No maximum
Transition Area	50	Zero
Any area not designated by the above	50 or 250 where the development site faces the Urban Employment Zone	Zero or 50 where the development site faces the Urban Employment Zone

10 Within the Core Area, shops or groups of shops should be provided at a neighbourhood scale, while offices should generally be of a smaller scale.

Form and Character

- 11 Development should be consistent with the desired character for the zone.
- 12 Development should graduate from medium-rise in the Core Area to low-rise in the Transition Areas, especially where the development site abuts the zone boundary.
- 13 In Core Areas:
- (a) the ground floor of buildings of 4 or more storeys should be built to dimensions (including a target minimum ceiling height of 3.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed.
- 14 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Desired minimum net residential site density
Core Area	110 dwellings per hectare net
Transition Area	50 dwellings per hectare net
Any area not designated by the above	70 dwellings per hectare net

Building Envelopes

Building Height

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

Designated area	Minimum building height	Maximum building height
Core Area	1 storey	7 storeys and up to 28.5 metres
Transition Area	2 storeys	3 storeys and up to 12.5 metres
Any area not designated by the above	2 storeys	6 storeys and up to 24.5 metres

Setbacks from the Primary Road Frontage

16 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters

Designated area	Minimum setback from the primary road frontage (metres)
Core Area	No minimum
Transition Area	No minimum
Any area not designated by the above	No minimum

Setbacks from Side Boundaries

17 Buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Designated area	Minimum setback from side boundaries (metres)
Core Area	No minimum
Transition Area	No minimum
Any area not designated by the above	No minimum

Other Setbacks

18 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

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

Design and Appearance

19 Development of **two** or more storeys in height should ensure that:

- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June.
- (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

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

20 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map Mar/8 - Tonsley Park](#).

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

Off Street Vehicle Parking

22 Vehicle parking should be provided in accordance with the following:

- (a) for residential flat buildings and residential development in multistorey buildings:

Location of development within the zone	Number of required vehicle parking spaces	
	Number of bedrooms	Plus number of required visitor parking spaces
Core Area	0.25 per studio (no separate bedroom) 0.75 per 1 bedroom dwelling 1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling
Transition Area/Any other area not designated	0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 + bedroom dwelling	0.25 per dwelling

- (b) for row, semi-detached and detached dwellings:

Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
1 or 2 bedrooms	1
3 plus bedrooms	2

- (c) for non-residential development (excluding light industry):

Location of development within the zone	Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Core Area	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area
Transition Area/Any other area	4 spaces per 100 square metres of	6 spaces per 100 square metres of

Location of development within the zone	Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
not designated	gross leasable floor area	gross leasable floor area

- 23 The number of required vehicle parking spaces (or where a minimum rate applies, from that minimum), may be reduced where justified based on local circumstances, for example where:
- (a) convenient on-street car parking is readily available
 - (b) there is the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation
 - (c) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
 - (d) it can be demonstrated that fewer vehicle parks would meet the needs associated with the development, including evidence that a lesser parking demand has been applied to similar uses elsewhere
 - (e) for student accommodation, affordable housing, or aged persons' accommodation
 - (f) on-site bicycle parking and related change facilities are provided.

Incentives

- 24 Where a minimum of 3 hours sunlight access on 21 June to habitable rooms and open space of dwellings in adjoining zones can be maintained, the following incentives apply to development:

Form of Development	Additional building height (except on land abutting an adjoining zone)	Car parking reduction (rounded to the nearest whole number) to be taken from the number of required vehicle parking spaces (or where a minimum rate applies, from that minimum)
Development which includes more than 15 per cent of dwellings as affordable housing	1 storey	30 per cent
The development includes undercroft parking with access from a road located to the side or rear of the site	1 storey	10 per cent
Site of development located within 200 metres of a fixed public transport stop		30 per cent
A building including non-residential development on the ground floor (or first two floors) with residential development on the floors above, where the residential component achieves the net residential site density for the relevant Area	1 storey	10 per cent except on land shown on <i>Overlay Map(s) - Strategic Transport Routes</i>
A building including a rooftop garden that occupies a minimum 25 per cent of	1 storey	

Form of Development	Additional building height (except on land abutting an adjoining zone)	Car parking reduction (rounded to the nearest whole number) to be taken from the number of required vehicle parking spaces (or where a minimum rate applies, from that minimum)
the building footprint area		
Development involving the reuse of the main assembly building formerly used in vehicle manufacture, where at least 70 per cent of the gross floor space of the development is within the main assembly building footprint		10 per cent
Maximum Accumulated Allowance	For buildings 5 storeys or less - 1 storey (and less than 4) metres additional building height For buildings of 6 storeys or more - 2 storeys (and less than 8 metres) additional building height	30 per cent

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Bulky goods outlet or retail showroom	Except where associated with a light industry
Fuel depot	
Industry	Except a light industry
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	

Form of development	Exceptions
Store	Except where associated with a light industry
Transport depot	
Warehouse	Except where associated with a light industry
Waste reception storage treatment or disposal	

Public Notification

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

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

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

ATTACHMENT D

(Urban Employment Zone - new)

Urban Employment Zone

Refer to the [Map](#) Reference Tables for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A mixed use employment zone that accommodates a range of industrial, education, training and research land uses together with other related employment and business activities that generate wealth and employment for the State.
- 2 Provision for large floor plate enterprises, such as advanced manufacturing plants, high technology and/or research and development related uses, located to take advantage of existing and future road and rail infrastructure and education and medical facilities.
- 3 The effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations.
- 4 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones.
- 5 Development that promotes business clusters that provide a range of economic and environmental benefits.
- 6 Coordinated and integrated development that:
 - (a) incorporates high speed information technology and telecommunications facilities and infrastructure
 - (b) contributes to the improvement of the physical, social and economic conditions of adjoining communities where appropriate.
- 7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone provides for the establishment of a wide range of employment generating and educational, training and research activities with a focus on sustainable light industry and related technology-based products and services that seek to reduce environmental impacts through: renewable energy; low emissions technology; water and wastewater reuse and treatment technologies; low emissions transport technologies; recycling and packaging technologies and systems; and demand side management for energy, water and other resources.

Other activities may comprise high technology, high value manufacturing and/or research and development related uses (where compatible with adjoining uses), commercial and office facilities and research, educational and training establishments.

Commercial development will be located primarily along the zone's frontage to South Road and along the primary vehicle route between South Road and the Town Square Precinct of the adjacent **Suburban Activity Node Zone** as shown on [Concept Plan Map Mar/8 - Tonsley Park](#). Light industrial development will be located centrally to the zone, with educational and training facilities located adjacent to the zone's southern boundary and near the Town Square Precinct within the adjacent **Suburban Activity Node Zone**.

Development adjacent the **Suburban Activity Node Zone** will be compatible with residential and retail uses and be interconnected with the Town Square Precinct in a manner that supports its function as a vibrant mixed use activity hub.

Development will be undertaken in a manner that supports sustainable development principles through effective water, energy and waste management, selection and use of materials, adaptive reuse, industrial ecology and site management. Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the area at the neighbourhood, street, site and building level. Stormwater management will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

Efforts to reduce the amount of land used for vehicle parking within the zone will also be encouraged and promoted. This may be achieved by reducing on-site parking provision for development located near non-vehicular and public transport routes to support a shift from private vehicle usage, to the provision of shared use parking facilities that can exploit differences in peak parking and effective in reducing the overall ground level parking area footprint.

Where practical, the reuse of existing buildings on the site is encouraged including the adaptive reuse of the main assembly building formerly used in vehicle manufacture. Within the main assembly building, 'pod' tenancies will be encouraged, enabling a number of individual tenancies to be established under the main roof area.

Development that adjoins the boundary of another zone where more sensitive land uses are anticipated (e.g. residential development), will be designed and sited to limit impact on the more sensitive development. Any development near the southern boundary of the zone where it abuts the residential zone should maintain the amenity for those residents.

Due to contamination present in the southern parts of the zone, these areas should be established for at grade car parking with associated landscaping and lighting. Buildings should only be developed where it is demonstrated that soil vapours would not present a risk to human health as a result of building occupation.

Key vehicle movement paths for the overall site are delineated in [Concept Plan Map Mar/8 - Tonsley Park](#). The circulating heavy vehicle roadway around the main assembly building will provide convenient access and loading/unloading at premises as required, with B-doubles constrained to commercial access on the eastern side of the site.

Buildings will provide a variation in materials, facade treatments and setbacks rather than appearing as large uniform buildings with blank façades. Landscaping will be carefully integrated with built form and matched to the scale of development, while also providing a comfortable, pleasant and attractive environment. Car parking areas will include trees to provide shade and enhance visual amenity.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development, or combination thereof, are envisaged in the zone:
 - consulting room
 - educational establishment
 - light industry
 - office
 - service industry
 - store (in association with a light industry or education establishment)
 - training facility
 - warehouse (in association with a light industry or education establishment).
- 2 Development listed as non-complying is generally inappropriate.

- 3 Development should be in accordance with the relevant [Concept Plan Map Mar/8 - Tonsley Park](#).
- 4 Development should not impede the operation of established land uses through encroachment, over development of sites or noise/emissions or any other harmful or nuisance-creating impact.
- 5 Sensitive uses within the zone should be designed and located to ensure the ongoing operation of any existing activity within **or adjacent to** the zone is not impeded.

Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development within the zone should comprise buildings of various heights in accordance with the following:
 - (a) low or medium-rise commercial/office buildings along the zone's frontage to South Road and along the main entrance road providing access into the zone from South Road, with a minimum height of two storeys
 - (b) medium-rise buildings for education and training within the southern portion of the zone and the main assembly building and/or as free standing buildings with clear and permeable connection to the Town Square Precinct located in the adjacent **Suburban Activity Node Zone**
 - (c) low-rise light industrial buildings generally across the remainder of the zone.
- 8 Development should be sited on the boundary or have a minimal setback.
- 9 Building façades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise or light spillage that would adversely affect the amenity of nearby residents.
- 10 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining allotments not zoned for employment, and should be designed to minimise its effect on the amenity of the locality.
- 11 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly activities requiring extended hours of operation.
- 12 The hours of operation of an activity should not detract from the amenity of any **zoned** residential area.
- 13 Within 50 metres of a residential zone boundary **or the boundary of the Suburban Activity Node Zone:**
 - (a) non-residential development (including loading and unloading activities) should:
 - (i) demonstrate appropriate acoustic performance
 - (ii) ensure that all noise sources including machinery, loading, unloading and other service areas on allotments nearest to the residential boundary are located within the building
 - (b) development should be designed and constructed of a material to ensure noise emissions are minimised within acceptable standards.
- 14 Development should be adaptable to allow for flexibility of use over time and accommodate multiple uses and shared facilities where practical, including training areas and car parking.

Off Street Vehicle Parking

- 15 The vehicle parking rates in [Table Mar/2 – Off-street Vehicle Parking Requirements](#) may be reduced where one or more of the following applies:
 - (a) convenient on-street parking is readily available

- (b) the site of the development is in convenient walking distance of a fixed public transport stop with a frequent service
- (c) an opportunity exists to exploit shared parking areas between uses based upon compatible hours of peak operation
- (d) suitable arrangements are made to accommodate any shortfall in on-site parking elsewhere or by other means
- (e) it can be demonstrated that fewer vehicle parks would meet the needs associated with the development, including evidence that a lesser parking demand has been applied to similar uses elsewhere
- (f) the development provides undercroft or basement parking
- (g) on-site bicycle parking and related change facilities are provided.

Land Division

16 Land division should create allotments that are of a size and shape suitable for the intended use.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement or advertising hoarding	Except where the advertisement or advertising hoarding: <ul style="list-style-type: none"> (a) does not move, rotate or incorporate flashing light(s) (b) has no part that projects above the walls or fascia where attached to a building (c) covers less than 10 per cent of the total surface area of a wall oriented to a public road or reserve (d) does not include bunting, streamers, flags or wind vanes.
Bulky goods outlet or retail showroom	Except where associated with a Light Industry
Caravan or residential park	
Dwelling	
Horticulture	
Indoor recreation centre	
Intensive animal keeping	
Motel	
Motor repair station	
Nursing home	
Petrol filling station	
Place of worship	
Prescribed mining operations	
Primary school	
Residential flat building	
Secondary school	
Service trade premises	

Form of development	Exceptions
Shop or group of shops	Except where: <ul style="list-style-type: none"> (a) other than within the Main Assembly Building, the gross leasable floor area is less than 50 square metres (b) located within the Main Assembly Building and the gross leasable floor area does not exceed 500 square metres.
Special industry	
Stadium	
Tourist accommodation	

Public Notification

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

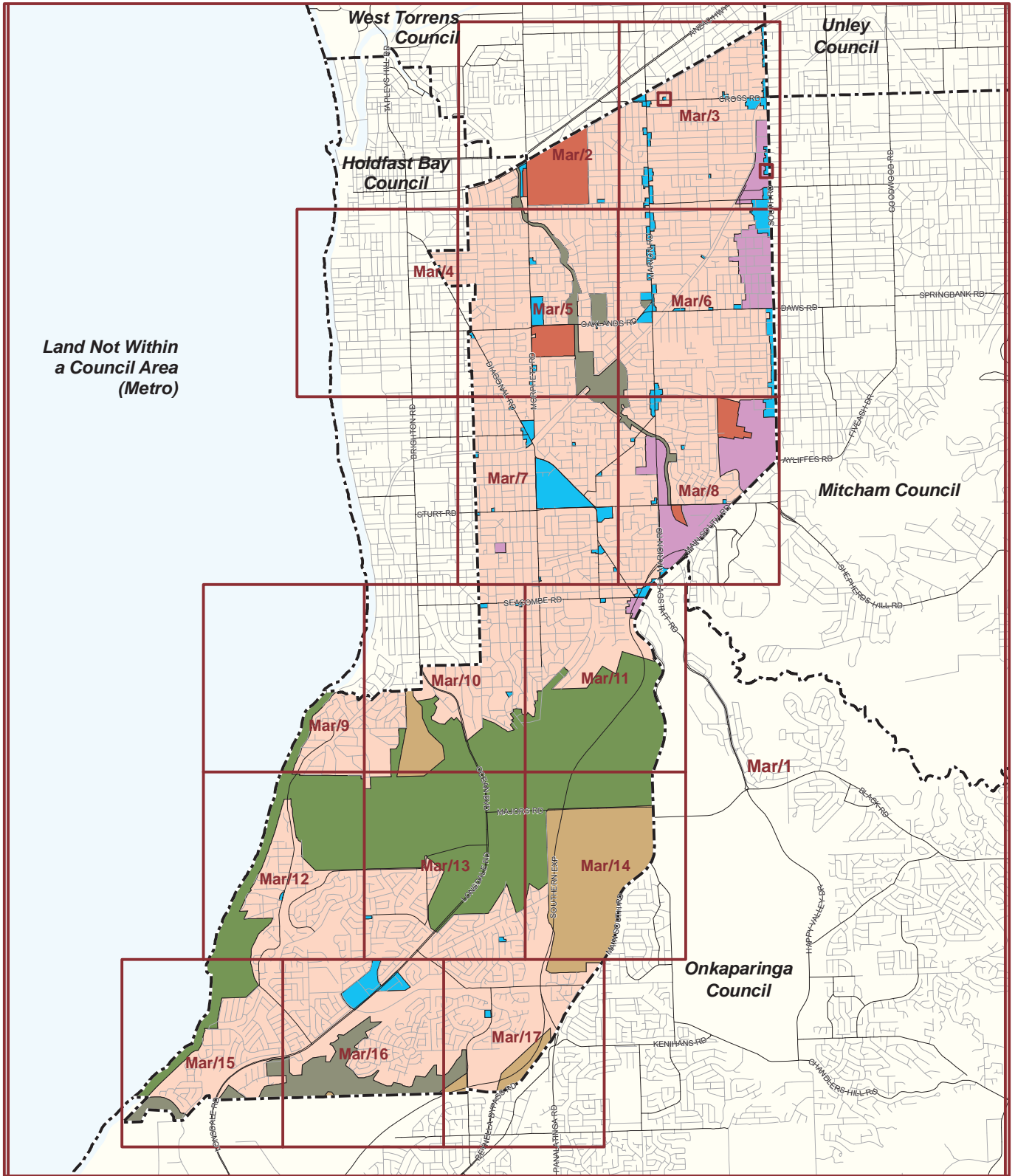
In addition, the following forms of development, or any combination thereof (except where the development is classified as non-complying), are designated:

Category 1	Category 2
All kinds of development except where the site of the proposed development is within 60 metres of a Residential Zone or Suburban Activity Node Zone boundary	Development where the site of the proposed development is within 60 metres of a Residential Zone or Suburban Activity Node Zone boundary

ATTACHMENT E

Replacement Maps

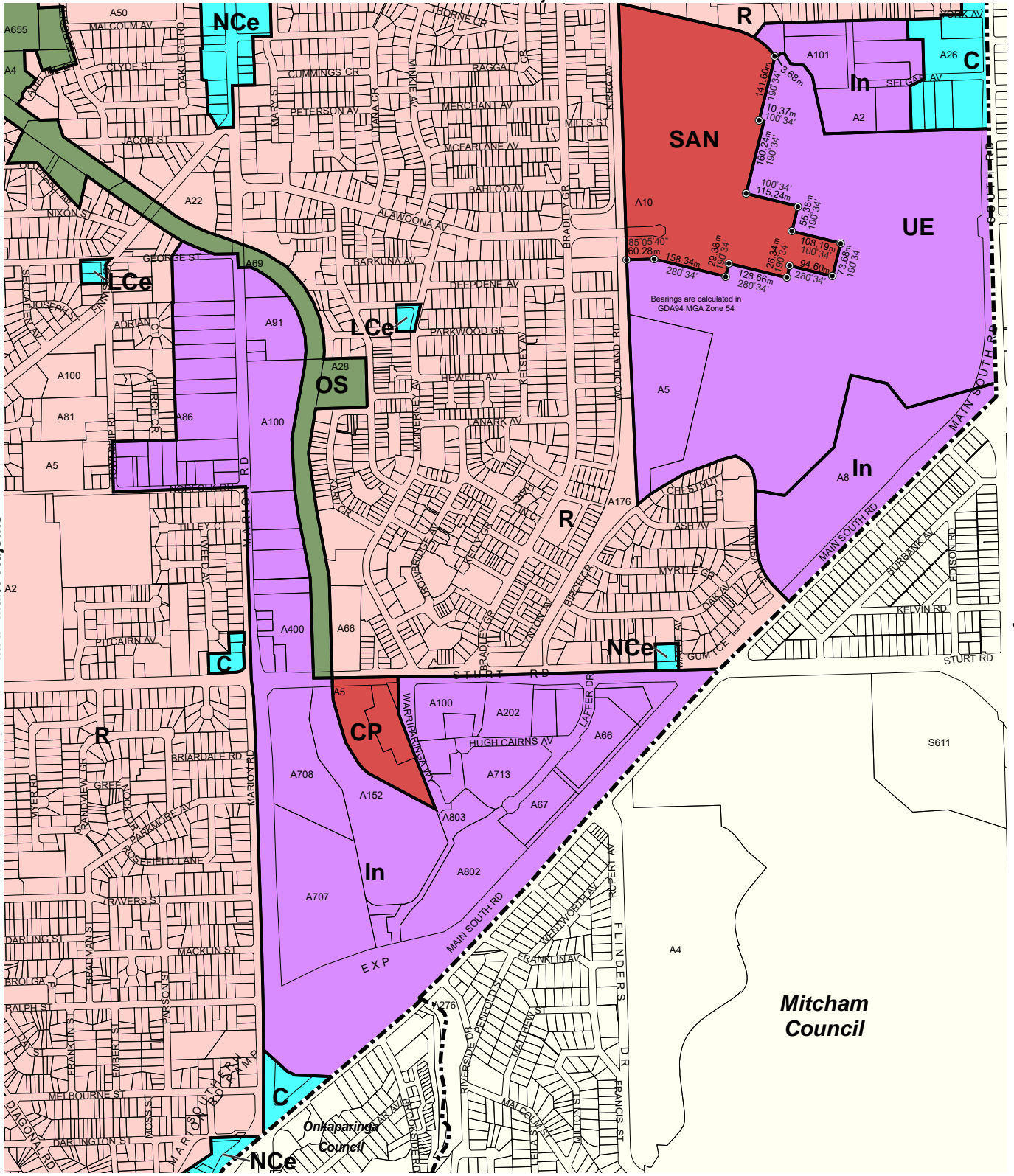
Council Index Map
Zone Map Mar/8
Policy Area Map Mar/8



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

Council Index Map

MAP Mar/6 Adjoins



MAP Mar/7 Adjoins

MAP Mar/1 Adjoins

MAP Mar/11 Adjoins

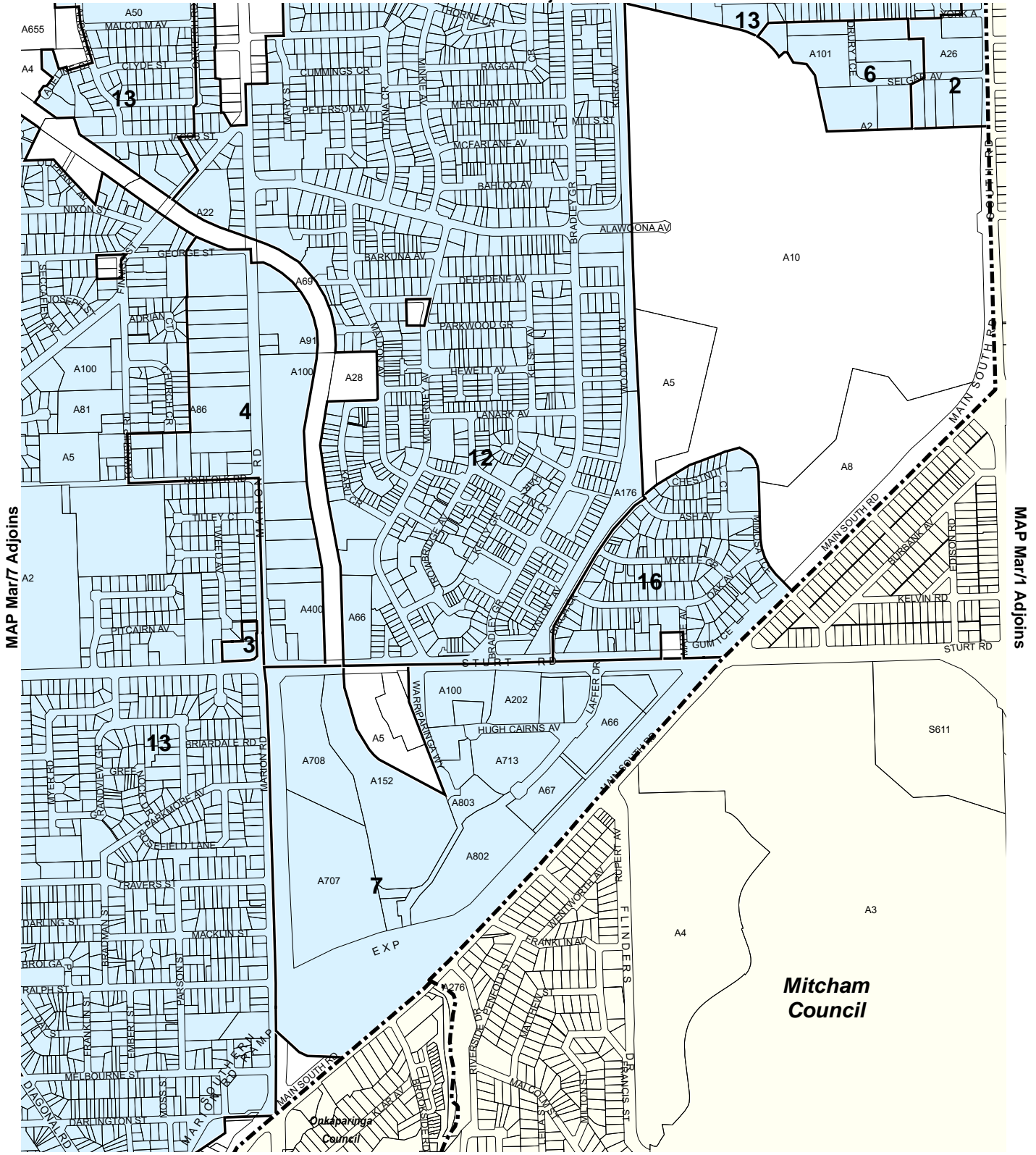
MAP Mar/1 Adjoins

- Lamberts Conformal Conic Projection, GDA94
- Zones**
- CP Caravan and Tourist Park
 - C Commercial
 - In Industry
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - OS Open Space
 - R Residential
 - SAN Suburban Activity Node
 - UE Urban Employment
 - Zone Boundary
 - Development Plan Boundary



Zone Map Mar/8

MAP Mar/6 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 12 Medium Density
 - 13 Northern
 - 16 Regeneration
 - 2 South Road
 - 3 Sturt/Marion Road Corner
 - 4 Industry/Commerce
 - 6 Light Industry
 - 7 Research



Policy Area Map Mar/8

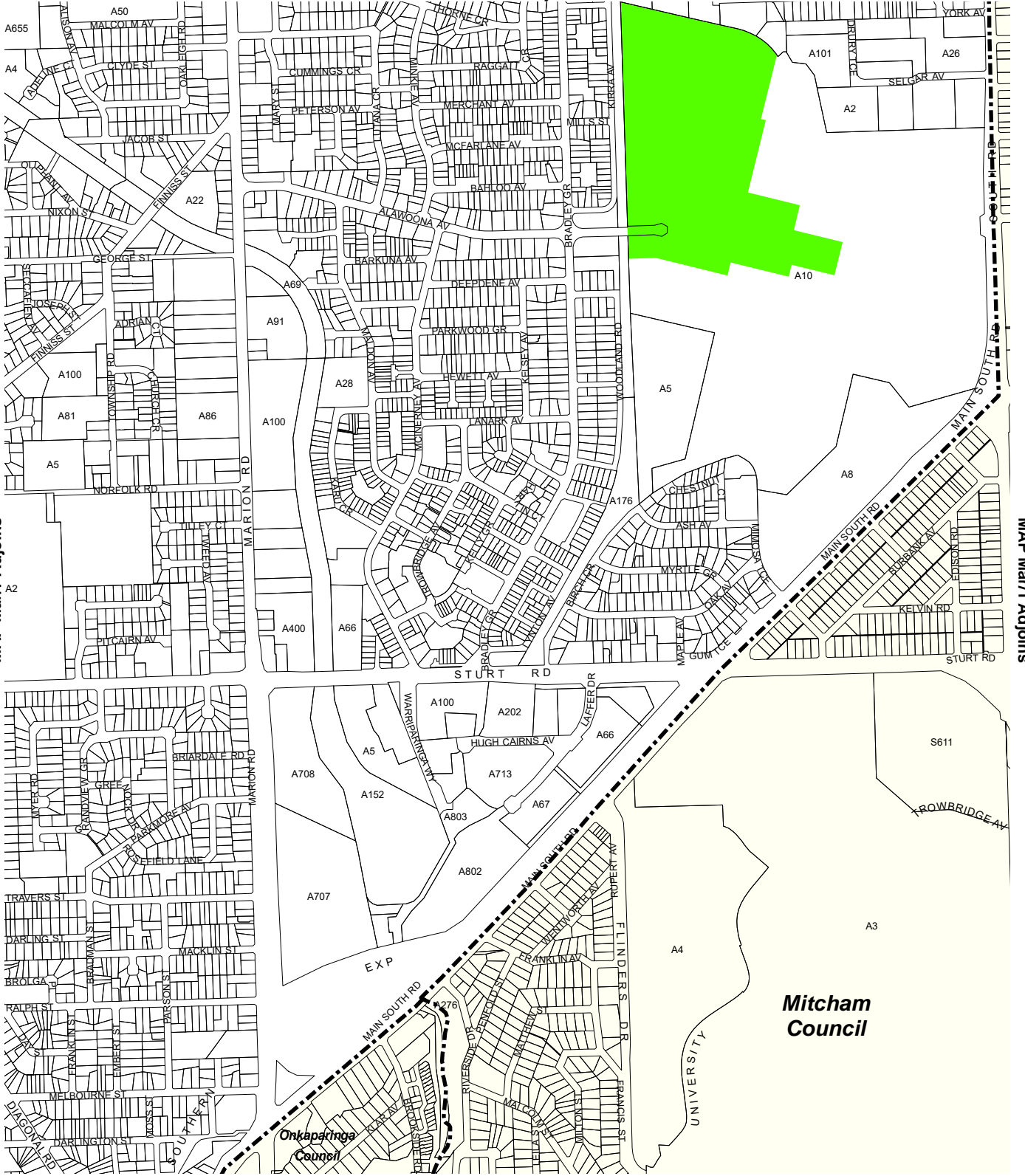
- Policy Area Boundary
- Development Plan Boundary

ATTACHMENT F

New Overlay Maps

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

MAP Mar/6 Adjoins



MAP Mar/7 Adjoins

MAP Mar/1 Adjoins

MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

Mitcam Council

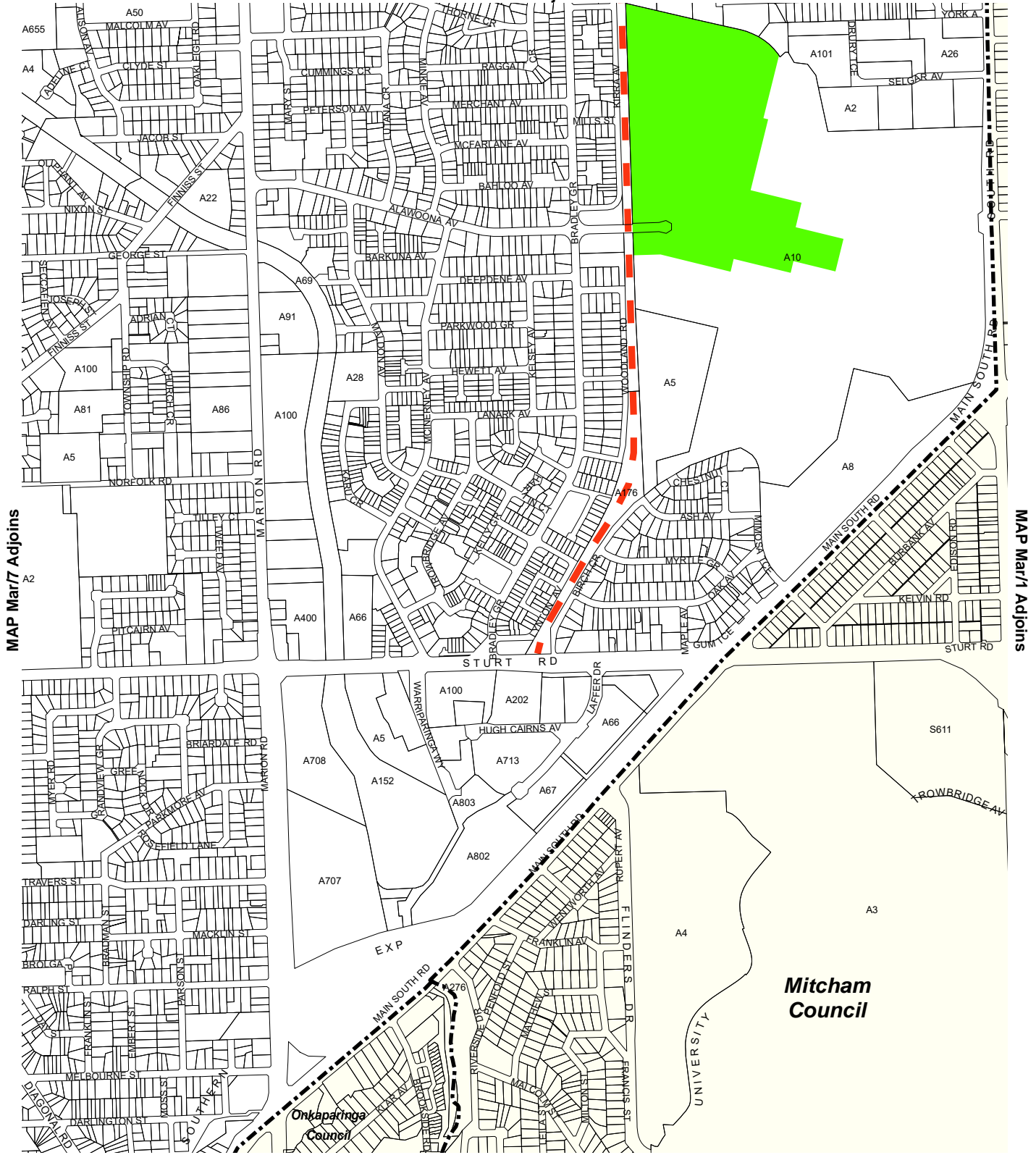
Onkaparinga Council



Overlay Map Mar/8 AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

MAP Mar/6 Adjoins



MAP Mar/11 Adjoins

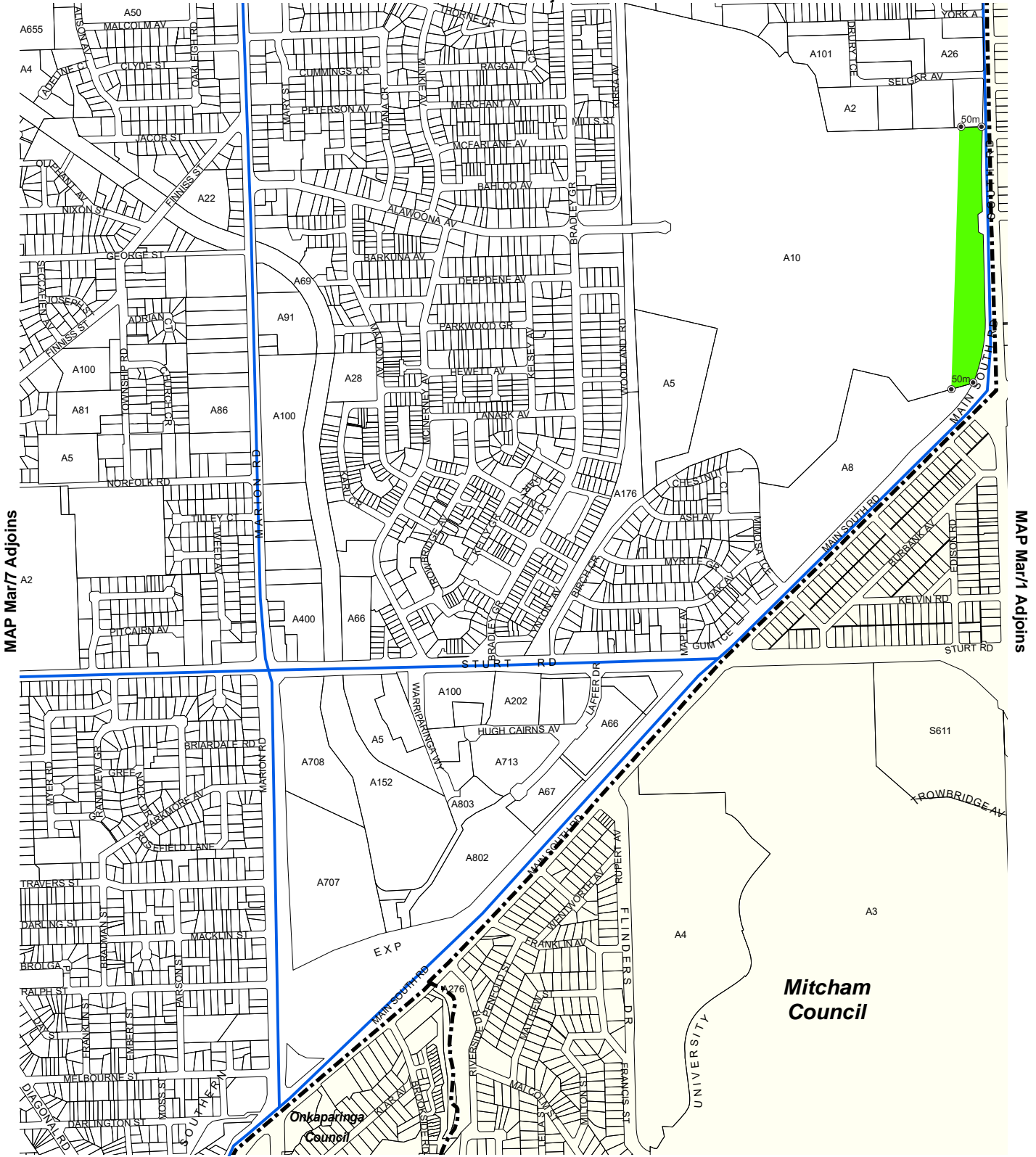
MAP Mar/1 Adjoins



- Train Line
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map Mar/8 NOISE AND AIR EMISSIONS

MAP Mar/6 Adjoins



MAP Mar/7 Adjoins

MAP Mar/1 Adjoins

MAP Mar/11 Adjoins

MAP Mar/1 Adjoins

Mitcham Council

Onkaparinga Council



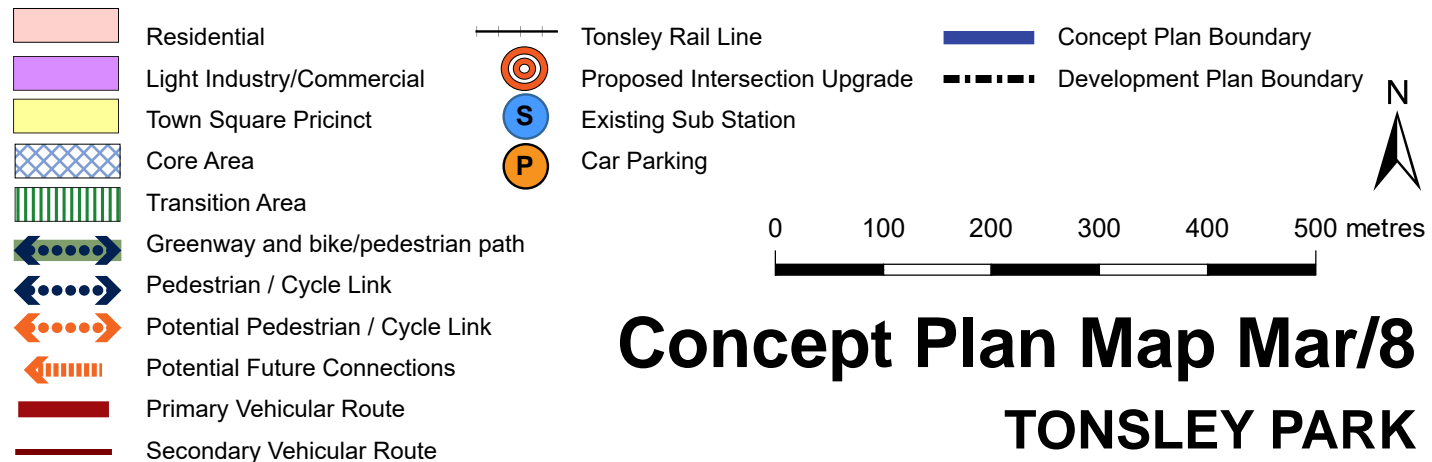
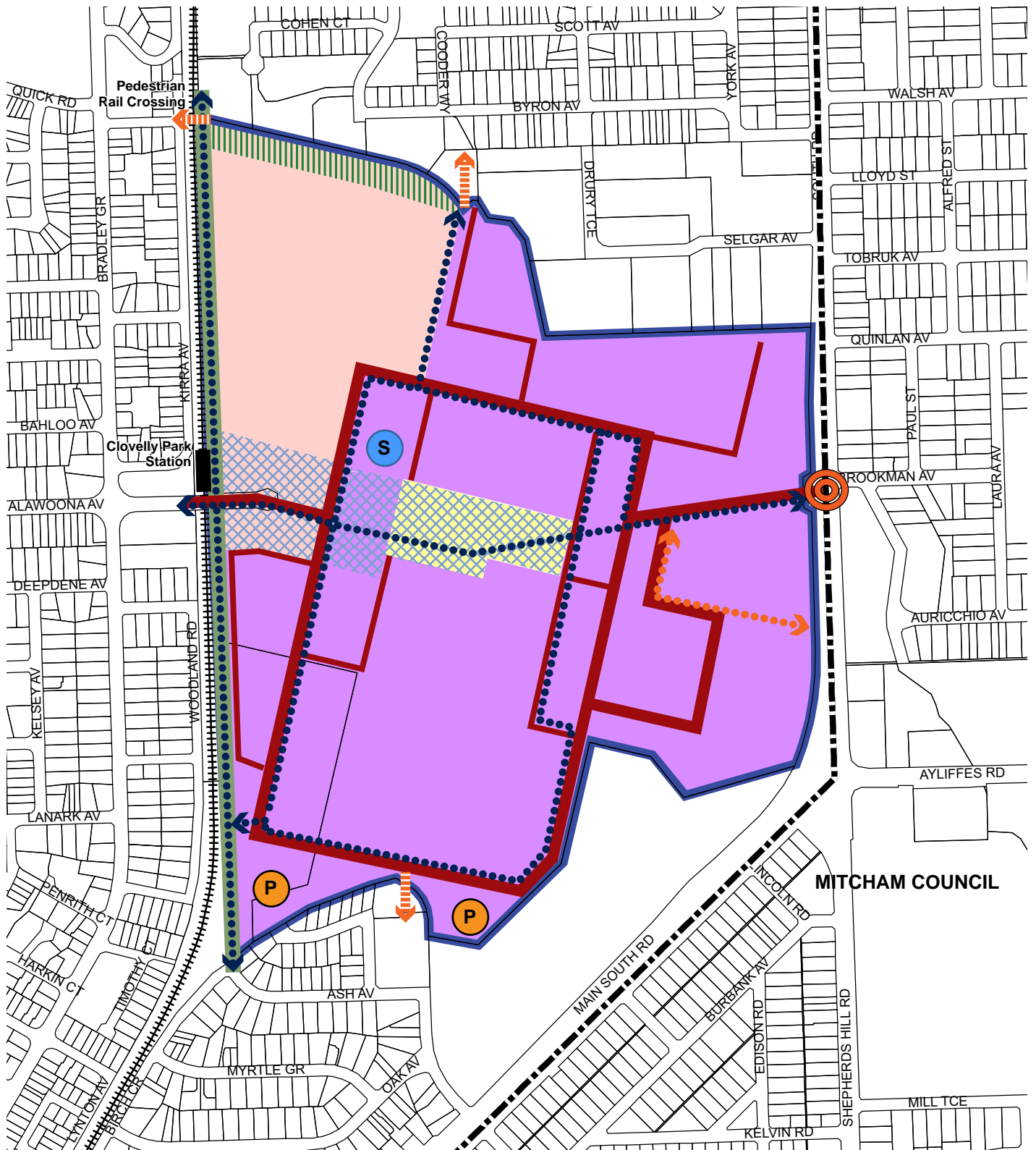
Overlay Map Mar/8

STRATEGIC TRANSPORT ROUTES

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

ATTACHMENT G

Concept Plan Map Mar/8 - Tonsley Park (new)



Concept Plan Map Mar/8

TONSLEY PARK



Government of South Australia

Department of Planning,
Transport and Infrastructure

Marion Council Development Plan

TONSLEY PARK REDEVELOPMENT & GENERAL SECTION AMENDMENTS

Development Plan Amendment

By the Minister

**EXECUTIVE SUMMARY AND
ANALYSIS RELEASED FOR
CONSULTATION FROM 17
JANUARY 2013 TO 13 MARCH
2013**

TABLE OF CONTENTS

EXECUTIVE SUMMARY

INTRODUCTION	i
NEED FOR THE AMENDMENT	i
AREA AFFECTED	ii
PROPOSED POLICY CHANGES	ii
LEGAL REQUIREMENTS	iv
CONSULTATION	iv
THE FINAL STAGE	v

ANALYSIS

1	BACKGROUND	1
2	THE STRATEGIC CONTEXT AND POLICY DIRECTIONS	1
2.1	South Australia's Strategic Plan 2011	1
2.2	Consistency with Planning Strategy	3
2.3	Consistency with Other Key Policy Documents	5
2.3.1	Strategic Infrastructure Plan for South Australia 2004/5 – 2014/15	5
2.3.2	Strategic Infrastructure Plan for South Australia 2010 Discussion Paper	6
2.3.3	Housing Plan for South Australia 2005	6
2.3.4	Housing and Employment Land Supply Program (HELSP) Report 2010, Greater Adelaide	7
2.3.5	Marion Council's Strategic Documents	7
2.3.6	Concurrent Ministerial and Council DPAs	8
2.3.7	Other Sections of the Development Plan	8
2.3.8	Adjacent Councils' Development Plans	9
2.4	South Australian Planning Policy Library	10
2.4.1	General Sections – Replacements	10
2.4.2	General Sections – Amendments 'in Situ'	11
2.4.3	New General Section policy	11
2.4.4	New Overlays and Zones	12
3	TONSLEY PARK MASTER PLAN	12
3.1	General Land Use Framework	12
3.2	Proposed Governance / Implementation	14
4	INVESTIGATIONS INFORMING THIS DPA	14
4.1	Introduction	14
4.2	Existing Zoning	14
4.3	Surrounding land uses	16
4.4	Housing Provision	18
4.4.1	Dwelling Numbers and Distribution	18
4.4.2	Resident Population	21

4.5	Integration with the Existing Area	22
4.6	Built Form Requirements	23
4.7	Impact Mitigation and Interface Policy	26
4.8	Economy and Employment	28
	4.8.1 Employment Opportunities	28
	4.8.2 Retail Opportunities	29
4.9	Transport and Access	30
	4.9.1 Movement Hierarchy	30
	4.9.2 Traffic Generation	31
	4.9.3 Access and Linkages to Surrounding Areas	33
4.10	Environment and Resource Management	34
	4.10.1 Creation of quality public open spaces/public realm	34
	4.10.2 Incorporation of water sensitive urban design and energy efficiency principles	34
4.11	Hazards	35
	4.11.1 Soil Assessment	35
	4.11.2 Groundwater Assessment	36
	4.11.3 Sensitive Uses	36
	4.11.4 Management of flood waters on and off site as a result of development	37
	4.11.5 Earthquakes	39
	4.11.6 Asbestos	39
4.12	Infrastructure	40
	4.12.1 Water	40
	4.12.2 Wastewater	40
	4.12.3 Stormwater	41
	4.12.4 Power	41
	4.12.5 Gas	42
	4.12.6 Telecommunications	42
4.13	Heritage	42
	4.13.1 Indigenous	42
	4.13.2 Non Indigenous	43
4.14	Flora and Fauna	43
4.15	Car Parking	45
	4.15.1 Parking - Suburban Activity Node Zone	47
	4.15.2 Parking – Urban Employment Zone	48
4.16	Schools	49
4.17	Flightpaths	49
4.18	Noise and Air Quality and Vibration	50
5	CONCLUSIONS AND RECOMMENDED POLICY CHANGES	51
5.1	Introduction	51
5.2	Current Planning Policy	51
5.3	Recommended Planning Policy	51
	5.3.1 General Section amendments	52

5.3.2	New General Section and Overlays	53
5.3.3	Zone Changes	54
5.4	Assessment Matters	56
5.4.1	Complying, Non-complying and Merit Development	56
5.4.2	Categories of Notification	57
6	STATEMENT OF STATUTORY COMPLIANCE	57
6.1	Accords with the Planning Strategy	57
6.2	Accords with Other Parts of the Development Plan	58
6.3	Complements the policies in the Development Plans for adjoining areas	58
6.4	Satisfies the Requirements Prescribed by the Regulations	58

REFERENCES/BIBLIOGRAPHY

APPENDICES

Appendix A - The 30-Year Plan for Greater Adelaide: Policies and Targets

THE AMENDMENT

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 Planning to amend a Development Plan.

This Development Plan Amendment (DPA) has been prepared by the Minister in accordance with sections 24(1)(g) and 26 of the Act. Section 24(1)(g) allows the Minister to prepare an amendment where of the opinion that the matter 'is of significant social, economic or environmental importance'.

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

A DPA may consist of:

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

NEED FOR THE AMENDMENT

This DPA is proposing to amend the planning policies that apply to the former Tonsley Park Mitsubishi site at Clovelly Park to guide the redevelopment of the land in accordance with the strategic directions identified in the Planning Strategy and State Government intentions for the future use of the land.

Accordingly it is intended that the site be redeveloped for manufacturing industry clusters associated with clean technologies that provide green collar jobs, with higher density housing forms proposed along the Tonsley rail line transit corridor. The current Development Plan identifies the site as an Industry Zone which does not contemplate the various forms of development being contemplated for the site.

To guide the State Government's redevelopment of the site, Renewal SA (formerly the Land Management Corporation (LMC)) and the Department for Manufacturing, Innovation, Trade, Resources and Energy (DMITRE) had a Master Plan prepared that identifies a mix of land uses that are consistent with the development of a sustainable, mixed use employment precinct.

The Master Plan vision supports the re-use of the former Mitsubishi main assembly building (located central to the site). When adapted for re-use, it is intended that the building bring together education and industry in a way that encourages tenants to develop innovative and environmentally friendly technologies and construction methods. TAFE SA's new Sustainable Industries Education Centre (SIEC), approved in May 2012, consolidates various trade related education and training facilities from other TAFE campuses and is an integral part of the overall development of the Tonsley Park site.

This DPA will consider the key components of the Master Plan, providing for the integration of the proposed land uses, including the education facility, commercial/light industrial uses including sustainable light industry, retail, community and civic spaces, housing, usable public open space and on-site car parking. It will introduce new zoning(s) for the site which will provide guidance on the nature and form of development envisaged.

AREA AFFECTED

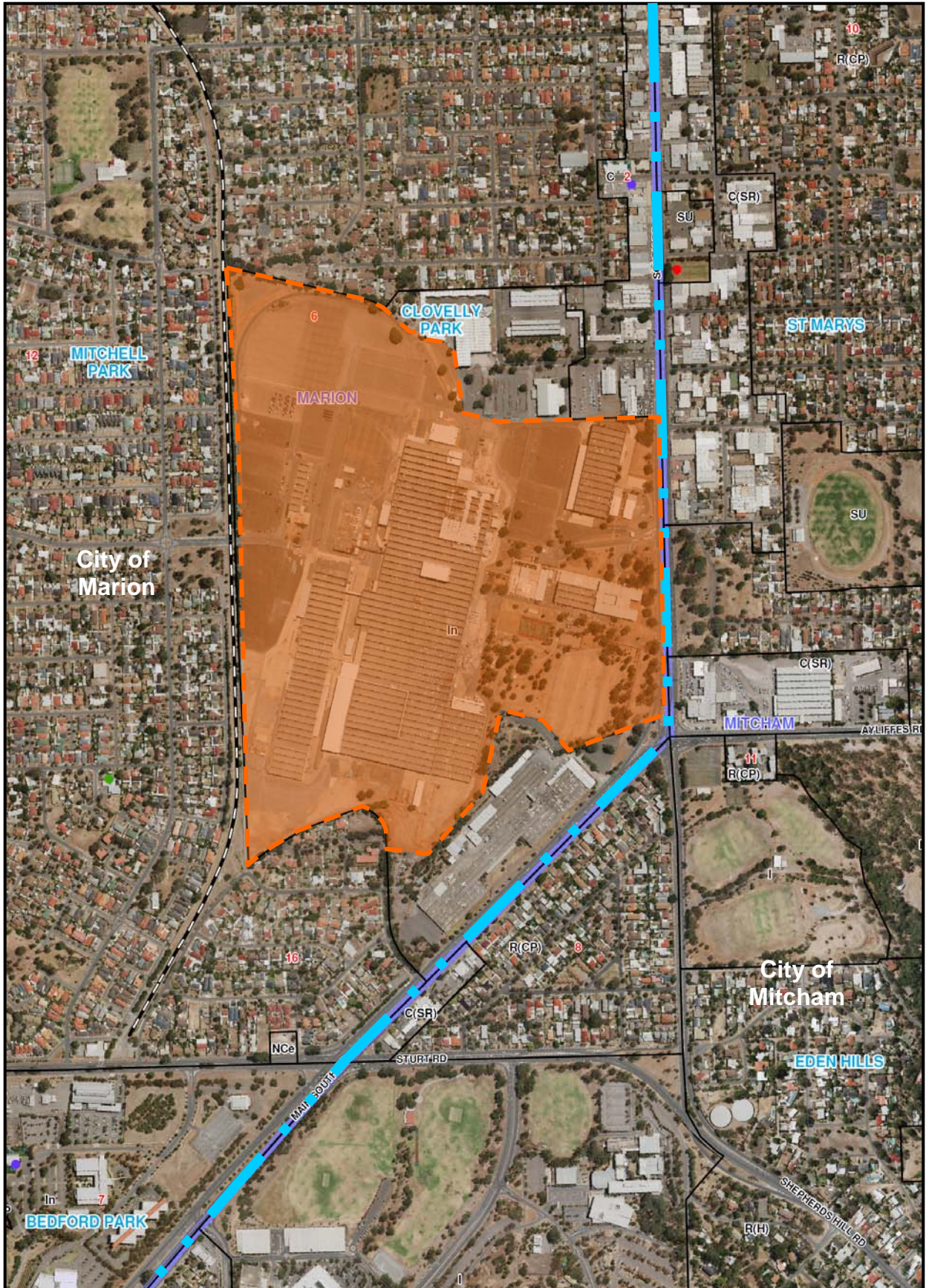
The area affected is located at Clovelly Park, approximately 10 kilometres south of the Adelaide CBD and comprises some 61 hectares formerly operated by Mitsubishi Motors Australia Limited. The land is bounded by South Road to the east and the Tonsley rail line to the west.

The land is contained in Certificates of Title Volume 6072 Folio 636 and Volume 6053 Folio 311 as shown generally on Figure 1 - Area Affected.

PROPOSED POLICY CHANGE(S)

The DPA proposes to amend the Marion Council Development Plan as follows:

- Introduce two new zones for the site:
 - (a) the Urban Employment Zone which will apply to some two thirds of the site, extending generally westward across the site from its South Road frontage
 - (b) the Suburban Activity Node Zone which will apply to the remainder of the site, extending generally eastward from the Tonsley rail line corridor.
- Introduce a new Concept Plan which will show indicative locations for key land uses, proposed pedestrian/bicycle routes and links, vehicle movements, and also delineate the Core and Transition Areas within the Suburban Activity Node Zone.
- Introduce the following Overlays which will apply to 'designated areas' within the site:
 - (a) Affordable Housing
 - (b) Noise and Air Emissions
 - (c) Strategic Transport Routes
- Introduce Overlay Maps which show the relevant 'designated areas' where the overlay policy will apply
- Amend Table Mar/1 – Building Setbacks from Road Boundaries to refer to the setback requirements in each of the new zones being introduced
- Replace the following General Sections of the Development Plan to establish greater consistency with the latest version of the South Australian Planning Policy Library:
 - (a) Centres and Retail Development
 - (b) Design and Appearance
 - (c) Interface between Land Uses
 - (d) Natural Resources
 - (e) Residential Development
 - (f) Transportation and Access
- Amend the General Section on 'Outdoor Advertisements' to establish greater consistency with Version 6 of the South Australian Planning Policy Library
- Amend the General Sections for 'Industrial Development' and 'Land Division' to ensure policy requirements do not conflict with the redevelopment vision for the Tonsley Park site
- Introduce of a new General Section titled 'Medium and High Rise Development (3 or More Storeys)' from Version 6 of the South Australian Planning Policy Library



- Area Affected
- Council Boundary

FIGURE 1

- Make consequential changes to the Council Index Map, Zone Map Mar/8 and Policy Area Map Mar/8 to reflect the new zones' boundaries.

While the mapping amendments will reduce the extent of the Industry Zone in this location, no change is proposed to the existing Industry Zone policies, which will continue to apply to adjoining lands and elsewhere in the Council area.

LEGAL REQUIREMENTS

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

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

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

CONSULTATION

The organisations and agencies to be consulted are:

- Department for Communities and Social Inclusion
- Department of Planning, Transport and Infrastructure
- Department for Education and Child Development
- Department of Environment, Water and Natural Resources
- Department of Further Education, Employment, Science and Technology
- Department for Health and Ageing
- Department of the Premier and Cabinet
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- South Australia Police
- South Australian Metropolitan Fire Service
- State Emergency Service
- SA Water
- Renewal SA
- Environment Protection Authority
- ETSA Utilities
- ElectraNet Pty Ltd
- Origin Energy
- APA Group
- City of Marion
- City of Mitcham
- Conservation Council of South Australia
- Planning Institute of Australia – SA Division
- Urban Development Institute of Australia – SA Division
- Local Government Association
- Property Council of Australia – SA Division.

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

THE FINAL STAGE

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

The Minister will then either approve (with or without changes) or decline to proceed with the DPA.

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

ANALYSIS

1. BACKGROUND

In December 2009 the State Government announced it had purchased the former Mitsubishi site at Clovelly Park (often referred to as Tonsley Park, which is the former name of that part of the suburb) with a view to capitalising on its potential by virtue of its size and proximity to the Adelaide CBD and major transport routes.

The strategic directions for Tonsley Park were subsequently detailed in *The 30-Year Plan for Greater Adelaide* (the Plan), the relevant volume of the Planning Strategy. The Plan recognises the potential of the land to contribute to employment opportunities through the provision of manufacturing industry clusters (clean technology industries) and increased residential densities and housing mix in proximity to transit corridors.

The potential use of the land has been considered through a Master Plan process which has been used to inform this DPA. The Master Plan proposes a more diverse mix of uses for the site than those available under the existing Industry Zone, including opportunities to capitalise on emerging 'green' industries and related technology and education and training. Consideration has also been given to commercial and retail uses to support industry and educational activities, as well as opportunities for medium density residential development to provide choice in the local housing market and to assist in creating a vibrant mixed use environment.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 South Australia's Strategic Plan 2011

'South Australia's Strategic Plan provides an important blueprint for our state that identifies the aspirations for our future success. It is a plan that provides direction not only to the State Government, but also to business and community organisations to identify and align their long term visions with the Plan.' (Page 8, South Australia's Strategic Plan)

Consideration has been given to the various Targets set out under the six Priorities (Our Community, Our Prosperity, Our Environment, Our Health, Our Education and Our Ideas) established by the Strategic Plan.

Relevant Priorities, Goals and Targets from the Strategic Plan are listed in the Table below, with comment provided on how the policies proposed in this DPA will assist in achieving the Goals and Targets.

Table 1: Strategic Plan Summary

Strategic Plan Priorities/Goals/Targets	Comment
Our Community	
Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.	A number of cycle/pedestrian paths are to be established as part of the development of the site, with linkages to public transport and surrounding neighbourhoods.
Goal: Everyone can afford to rent or buy a home. Target 7: Affordable housing South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate	A minimum of 15% of the dwellings on the site will be affordable housing, including 5% for high needs housing. Affordable housing is listed as an envisaged use in the Suburban Activity Node Zone and the Affordable Housing Overlay policies will also apply to this zone.

income families	
Our Prosperity	
<p>Goal: South Australia has a resilient, innovative economy.</p> <p>Target 35: Economic growth Exceed the national economic growth rate over the period to 2020</p>	<p>The DPA proposes that some 70% of the Tonsley Park site be set aside for employment lands (including land set aside for education facilities). Most of the employment opportunities will be created within a new Urban Employment Zone, which will provide a focus for sustainable light industries.</p> <p>In addition, the proposed Suburban Activity Node Zone will include opportunities for retail and commercial jobs, particularly within the Town Square Precinct.</p>
<p>Goal: South Australia has a sustainable population</p> <p>Target 45: Total population Increase South Australia's population to 2 million by 2027</p>	<p>The provision of this land for employment and housing purposes will assist in achieving this population target.</p>
<p>Goal: All South Australians have job opportunities.</p> <p>Target 47: Jobs Increase employment by 2% each year from 2010 to 2016</p>	<p>The DPA will accommodate the vision set out in the Master Plan which proposes that some 70% of the site be set aside for employment lands, with over 40% of the site to be developed with sustainable light industries, some 20% for commercial/office and some 10% for educational establishments and retail purposes.</p> <p>The development of the land for these purposes has the potential to increase employment opportunities, thereby assisting in achieving the jobs target.</p>
<p>Goal: Our young people have a future here.</p> <p>Target 54: Learning or earning Increase the proportion of 15-24 year olds engaged full-time in school, post-school education, training or employment (or combination thereof) to 85% by 2020</p>	<p>Under the Master Plan some 5% of the site is proposed to be developed with a major new TAFE facility for education and training purposes and a further 4% of the site is to be set aside for an additional tertiary establishment.</p> <p>The DPA identifies educational establishments/training facilities as desired activities in the affected area.</p>
<p>Goal: We meet industry skill needs by training South Australians.</p> <p>Target 55: Apprentices Increase the number of apprentice completions in trade occupations by 20% by 2020</p>	<p>Some 5% of the site is proposed to be developed with a major new TAFE facility for education and training purposes.</p> <p>Tonsley Park will provide opportunities for the TAFE students to work with businesses on site which may provide future employment opportunities.</p>
Our Environment	
<p>Goal: We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.</p> <p>Target 63: Use of public transport Increase the use of public transport to 10% of metropolitan weekday passenger vehicle</p>	<p>The Master Plan for the site identifies cycle and pedestrian paths to be provided as part of the development of the land. In addition, the development will provide increased population (residential, student and worker) in close proximity to South Road and Bradley Grove bus routes and the Tonsley railway line, with a station</p>

<p>kilometres travelled by 2018</p>	<p>at Clovelly Park.</p> <p>The DPA includes a new Concept Plan for the Tonsley Park site that identifies the pedestrian/cycle paths, including a Greenways route alongside the Tonsley rail corridor.</p> <p>In addition, the intensification of activities near the Clovelly Park railway station, including higher density residential development, enhances the potential to increase public rail passenger use.</p>
<p>Goal: South Australia has reliable and sustainable energy sources, where renewable energy powers our homes, transport and workplaces.</p>	<p>Consideration is being given to the establishment of trigeneration infrastructure on the site, which will provide for the simultaneous generation of electricity, heating and cooling for use in the various buildings and operations.</p> <p>The electricity generated is proposed to be supplemented by the installation of solar photovoltaic panels on rooftops.</p> <p>In addition, the opportunity of Tonsley Park operating as a 'smart grid' is being investigated to determine the viability of managing energy supply and demand on site.</p> <p>The DPA and Marion Council Development Plan requirements encourage efforts to minimise energy consumption through design.</p>
<p>Goal: We want Adelaide to grow up more than out.</p> <p>Target 68: Urban development By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas</p>	<p>The Master Plan proposes that some 29% of the site be redeveloped for residential purposes, comprising higher density housing types in buildings ranging from 2 to 7 storeys.</p> <p>The entire site is located within an established urban area and will therefore contribute towards targets on infill housing.</p>
<p>Our Education</p>	
<p>Goal: We have a zest for lifelong learning.</p> <p>Target 93: Tertiary education and training Increase the proportion of South Australians aged 15-64 participating in tertiary education and training to 17% by 2016</p>	<p>Approval for a major new TAFE facility for education and training purposes has been granted and a parcel of land adjacent to the Town Square is also proposed for tertiary education purposes.</p>

2.2 Consistency with the Planning Strategy

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

The Planning Strategy that is relevant to this DPA is *The 30-Year Plan for Greater Adelaide* (the Plan). Central elements of the Plan are the revitalisation of mixed-use activity precincts, increased residential densities and mixed-use development along transit

corridors, creation of transit-oriented developments and improving employment opportunities.

The redevelopment of Tonsley Park has the potential to deliver on a number of strategic objectives and, as a result, many sections of the Plan are pertinent.

The Plan recognises an on-going role for the Tonsley Park site in employment, focusing on clean technologies and sustainable industries. This is expected to contribute to a regional employment target of some 43,000 additional jobs over the life of the Plan. Preliminary planning for the redevelopment suggests that some 6,000 people could be employed on the site by 2026, including an estimated 5,000 jobs in light industry, sustainable technologies, advanced manufacturing industries and commercial enterprises.

In addition, the western boundary of the site is framed by the Tonsley railway line which is identified as a 'major corridor' in the Plan. For the Southern Adelaide region, an infill dwelling target of 19,500 new homes has been established within such corridors. The redevelopment of the land at Tonsley Park has the potential to deliver in the order of 1,000 additional dwellings to contribute to the achievement of dwelling targets, in addition to encouraging local and regional employment generation.

A more detailed assessment of the vision for Tonsley Park redevelopment against targets and policies contained in the Plan is provided in Appendix A. The following comments relate more specifically to the directions for the *Southern Adelaide* region from the Plan.

Southern Adelaide

Southern Adelaide directions Map E5 of the Plan, identifies the Tonsley Park site as an 'Existing key industry area' with the annotation to 'Regenerate the Mitsubishi site for industry/employment'. This Map also identifies land adjacent to the Tonsley rail line, which forms the western boundary of the subject land, as 'Major Corridor (fixed line current and planned)'.

Table E5 sets out population and dwelling, affordable housing and employment targets for Southern Adelaide and are reproduced in the following Table.

Table 2: Southern Adelaide Region targets 2009-2038

Population and dwellings (within corridors) - infill	Net additional dwellings: 19,500	Net additional population: 36,400
Affordable housing	Net additional dwellings: 6075	
Employment	Net additional jobs: 43,000	
Gross land supply	Infill up-zonings (residential and employment: 4,840 hectares)	

Other annotations on Map E5 relevant to the subject land include 'Protect industry zones from encroachment' and 'Boost residential activity around railway stations'.

Response

This DPA has been prepared to guide the redevelopment of the Tonsley Park site in a manner consistent with the Planning Strategy.

In light of the site's attributes like proximity to passenger rail services and access and exposure to South Road, as well as interface issues with surrounding residential and employment activities, it is considered that the redevelopment of the Tonsley Park site has the potential to deliver against both population and employment targets for the Southern Adelaide Region.

2.3 Consistency with Other Key Policy Documents

2.3.1 Strategic Infrastructure Plan for South Australia 2004/5 – 2014/15

The Strategic Infrastructure Plan for South Australia provides an overarching state framework for the planning and delivery of infrastructure by all government and private sector infrastructure providers. The Infrastructure Plan identifies strategic priorities for the period between 2005-06 and 2014-15 for 14 infrastructure sectors. The following strategic priorities are of relevance to this DPA.

Transport

Encourage the shift to rail transport for passenger and freight movements where justified by environmental, economic or social imperatives.

Coordinate the development of urban planning and transport systems to maximise the economic, social and environmental benefits.

Industrial Land

Planning of industrial sites should encourage sustainable industrial practices.

Ensure suitable sites are available for industries that are strategic to the state's economy and have site-specific requirements.

Identify land suitable for sites in southern Adelaide.

Residential Land

Ensure that planning for residential development is more closely integrated with infrastructure and transport planning.

Education and Training

Improve levels of utilisation of key TAFE sites through various strategies including shared use with other educational institutions.

Energy

Foster innovation and fast take-up of technological advances in energy supply and use.

Response

This DPA will facilitate sustainable forms of light industry and associated development, higher density residential development and new education facilities in close proximity to road and rail public transport systems.

The DPA is therefore considered to meet a number of strategic priorities identified in the Strategic Infrastructure Plan.

In addition, through State Government initiatives there are opportunities for localised trigeneration energy systems, supplemented by solar photovoltaic panels and the implementation of a Smart grid, to provide a renewable energy supply and efficient distribution system. The DPA and established Development Plan requirements are supportive of development that reduces energy consumption or provides innovative and renewable solutions to site energy needs.

2.3.2 Strategic Infrastructure Plan for South Australia 2010 Discussion Paper

First released in 2005, the Strategic Infrastructure Plan is now considered to require updating by the State Government to ensure that it continues to provide direction to state agencies, other spheres of government and the private sector on the government's priorities for South Australia.

A Discussion Paper was released for comment in September 2010 as a basis to update the Strategic Infrastructure Plan, and contained the following references relevant to this DPA

Urban Land

- employment lands are being protected at Clovelly Park
- the former Mitsubishi site at Clovelly Park has been purchased to provide a focus for development of sustainable technologies
- this prime industrial site will be developed as a hub for innovative companies in advanced manufacturing, clean technology and environmental industries
- development of a master plan for the whole precinct is underway (now completed).

It also lists 'Develop Clovelly Park Employment Precinct Master Plan' as a Current Major Project.

Response

The 2010 Discussion Paper supports the development of the Tonsley Park site for advanced manufacturing, clean technology and environmental industries. Other strategic priorities that can apply to the site remain substantially as identified in the current Strategic Infrastructure Plan.

The DPA is therefore considered to meet a number of the priorities identified in the 2010 Discussion Paper.

2.3.3 Housing Plan for South Australia 2005

The Housing Plan for South Australia has five main objectives and identifies the associated key actions that will deliver results. Of the five objectives, those of particular relevance to this DPA are as follows:

- Affordable housing and strong communities
- High need housing
- Environmental sustainability.

Response

As the residential component of the DPA proposes the provision of 15% affordable housing (including 5% high needs housing) being built to appropriate standards of energy, water and waste management efficiency, it is considered to meet a number of objectives of the Housing Plan.

The proposed new Suburban Activity Node Zone will be subject to the requirements of the new Affordable Housing Overlay that will enable affordable housing to be allocated over time where a development occurs in multiple stages.

2.3.4 Housing and Employment Land Supply Program (HELSP) Report 2010, Greater Adelaide

The HELSP report plays a key role in supporting the implementation of the *30-Year Plan for Greater Adelaide* by setting out a timetable for achieving and maintaining The Plan's target of a 15-year supply of development-ready zoned land.

The report:

- identifies the Clovelly Park (Tonsley Park) site for 'Industrial land use.' (Map 3.16 Southern Adelaide region map)
- notes the one major industrial site, at Clovelly Park, that has come on to the market in Southern Adelaide since the completion of the 2008 Industrial Database
- comments that 'the 61 ha Clovelly Park site requires structure planning, a Ministerial DPA and infrastructure upgrades; however it will boost the government-owned developable land to 141 ha and the total land supply to 606 ha.'
- identifies that infrastructure is available; however, water and wastewater systems are nearing their design capacity and will require upgrades.

Response

The development of a substantial portion of this land for sustainable light industry, commercial activities and associated activities, as proposed in this DPA, is considered to accord with directions set out in the HELSP report.

The use of a portion of the site for activities other than industry provides opportunities to integrate the site development with adjacent areas, particularly the established residential areas to the north, and create a precinct where workers and residents alike can congregate and access local services and facilities.

2.3.5 Marion Council's Strategic Documents

(a) City of Marion Strategic Plan 2010/2020

In describing the 'story' of Marion, the Strategic Plan offers the following:

'Marion is looking at a future full of opportunity based on an economy which ranges from retail and advanced manufacturing to clean tech industries, and a focus on learning, community participation and sustainability.'

The Strategic Plan sets the vision, direction and strategies for the future of the city. Key strategies/Targets of relevance to this DPA include:

- Support affordable and diverse housing options that meet community needs (CW2.4)
- Enable community access to sustainable transport options (CW3.1)
- Develop open spaces and recreation facilities that support active communities and healthy environments (CW4.1)
- Further develop lifelong learning opportunities (CV1.1)
- Promote the City of Marion as an investment attraction location for targeted industry sectors, including:
 - Advanced Manufacturing

- Environmental Industries
- Education (DE2.1)
- Ensure the City of Marion Development Plan supports economic development priorities and a diverse economy (DE2.3)
- Encourage the development of a sustainable employment centre in the former Mitsubishi Motors site (DESP1.1)
- Investigate and implement alternative water resources and maximise water conservation, capture and reuse (HE2.1).

Response

The policies proposed in this DPA are considered consistent with the Council strategies listed above and will therefore assist in their achievement.

(b) City of Marion – Strategic Directions & Development Plan Review 2008

This May 2008 review was undertaken in accordance with the requirements under section 30 of the *Development Act 1993*.

The '*Preliminary Land Use Framework*' plan resulting from this review identified the following measures for the Clovelly Park industrial area (the Tonsley Park site) as follows:

- Master planning
- Diversification opportunities
- Flexible land use arrangements to meet changing economic climate
- Protect industrial land
- Flexibility for ancillary services and land uses
- Improve access arrangements and street layouts

The review also confirmed the preparation of the 'Clovelly Park industrial area Master Plan and Development Plan Amendment' as a high priority action.

Response

This DPA, which has been informed by the Tonsley Park Master Plan Report, accords with the intentions expressed above.

2.3.6 Concurrent Ministerial and Council DPAs

There are no current Council or Ministerial DPAs that will be affected by the policy amendments proposed in this DPA.

2.3.7 Other Sections of the Development Plan

The Marion Council Development Plan was converted to the new format based on relevant components of the South Australian Planning Policy Library in October 2010.

The format and policies proposed in this DPA are in accord with the format and policy content of the current Development Plan, although amendment is proposed to introduce some of the latest relevant policy versions from the Library, particularly those sections considered most relevant to future redevelopment of the Tonsley Park site.

In some instances the General Section (Council-wide) policy is proposed to be amended to better reflect the intentions of the Library. However, as this DPA does not propose a comprehensive review of the General Section of the Development Plan, endeavours have been made to ensure the intent of some existing policies are retained (as far as practical) by incorporating additional or maintaining local additions policy particularly where it relates to residential development.

This aspect of the DPA is discussed in more detail in Section 2.4 below.

Response

The format and policy content of this DPA is consistent with the format and policy content of the wider Development Plan and consideration has been given to avoiding repetition, ambiguity and conflict of policies.

2.3.8 Adjacent Councils' Development Plans

Due to the location of the Tonsley Park site, which is on the eastern boundary of the Marion Council area, consideration of potential impacts of the DPA on adjoining Development Plans has been limited to that of the Mitcham (City) Development Plan. South Road, which forms the eastern boundary of the site, also forms the boundary between the Marion and Mitcham Council areas in this location.

The site is adjacent to the following two zones within the Mitcham (City) Development Plan.

- Commercial (South Road) Zone, which amongst a number of Objectives has the following of direct relevance:

Objective 1: Accommodation of mixed service trade premises, light and service industrial, transport, wholesale, storage, small-scale office, indoor recreation, leisure and retail showroom uses.

Objective 3: Development that is complementary to the planning objectives for land on the western side of South Road in the City of Marion.

- Residential (Central Plains) Zone – Policy Area 8, which amongst a number of Objectives has the following of direct relevance:

Objective 1: Development comprising primarily detached dwellings within Residential (Central Plains) Policy Areas 8, 9, 10 and 12 undertaken in a manner that complements the predominant architecture, streetscape and low density character of existing development in the locality.

The Mitcham (City) Development Plan has not yet been converted to the new format incorporating relevant components of the South Australian Planning Policy Library. As such, there are differences between the Marion Council and Marion (City) Development Plans in terms of the zoning and policy structure. Notwithstanding this, the forms of development proposed for the eastern section of the Tonsley Park site are not considered to be incongruent with the Objectives for the Commercial (South Road) Zone.

In addition, given that the closest dwellings in this part of the Mitcham Council area are located over 100 metres from the Tonsley Park site, being separated by the multiple traffic lanes of South Road and a reserve which is located between the dwellings and the eastern side of South Road, it is unlikely that the forms of development proposed for the

Tonsley Park site will have any adverse impact on residential development in the Residential Zone to the east in the Mitcham Council area.

Response

No amendments are considered warranted as part of this DPA to take into account the policy directions and land use zoning requirements within the adjacent City of Mitcham.

2.4 South Australian Planning Policy Library

As indicated in Section 2.3.7 above, the Marion Council Development Plan was converted to the new format based on relevant components of the South Australian Planning Policy Library in October 2010.

Since that time, the State Government has undertaken a review to update some of the General Section Library policies as well as introduced new zones and General Section topics to assist in delivering on wider strategic directions for city growth along key transit corridors and for transit-oriented development sites. These reforms were incorporated into Version 6 of the Library released in September 2011.

Given the availability of these more recent policies, a review has been undertaken to determine the extent of any differences between the current Library and the Marion Council Development Plan. The review focussed on those policy modules found in the General Section of the Development Plan which are likely to be most relevant to the future development of the Tonsley Park site as well the latest zone modules which could be used to best represent the strategic directions of the Planning Strategy and form of development envisaged in the Master Plan.

As a result of this review, some General Sections of the Marion Council Development Plan are proposed to be amended via this DPA. Some policies will be introduced as replacements for existing policies, while others will be new policies. It should be noted that proposed updates to the General Sections will apply across the Council area, not just to the Tonsley Park site.

The following sections provide information on the how selected General Sections of the Marion Council Development Plan are proposed to be amended based on whether it is replacement sections, an alteration to a section in-situ, or new policy.

2.4.1 General Section – Replacements

One of the characteristics of the last review of the Library was the repositioning of policy from one General Section to another. Some of the changes sought to establish a policy framework that is issue based rather than tied to land use, consistent with a desire to accommodate a greater mix of land uses in areas identified for redevelopment.

Under earlier versions of the Library some requirements appeared in a particular General Section dealing with a certain form of development which cast doubt on whether it applies to other land uses. For instance, specific policy on overshadowing of residential development appeared in the General Section titled Residential Development. This inferred that non-residential uses (e.g. offices, consulting rooms) were not subject to the same 'test' as a residential building when located adjacent to an existing residential activity.

Due to the 'rearrangement' of Library policy, it has proved to be more efficient to 'replace' some whole General Sections in the Marion Council Development Plan notwithstanding

that the intent of many policies within that section remain largely unaltered. The following General Sections fit into the 'replacement' category:

- Centres and Retail Development
- Design and Appearance
- Interface Between Land Uses
- Natural Resources
- Residential Development
- Transportation and Access

Each replacement section is contained in The Amendment section of this DPA as an individual Attachment. Further commentary about the proposed changes to the above 'replacement' General Sections is provided later in this Analysis.

2.4.2 General Section – Amendments 'in Situ'

In reviewing the General Sections of the Marion Council Development Plan it became apparent that many of the differences with the Library are benign and could be considered via a whole of Development Plan review rather than through this more focussed DPA. As such, aside from the replacement of those General Sections mentioned above, other alterations proposed as part of this DPA are restrained and focussed on amending only relevant General Sections where it supports the vision for the redevelopment of the Tonsley Park site.

Amendments in-situ are proposed for the following General Sections:

- Industrial Development
- Land Division
- Outdoor Advertisements

The proposed alterations to both the Industrial Development and Land Division sections are to exclude the application of particular requirements to development in the Tonsley Park site. As such the amendments have no implications for development in other parts of the Council.

Changes proposed to the Outdoor Advertisements section (proposed to be renamed 'Advertisements') are regarded as more substantive and include a new policy dealing with the placement of illuminated signs near traffic signals and devices, and two new policies dealing with the design and location of advertising in mixed use and corridor zones.

The new advertising provisions will apply broadly across the Council.

2.4.3 New General Section policy

In response to the desire to promote a new built form in designated areas, a new General Section - Medium and High Rise Developments (3 or More Storeys) - was introduced in to the Library. It is proposed to introduce this into the Marion Council Development Plan as it is of relevance to the redevelopment of the Tonsley Park site.

In terms of how this may affect development in other parts of the Council district, a review of the Development Plan found that most zones do not contemplate development over two storeys. In other words, the potential need to apply the new policies based on current development expectations is limited to a few zones or parts of some zones. The areas where development of 3 or more storeys is contemplated include:

- Regional Centre Zone (for dwellings achieving a higher densities)
- Policy Area 7 of the Industry Zone

- Policy Areas 12 and 16 (which includes land immediately south of the Tonsley Park site) of the Residential Zone

While there are a number of zones that do not specify maximum buildings heights, some of these would be unlikely to support tall buildings based on zone objectives and policy. These include zones for conservation, open space and primary production. Therefore these changes have limited application to areas outside the Tonsley Park site.

2.4.4 New Overlays and Zones

The latest Library provides options to apply new Overlay policy in 'designated areas'. The Overlays include:

- Affordable Housing – applies to the whole of the proposed Suburban Activity Node Zone which is the only part of the Tonsley Park site that envisages housing amongst other uses (housing in the Urban Employment Zone is not encouraged)
- Noise and Air Emissions - applies to the whole of the proposed Suburban Activity Node Zone to assist in managing potential interface issues between land uses in a mixed use environment
- Strategic Transport Routes – related to land fronting South Road, identified as a route for the purposes of the new Overlay.

As the requirements of these Overlays will only be applied to land in the Tonsley Park site there are no implications for other parts of the Council. The option of applying the new Overlays to other areas within the Council will need to be considered through separate DPA processes.

As for the Tonsley Park site, it is proposed to rezone the land from Industry to a combination of the following two new Zones introduced into the Library as part of the last review:

- Suburban Activity Node Zone
- Urban Employment Zone.

As with the Overlays, there are no direct implications for land use policy beyond the Tonsley Park site.

3 TONSLEY PARK MASTER PLAN

3.1 General Land Use Framework

The final Tonsley Park Master Plan was released in March 2012 providing a blueprint for the redevelopment of the site. Its preparation sought to embrace and recognise the significance of the site from the outset, engaging a multi-disciplinary team to deliver on a project brief that expressed the agenda for the redevelopment in the following terms:

'The redevelopment of Tonsley Park will create a vibrant and integrated mixed-use employment precinct that will significantly grow the industrial and economic base of southern Adelaide.

Combining social and economic opportunities with education, renewable energy and high quality community facilities, the site will become a hub for innovative companies working in environmental industries, sustainable technologies and high value manufacturing.'

The preparation of the Master Plan involved consultation with a variety of stakeholders including Councils, the community and State agencies, with open days conducted in July 2011 that allowed interested parties to peruse information and concepts about redevelopment of the site and provide feedback. Information was presented across the following themes:

- green spaces for recreation and relaxation
- moving around (getting to Tonsley Park and moving around within the site)
- meeting places
- learning new skills
- working in sustainable industries
- places to live
- managing the impacts of industry
- Main Assembly Plant re-use

The preferred outcome is captured in the Master Plan which outlines the planned distribution of different land uses, identifies key vehicular and cycle/pedestrian movement networks, makes provision for open space and landscaping, and establishes a basis for stormwater management amongst other matters.

The proposed key land use mix for the site established by the Master Plan is summarised in the following table.

Table 3: Land use mix

Activity description	Gross areas	
	hectares	percentage of site
Sustainable light industry	25	41%
Commercial and office	11	18%
Residential	17.7	29%
Education	5.5	9%
Retail	1.2	2%
Infrastructure	Less than 1	1%

A generalised land use pattern was formed based on market testing and site opportunities (ie accessibility, site conditions and value, cut and fill requirements), which led to the division of the site into three broad precincts as shown on Figure 2. A brief description of these broad precincts is provided in the table below.

Table 4: General Precinct Description

Precinct	Characteristics	Propose primary land uses
Eastern	Exposure to significant passing traffic along Main South Road. It also provides the primary entrance point to the Tonsley site from Main South Road.	Commercial and sustainable light industries, including opportunity for high profile commercial headquarters, site branding and large floorplates.
Central	The main assembly building covering some 11 hectares is a dominant feature. The opportunity exists to find alternative uses for the existing plant.	The proposed range of uses includes commercial, education and training, community, sustainable light industry and a retail component.
Western	The Tonsley rail corridor forms the western boundary of the sector and includes the Clovelly Park railway station.	Primarily residential allotments in the northern half and sustainable light industries in the southern portion. This precinct also

	<p>The secondary site entrance (from Alawoona Avenue extension) is also present, providing the link between the site and adjoining suburbs to the west via the only rail crossing.</p> <p>North and west of this precinct are primarily residential areas within the suburbs of Clovelly Park and Mitchell Park respectively.</p> <p>The southern parts of the precinct shares a boundary with established industrial uses and housing.</p>	<p>contemplates opportunities for mixed use activities either side of the Alawoona Avenue extension and around the 'town square'.</p>
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Response

This mix of land uses proposed for the site is considered to be in accordance with the various State and Local government strategic documents identified earlier in this Analysis section. The policies proposed in this DPA, which are based on relevant policies from the State Planning Policy Library, will facilitate a range of uses on the site consistent with wider strategic directions.

3.2 Proposed Governance / Implementation

In addition to development applications requiring statutory approvals under the *Development Act 1993*, the governance arrangements proposed for development at Tonsley Park include an additional level of assessment. This additional level of assessment is considered essential to achieve a high level of design and function needed to deliver the vision for Tonsley Park.

Design guidelines will be established for each land use type (i.e. industrial, commercial, residential) and will be attached to every land title created at Tonsley Park through encumbrance.

The encumbrance will require that development applications receive encumbrance approval based on an assessment against the Tonsley Park Design Guidelines through a Design Review Panel.

4 INVESTIGATIONS INFORMING THIS DPA

4.1 Introduction

The Tonsley Park Master Plan and supporting background documents have been reviewed as part of the strategic context and in framing the policy directions contained in this DPA. The key elements of these documents and investigations and their impact on the development of planning policy for the area affected are discussed in the following sections.

4.2 Existing Zoning

The zoning of the affected area and the surrounding land is shown on Figure 1.

All the land west of the Tonsley rail corridor is zoned for residential purposes. More specifically this land is within the Medium Density Policy Area 12 of the Residential Zone and contemplates residential development in the form of two and three storey buildings.

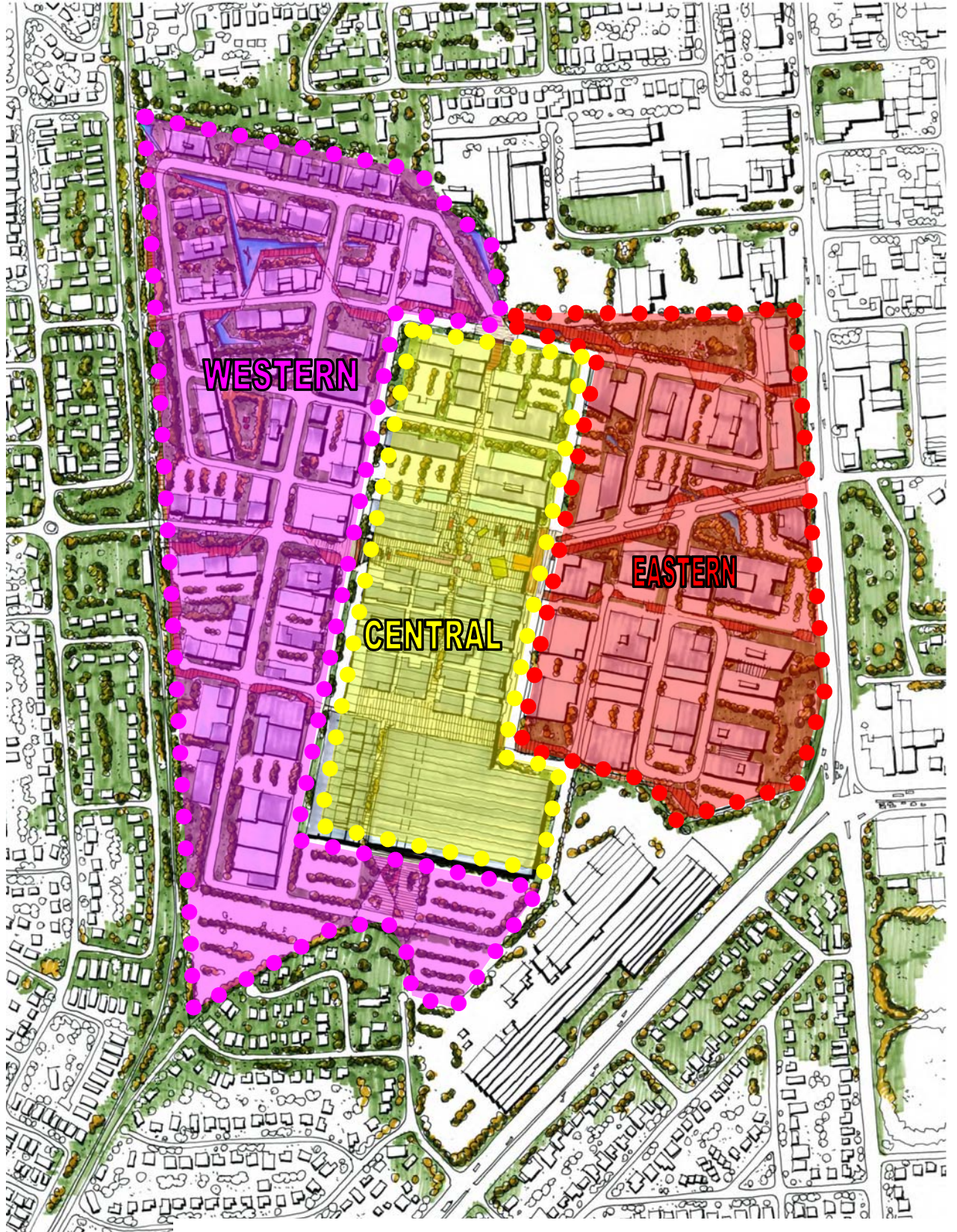


FIGURE 2

Illustrative Master Plan – Land Use Precincts

To the immediate north of the site (western side) is Northern Policy Area 13 of the Residential Zone, which also support medium density housing forms but at a reduced maximum height of two storeys.

The remainder of land along the northern boundary comprises an Industry Zone and a Commercial Zone. The land in the Industry Zone is part of Light Industry Policy Area 6 and accommodates uses expected to be more compatible with nearby residential areas.

The Commercial Zone is more specifically referred to as South Road Policy Area 2 and contemplates a range of service and light industries, bulky goods outlets, recreation facilities and storage uses.

The eastern side of the Tonsley Park site forms the boundary between the Marion and Mitcham Council areas. The expanse of South Road separates land uses within the respective Councils.

Opposite the affected area and on the eastern side of South Road (Mitcham Council), zoning comprises two commercial areas separated by a residential zone. Land adjacent to South Road in the residentially zoned section is wholly owned by the City of Mitcham as a reserve.

South of the affected area is land also zoned for industry (being the same zoning as the affected area itself) and more Residential Zone land closer to the rail corridor and identified as Regeneration Policy Area 16 that supports higher dwelling densities and affordable housing in buildings up to 3 storeys.

4.3 Surrounding land uses

A land use survey of the area surrounding the site has confirmed that, in the main, the established land uses correspond with the intent of the various zones.

Land uses within 300 metres to the south, west and north of the site are almost entirely residential in nature in accordance with the underlying Residential Zone.

Other land uses to the north-east of the site comprise a mixture of commercial and industrial uses, once again in accord with the underlying Industry Zone and Commercial Zone. Within the Industry Zone land uses comprise a mixture of industrial/commercial units, engineering/manufacturing premises, office/warehouse premises and associated car parking and open storage areas. A dwelling is also located in the area. Within the Commercial Zone land uses comprise a car yard sales outlet and servicing premises, the Tonsley Hotel and associated accommodation and car parking, storage facilities and furniture sales premises. The Residential Zone is located immediately adjacent to these zones to the north.

Land uses to the east of the site lie within the Mitcham Council area and are separated from the site by the South Road's road reserve and in the south – east by the Tenneco manufacturing plant. The eastern side of South Road is within the Commercial (South Road) Zone and the Residential (Central Plains) Zone.

Development within the Commercial (South Road) Zone and fronting South Road includes activities such as plumbing supplies, offices, office/warehouse, electrical goods repairers, shops selling clothes and rubber goods, bistro/bar/gaming facility, new and used cars sales and servicing premises. Other activities located further east from South Road include an indoor/outdoor fitness centre, automotive repairers, crash repairer, radiator repairs, printing premises, commercial sales premises/warehouse, painting contractor and a small number of dwellings. Commercial activities opposite the Tenneco site include a

crash repairers, plumbing services, car wash, auto care, take-away food shop and office premises. The Residential (Central Plains) Zone and a Special Uses Zone (oval facilities) are located immediately to the east of the Commercial (South Road) Zone.

The Residential (Central Plains) Zone overwhelmingly contains residential development, with the occasional commercial premise (i.e. a motor trimmers premise opposite the Tenneco site).

An Institutional Zone is located at the south – eastern corner of South Road and Ayliffe Road. This Zone contains a number of sporting ovals/fields.

This surrounding land use scenario and the previous use of the Tonsley site itself for a major motor vehicle manufacturing plant, provides a context for considering potential impacts on and from the site.

As discussed earlier, the Master Plan for the Tonsley Park site proposes that residential development be located adjacent to the western and northern boundaries of the site. This residential development is not expected to impact upon, or be affected by, the existing residential development to the west and north. The location, heights and siting and design criteria to be employed will minimise the potential for impact to adjoining areas. Siting and design criteria will also be employed to minimise potential noise and air quality impacts to the proposed residential development from the operations of the Tonsley rail line. The location, siting and design of residential development proposed in the north will also need to take account of the proximity to existing adjoining industry/commercial activities.

The Master Plan also proposes that commercial and light industrial activities will be located generally on the eastern and southern portions of the site and to a lesser extent to the west. The nature of these activities will be such that they are considered unlikely to result in any significant impacts on surrounding land uses, including to residential development to the south, east and west of the site.

The existing commercial development to the east of the site along South Road currently co-exists with residential development, often directly abutting it. Given the separation between the proposed residential development on the western side of the Tonsley Park site, any impacts from existing commercial development along South Road should be minimal. None the less, current policies in the Development Plan and those proposed in this DPA can be employed, if found to be necessary, to ensure external impacts are mitigated to an appropriate extent.

Regard has been given to preliminary advice provided by the Environment Protection Authority (EPA) and the recommended separation distance of 300 metres for 'sensitive uses' from the Tenneco (Monroe Australia) facility on the eastern side of the site has been noted. The residential development proposed on the western portion of the site is located more than 300 metres from the Tenneco land. It is noted that the proposed TAFE facility which is to be located in the southern portion of the site is within this 300 metres separation distance, but this proposal has been the subject of a separate development application process. No EPA Schedule 1 Licence Sites have been identified as affecting the subject land and the current land uses in the surrounding area are not listed in the EPA's *Guidelines for Separation Distances December 2007* document.

The potential air quality impacts from surrounding land uses and activities was considered in more detail and presented in the *Tonsley Park Air Quality Investigation (Netbalance May 2012)* report prepared for Renewal SA. The findings essentially confirm that while there are three off-site activities identified as having separation distances that impinge on the site, only one of these (Monroe Australia) encompasses a proposed sensitive land use (a proposed TAFE complex).

The report went on to conclude that:

- *By virtue of the adequate separation distances between proposed sensitive land uses, air quality risks associated with other off-site industries are also considered to be minimal.*
- *The risk to air quality onsite posed by the Tonsley rail line and South Road is minimal.*

4.4 Housing Provision

4.4.1 Dwelling Numbers and Distribution

The Master Plan proposes that residential buildings will be focussed in the northern parts of the western precinct of the site and comprise a range of dwelling types (e.g. townhouses, apartments) at various sizes. The Master Plan includes indicative floor plans for three bedroom townhouses, one, two and three bedroom apartments and single and twin unit student housing with associated common areas. Aged persons accommodation is also envisaged.

Overall, the Master Plan seeks to accommodate around 1000 dwellings, resulting in a gross residential density in the order of 56 dwellings per hectare based on the amount of land allocated to residential development mentioned earlier. Gross density figures include land used for non-residential purposes (e.g. road reserves, open space, non-residential floorspace within residential buildings), which is why net residential density is the preferred measure for land use assessment purposes. Net residential density provides a means to understand the potential relationship between land use and built form. In general terms, higher net residential densities can be achieved as the height of a building increases assuming individual dwellings are of the same size, and subject to other factors like the amount of floor space in a building used for non-residential purposes and the extent of common outdoor space provided around the building for landscaping, parking and other purposes.

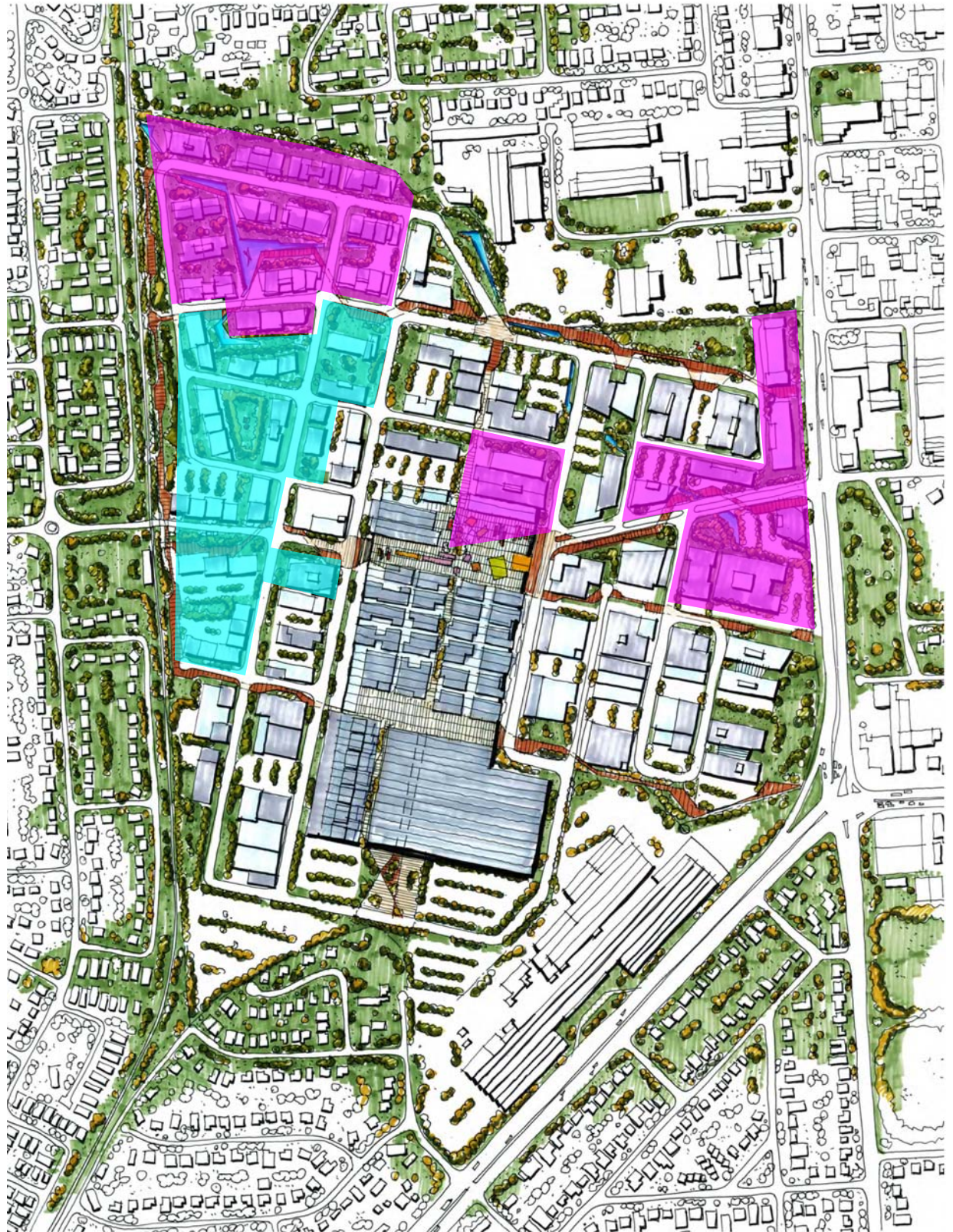
The Master Plan includes information about desired building heights across the site. In broad terms within the proposed Suburban Activity Node Zone, building height declines as the distance from the Alawoona Avenue extension increases, resulting in low-rise development (ie up to 3 storeys) adjacent to the established residential areas outside and to the north of the Tonsley Park site as illustrated in Figure 3.

Preliminary indications about possible dwelling yields suggest that greater residential densities are anticipated along the extension of Alawoona Avenue and nearer the Clovelly Park railway station. These indicative densities are shown on Figure 4, and demonstrate a nexus between density and built form. In short, both density and building height decline northwards from Alawoona Avenue.

The use of net residential site density figures as a tool to guide development is encouraged by the Planning Policy Library in order to promote the achievement of dwelling targets. For the purposes of this DPA it is proposed to use the general structure provided by the Suburban Activity Node Zone.

In using the Suburban Activity Node Zone it is worth noting the following attributes:

- it allows net residential site densities to be tailored to defined areas (ie, Core, Transition and areas not in either a Core or Transition area)
- as the net density figures do not apply to mixed use buildings (ie part residential), it provides flexibility to allow the mix of uses to respond to community needs and preferences.





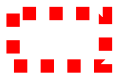
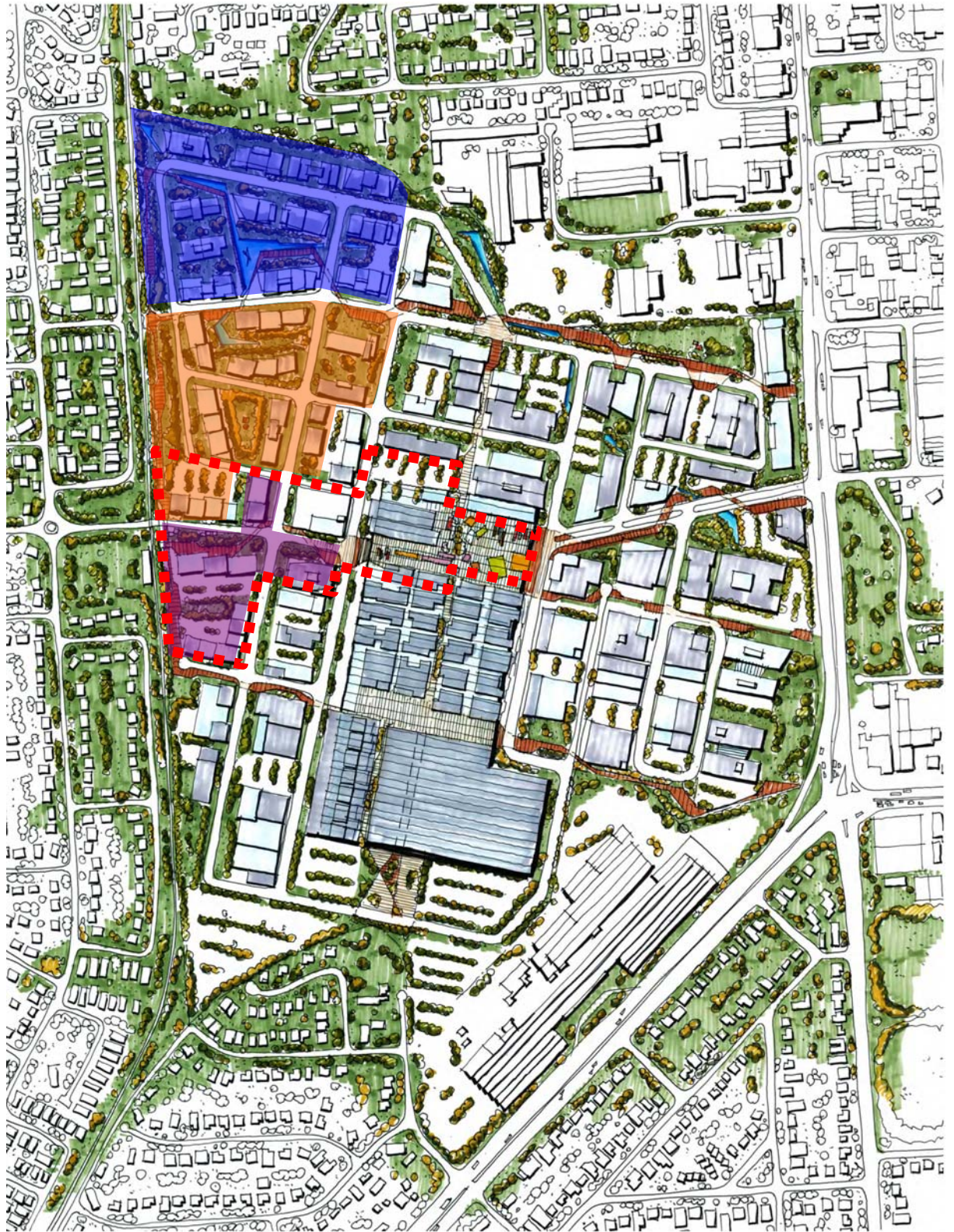
-  3 - 4 levels
-  5 - 7 levels

FIGURE 3

Built Form (3 or more levels)



Core Area

Master Plan Residential Density Characteristics



50 – 60 dwellings per hectare



50 and up to 120 dwellings per hectare



Over 150 dwellings per hectare

FIGURE 4

Dwelling Density

(residential and mixed use buildings)

This DPA proposes to use different minimum net residential site density figures to ensure:

- development in the Transition Area can respond appropriately to land in the adjacent Residential Zone to the north of the Tonsley Park site
- support a more intensive form of development closer to an area where non-residential activities are catered for and intended to support active place making, as well as improve access to facilities and services including the Clovelly Park railway station.

In order for the planning policy environment to accommodate the various forms of development contemplated by the Master Plan, the minimum net density figures selected for each 'designated area' reflect the lower end of the density spectrum expected by that Plan. While the average net density for a 'designated area' would likely be higher than the specified minimum, average density is not considered an effective policy tool to guide point in time decisions for projects involving development over time and across multiple sites.

4.4.2 Resident Population

Information about population can be used by service providers to determine if the types and levels of services available are appropriate to the population to be served, and establishes a benchmark with which to gauge population growth and characteristics as the development progresses. In other words, it is a starting point upon which to monitor the needs and expectations of new residents within a new residential area in addition to the existing and projected needs associated with the wider community.

Within new residential areas the population size is heavily dependent on a range of variables including the number of dwellings constructed, the characteristics of those dwellings (e.g. number of bedrooms), community acceptance of high density housing forms and acceptability of apartment living for larger families.

The initial estimate for Tonsley Park site is for about 1500 residents at an occupancy rate of 1.5 persons per household based on an estimated 1000 dwellings. When compared to estimates for other infill residential projects the occupancy rate for Tonsley Park appears to be at the lower end. By comparison, the Lighsview project located in the Port Adelaide Enfield Council anticipates a low end household size of 1.5 persons per dwelling for retirement villages and smaller house types - other housing products would likely raise the overall average occupancy rate across the project. Likewise, estimates for the new Bowden Village project ranged from a low of 1.6 to a high of 2 persons per dwelling, being a project incorporating a range of dwelling types including townhouses, apartments and mix use buildings.

While the residential component of the Tonsley Park project cannot be directly compared to other infill projects given the locational differences, marketing strategies, potential mix of dwelling types and so on, it would be prudent to consider the resident population for Tonsley as being within a range given that the dwelling count and occupancy characteristics cannot be accurately predicted at this juncture and well ahead of detailed plans.

For the purposes of this exercise and bearing in mind the proposed land use policy framework will provide some scope for the project to adjust over time to housing preferences, activities mix and implementation strategies, the Master Plan figure of up to 1000 new dwellings has been used as a mid range 'target', with a 10% allowance either way. Importantly, this should not be regarded as a change in the intentions behind the project, but part of a contingency planning exercise.

Using a household formation range between 1.5 and 1.9 persons per dwelling, a population size can be estimated as follows:

Table 5: Estimated resident population

Dwellings	Household Size		
	1.5	1.7	1.9
900	1350	1530	1710
1000	1500	1700	1900
1100	1650	1870	2090

In the suburbs adjacent to the Tonsley Park site, household sizes generally range upwards from 2 persons per dwelling reflecting the predominance of larger established detached houses. However, the housing mix for Tonsley Park will be different to the adjacent areas in terms of both typology and scale.

Preliminary housing estimates for Tonsley Park were based on an anticipated split of 30%:60%:10% for 1, 2 and 3 bedroom dwellings respectively, with an emphasis towards smaller apartments and student housing products. This suggests the housing mix in Tonsley Park will cater for single and 2 person households, embracing wider metropolitan trends in lone-person households which are expected to account for 33 per cent of all household types in Greater Adelaide by 2036.

Response

The zone provisions (based on the South Australian Planning Policy Library's Suburban Activity Node Zone), which are to apply to the residential area, will facilitate the development of a range of accommodation forms catering for a range of household types, ages and life cycle stages, including student accommodation.

Affordable housing is to be provided in accordance with the State's requirements expressed in the Planning Strategy. In particular, the Affordable Housing Overlay will apply to the proposed Suburban Activity Node Zone allowing opportunities to consider the provision of affordable housing within different stages of the development over time.

The Suburban Activity Node Zone also includes detail regarding the position of higher density housing and building heights, where the latter establishes a transition to residential parcels abutting the northern boundary of the Tonsley Park site.

4.5 Integration with the Existing Area

The Tonsley Park site had been used for the production of motor vehicles for over 40 years, until operations ceased in 2008. A number of combined factors have led to its development as an insular site over the years, with little opportunity for integration with the surrounding area.

This is not considered unusual in urban areas, where the types and scale of industries being undertaken on the site were not compatible with adjoining activities, particularly those of a residential nature. Other factors also contributed to this insularity, including:

- the need for security of the site from a manufacturing/production point of view, as well as to provide security for vehicles produced and stored on site
- safety of nearby residents due to machinery and chemical storage

- the site's western boundary formed by the Tonsley railway corridor, which physically separates Tonsley Park from adjoining development and establishes a barrier through a combination of security fencing, track elevation and screening vegetation
- the site's eastern boundary formed by South Road, which is the primary north-south multi-lane transport corridor accommodating significant vehicle movement (some 45,000 vehicles per day in 2009).

Notwithstanding that the key physical barriers (Tonsley rail corridor and South Road corridor) to the integration of the site with the surrounding area will remain, as will potential tensions between the continued use of a substantial portion of the site for commercial/industrial uses and surrounding residential development, greater integration will be sought with the surrounding areas through mechanisms including:

- a significant reduction of perimeter security fencing
- increased cycling and pedestrian opportunities through the site, via South Road, Alawoona Avenue and connecting to local networks to the north and south of the site
- the potential for a commuter shared path, proposed to be established in the recreation buffer adjacent to the rail corridor, to link (or form part of) the broader commuter/recreation network (known as the Greenways network) proposed as part of the planned Tonsley rail line improvements
- greater compatibility between on-site land uses (i.e. residential to the north and west, sustainable light industry and education and training to the west and south) and adjacent existing residential areas
- the provision of retail/community facilities in a central spine running east-west through the site which will be easily accessible to residents to the west
- investigation of additional vehicular access/connection to the existing urban areas to the north and south of the site.

Following discussions with the Department for Planning, Transport and Infrastructure, no additional physical links across the Tonsley rail corridor are proposed based on safety, operational and cost factors.

Response

This DPA provides for greater integration with the surrounding areas, noting that some existing physical barriers will remain. In particular, key access ways into the site and a network of pedestrian and cycle paths are proposed to be shown on a Concept Plan as part of the Development Plan amendments.

4.6 Built Form Requirements

Figure 3 above illustrates built form (heights) as presented in the Master Plan, which were guided by the following general urban form design guidelines:

- a transition in building form, height and scale from the centre of the site ('monolithic' workshop) towards existing low scale residential areas, particularly to the north of the site and to a lesser extent to the west of the site given the rail corridor
- generally increasing building height towards the centre of the site to maximise views to the hills and coast, particularly for residential units
- taller buildings to establish a gateway to the site from the entry point at the Alawoona Avenue extension
- increased heights to 6 or 7 storeys along the extension of Alawoona Avenue to the Town Square

- commercial buildings of a scale which are visible from South Road and which frame the primary entry road from South Road
- retention of the majority of the main workshop building.

Residential development is to be of 2-7 levels, with the higher built form located along the Alawoona Avenue extension, transitioning down to 2-3 levels adjacent to existing residential development to the north (in particular). Existing residential development on the western side of the Tonsley railway line corridor is primarily of 1 storey design, while the residential development immediately to the north of the site is primarily of 2 storey design.

Commercial development of up to 4 levels is proposed along the South Road frontage of the site, with buildings of 2 and 3 levels located within the site.

Sustainable light industry development is to be between 1-2 levels, while education and training facilities will be provided in multi-storey buildings (including the southern portion of the main assembly building) within easy reach of the Town Square Precinct.

From a land use policy perspective the Master Plan has been one of a number of considerations used to inform amendments to the Development Plan in relation to building heights. The long timeframe over which the project is expected to take shape and the as yet unknown nature of future transport upgrades to accommodate a north-south route to free flow standard, favour an approach which is less prescriptive to ensure the project can adjust to changing conditions and circumstances. In this regard the Planning Strategy describes built form in the following broad terms:

- low rise = 1-3 storeys
- medium rise = 4-10 storeys
- high rise = more than 10 storeys

As the Master Plan does not envisage any 'high rise' development, the amendments proposed to the Marion Council Development Plan focus on the low and medium rise categories. More specifically, the Master Plan envisages buildings up to 7 storeys in height and this upper limit has informed policy in both the Suburban Activity Node and Urban Employment zones.

Residential development is to sit within a landscape/public realm environment to provide a high quality amenity for residents. As a result setbacks should:

- achieve physical and/or visual activation of the streetscape as far as practical
- provide sufficient space for landscaping, car parking areas and building entries
- provide consistency of materials and planting across the precinct
- provide good pedestrian entries and clear wayfinding
- provide a balance of building footprint to landscaping
- enhance solar orientation, retain views and minimise overshadowing.

As noted in section 3.2, 'finer grained' Urban Design Guidelines are also being prepared which will provide greater detail on the measures required to provide a high quality residential amenity and will be additional to the requirements used for the assessment of proposals by the planning authority under the *Development Act 1993*.

The zones identified and preferred to guide future development in the Tonsley Park site were selected from Version 6 of the South Australian Planning Policy Library, and include the Suburban Activity Node Zone and the Urban Employment Zone. These selected zones include key built form requirements through the Objectives, Desired Character

statement and Principles of Development Control. Other requirements are proposed to be added as 'local additions' (green text in Development Plans) that meet specific site requirements for residential density, building heights (including a minimum height of 2 storeys for residential development) and other matters.

The Desired Character statements for each zone have been tailored to ensure that there is clear direction as to the desired future character of the various areas.

While existing 'General Section' policies also provide significant direction on aspects of built form requirements, it is proposed to replace a number of these with the latest version of the South Australian Planning Policy Library as discussed in section 2.4. Of particular note is the proposed introduction of a new General Section titled *Medium and High Rise Development (3 or more storeys)*, which sets out additional design and siting criteria to ensure suitable conditions are achieved within higher scale built environments.

In addition to these General Section policies, it is also proposed to include relevant 'Overlay Section' policies identified in version 6 of the South Australian Planning Policy Library which provide additional guidance about built form. These Overlays include *Affordable Housing, Noise and Air Emissions* and *Strategic Transport Routes*.

The requirements of the new *Overlay – Noise and Air Emissions* will reinforce the need for new development to provide an acceptable level of acoustic amenity for occupants in noise sensitive developments by influencing the design and siting of buildings and the use of land. However, in due course the Overlay is expected to be complemented with additional requirements in building construction to mitigate noise impacts in areas of mixed use and complement the planning requirements to reduce noise impacts from road and rail transport networks.

The Master Plan considered the potential impacts resulting from the massing of the built form, with a sample building layout and design prepared that maximises solar access for all land use types on the site. Care has been taken to minimise overshadowing to residential precincts, supported by 'shadow diagrams' at summer and winter solstices.

Activation of the site is to be achieved by:

- retail and commercial activity at ground level in all buildings along the main east-west axis and the north-south spine (civic spine through the main workshop building)
- the Town Square Precinct in the main workshop building providing a central focus of activity with commercial, retail and community / civic uses such as markets or events
- high quality pedestrian environments providing access and leading to the main building address
- central open spaces for visual amenity around residential development
- ground level activation in workshop / incubator units
- concealed car park entry / exits
- on-street car parking and ground level building activation to provide passive surveillance for 'eyes on the street'.

In terms of environmental design of the built form, in addition to being solar efficient, as indicated above, adaptive reuse of the former Mitsubishi assembly buildings is being encouraged. Extending the building's life will effectively conserve the building's embodied energy and bypass additional wasteful construction processes of demolition and reconstruction. These environmental benefits, combined with anticipated energy savings and the social advantage of recycling industrial buildings into valued community assets, ensures the adaptive reuse of the main assembly buildings contributes to ecological sustainable development within the locality.

Under the Master Plan where structures and infrastructure must be removed as part of the redevelopment of the site, it is intended that demolition be carried out so as to minimise the contamination of materials and to maximise segregation. Where possible demolition materials are proposed to be reused in the redevelopment of the site (e.g. crushed concrete will be used as road base or in pavers). Where materials cannot be reused onsite they will be sent offsite for reuse or recycling.

Where practical, the development is to use materials that contain recycled content, while the sustainability of the redevelopment can be enhanced through the selection of products that are recognised as being sustainable.

Response

When considered as a whole, the policies proposed in this DPA, in addition to a number of existing relevant policies in the Development Plan, will provide a substantial policy base that can be used to achieve the desired built form and layout for the site.

Outside the formal procedures established under the *Development Act 1993*, the Master Plan and Development Guidelines currently being prepared will provide an additional 'fine grained' layer of guidance to ensure the final built form is one that is environmentally focussed and sustainable.

4.7 Impact Mitigation and Interface Policy

The key land uses proposed for the site are:

- sustainable light industry
- commercial and office
- residential
- education
- retail
- infrastructure.

The overall site is proposed to be divided into three broad precincts which, while providing for a mix of uses in each, also provides a degree of separation for the key residential, sustainable light industry and commercial and office activities. In addition, the range of uses proposed over the site are considered of a relatively benign nature, which substantially reduces the potential for impacts on sensitive uses, both within the site and surrounding areas.

With appropriate adherence to planning policy and other regulatory requirements under applicable legislation, none of the activities being promoted are considered to be of a nature that will result in unhealthy or unsafe living environments in a mixed use environment. In any case, industries associated with Cleantech and advanced manufacturing often have reduced environmental impacts while light industries are identified as those where the processes carried on and the scale of the industry are such that the activity does not detrimentally affect the amenity of the locality or cause unsatisfactory traffic conditions on nearby roads.

In addition to the relevant zone policies, the General Section policies under *Interface Between Land Uses and Industrial Development* provide direction on requirements to avoid or mitigate potential impacts. The following observations are made in respect to these two General Sections:

- *Industrial Development* – the Marion Council Development Plan does not include the policies dealing with ‘small-scale agricultural industries’, but is otherwise largely in keeping with the latest version of the Planning Policy Library.

It is not proposed to introduce the requirements relating to ‘small-scale agricultural industries’ as part of this DPA given that those provisions are unlikely to be relevant to future development within the Tonsley Park site.

The only alteration proposed to the Industrial Development section relates to existing Principle of Development Control (PDC) 2, where it is intended to exclude its application to the proposed Urban Employment Zone as follows (the added material is **bolded**):

*‘Any building or structure on, or abutting the boundary of, a non-industrial zone **(other than industrial development on or near the boundary between the Urban Employment Zone and Suburban Activity Node Zone)** should be restricted to a height of 3 metres above ground level at the boundary and a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height, as shown in the following diagram:’*

The proposed Urban Employment Zone shares a boundary with a number of zones where the potential tensions associated with developing on the boundary are not obvious (accepting that other provisions in the Development Plan still address issues like noise and other emissions, overshadowing and amenity). These include:

- the existing Commercial Zone to the north
- the Industry Zone to the north and south
- the South Road frontage forming the eastern boundary
- the rail corridor along the western boundary.

The application of PDC 2 is therefore likely to be most relevant to the boundary shared between the proposed Urban Employment Zone and the new Suburban Activity Node Zone and an existing Residential Zone south of the Tonsley Park site.

The following comments are made in respect to these two zones.

- new Suburban Activity Node Zone

Existing, substantial industrial buildings are proposed to be reused in both the Suburban Activity Node Zone and the Urban Employment Zone. Some of these buildings (including the main assembly structure) are close to and indeed cross the boundary between these two zones.

Although only a provision for ‘on-merit’ decisions of development proposals, PDC 2 is potentially at odds with a key element of the Tonsley Park site redevelopment (i.e. the reuse of buildings). On this basis, the rewording of the PDC as suggested would exclude application of the PDC criteria in this instance. Assessment of industrial development would still proceed against all other relevant policy to ensure compatibility between adjacent uses.

- Residential Zone

The Master Plan proposes that areas adjacent to the Residential Zone (in the Urban Employment Zone) south of the site be used for ‘at grade’ parking. However, the longer term use of land along the southern boundary can not be assured and other development may occur consistent with the Urban Employment Zone provisions including the construction of buildings/structures.

Given the residential activities within the Residential Zone are expected to continue, it is appropriate that PDC 2 continue to apply to industrial development when situated near the Residential Zone boundary.

- *Interface Between Land Uses* – the Marion Council Development Plan is somewhat out-of-step with the latest version of the Library in that the Library includes additional policy on noise (particularly arising from entertainment and music venues), and air quality.

As some of the updates are relevant to the redevelopment of Tonsley Park, it is proposed to update the *Interface Between Land Uses* section as part of this DPA.

These changes will affect development elsewhere in the Council district, however, the existing policies already provide a basis to address issues associated with noise and air quality albeit perhaps in a more general sense.

In addition to the above changes, it is also proposed to introduce the *Overlay – Noise and Air Emissions* (Version 6) from the South Australian Planning Policy Library, which reinforces the need for new development to provide an acceptable level of acoustic amenity for occupants in noise sensitive developments. In due course, the Overlay is expected to be complemented with additional requirements in building construction to mitigate noise impacts in areas of mixed use and complement planning requirements to reduce noise impacts from road and rail transport networks.

The employment of ‘finer grained’ Design Guidelines will also provide greater detail on the measures required to ensure development compatibility.

Response

When considered as a whole, the policies proposed in this DPA, in addition to a number of existing relevant (and proposed replacement) policies in the Development Plan, will provide a substantial policy base that can be used to achieve the desired interface outcomes for the site.

The updated version of the *Interface Between Land Uses* General Section will apply to areas outside the Tonsley Park site, while the *Overlay – Noise and Air Emissions* will only apply to the site.

4.8 Economy and Employment

4.8.1 Employment Opportunities

Of the key land uses proposed for the Tonsley Park site, some 70% is to be allocated for employment lands. The Master Plan has commented on the likely employment targets by land use type for the site. These are:

- Education Sector: 1 job/100m² NLA
- Sustainable Light Industries Sector: 1 job/50m² NLA
- Commercial Sector: 1 job/20m² NLA
- Retail Sector: 1 job/250m² NLA

Based on these assumptions and expectations about achievable floorspace, it is estimated that approximately 6,000 jobs will be generated at the site.

4.8.2 Retail Opportunities

The retail opportunities identified in the Master Plan are focussed along the Alawoona Avenue extension and the Town Square Precinct. It is intended that retail activities form an integral component of the reuse of existing buildings and assist in establishing an activity focus for on-site workers, residents and students and adjacent areas.

Demand for retail space is expected to be derived primarily from an on-site catchment of about 8,000 to 10,000 people comprising some 1,000 households, over 6,000 workers, and a significant student / teacher population in the order of 2,600, combined with the immediate established population catchment.

A retail demand analysis for the site sought to determine the amount of on-site retailing that might be supported using low and high expected expenditure scenarios. The results broadly indicate a supportable leasable floorspace of between 5,000 (low) and 10,000 (high) square metres. The analysis further suggests that the average floorspace of 7,500 square metres might comprise the following components:

- Full line supermarket (e.g. Coles / Woolworths) of approximately 3,500sqm within a potential two-level retail centre to accommodate the grade difference of the site
- Specialty shops totalling approximately 2,000sqm
- Fresh food / product market stores totalling approximately 1,000sqm
- Cafes / bistros / restaurants within the town square, including the potential for some amenity stores along the planned pedestrian walkway (Alawoona Ave) from the railway station totalling approximately 1,000sqm

Of this 7,500 square metres, the analysis further states:

Most of the indicative retail GLA for Tonsley Park is estimated to be supported by the onsite and primary catchment. The onsite and primary catchment are estimated to support indicatively 4,000 - 6,000sqm (of a proposed total of 7,500sqm) of retail GLA for the precinct. This analysis indicates the precinct requires a neighbourhood centre that is accessible by the residential and worker / student population within a 2km radius of the subject site. Whilst the secondary catchment may provide some additional spending potential, this is expected to be focused on the food categories as a retail offering differentiated from the existing centres in the region.

The retail component of the Master Plan is proposed to be contained within the Suburban Activity Node Zone. The Planning Policy Library provides the means to specify limits on retail floorspace across the Zone, should they be warranted. In light of the desire to create a focal activity hub within the Zone, primarily within the Town Square Precinct of the Core, floorspace limits are proposed to apply outside the Core Area. These limits will reinforce and strengthen the primacy of the Core Area for retail activity.

Response

The zones proposed for the site will facilitate a variety of employment opportunities, with the Urban Employment Zone providing a particular focus on employment generating activities, while the Suburban Activity Node Zone provides a supporting role from an employment perspective.

The Core Area of the Suburban Activity Node Zone provides a focus for retail activities for the whole Tonsley Park site.

4.9 Transport and Access

4.9.1 Movement Hierarchy

The Master Plan defines a movement hierarchy which provides an overall framework for the concept planning and design of road and pedestrian / cycle facilities for the site.

The hierarchy focuses on the following elements:

- public transport users (bus or train) and how they access destinations within the site
- pedestrian and cyclist movements into and within the site
- vehicular movements (cars, freight/commercial vehicles)
- car parking
- servicing (i.e. freight vehicles making deliveries/pickups from commercial/industrial sites).

Public Transport

The site is currently served by public transport as follows:

- Rail access: provided via the Tonsley rail line, which abuts the western boundary of the site. The Clovelly Park station is located adjacent to the Alawoona Avenue entrance to the site with the service currently terminating further to the south at the Tonsley station.
- Bus access: provided along South Road on the eastern boundary of the site, Sturt Road to the south of the site and also along Bradley Grove to the west of the site.

A preliminary accessibility analysis by the Public Transport Investment and Planning section of the Department of Planning, Transport and Infrastructure (DPTI) indicates that all dwellings within the site will be within a ten minute walk to existing transit stops on the existing public transport network which surrounds the Tonsley Park site. It concludes that the development will provide easy access to public transport services for people working, living in and visiting the site.

The accessibility analysis also identified that a potential bus route through the middle of the Tonsley Park site and shown in the Master Plan, connecting Clovelly Park rail station with South Road bus services, is not warranted because it will compete with other transit routes for passengers and is not part of the Adelaide Metro Bus service plan which is designed to cater for the public transport requirements associated with the 30-Year Plan for Greater Adelaide.

The Government has proposed a number of improvements to the Tonsley rail service, including upgrading of the line, electrification of the service and improvements to stations. Further improvements may occur should a decision be made to implement elements identified in the Darlington Transport Study.

Pedestrian and Cycle Links

A key objective of the Master Plan is to significantly improve site accessibility by walking and cycle modes both from the adjoining networks and for intra-site movements. This objective is designed to decrease the demand for car access, encouraging more sustainable modes of transport.

Cycle and pedestrian access to the site is proposed via:

- South Road
- Alawoona Avenue

- local street networks to the north and south of the site.

As part of the planned Tonsley rail line improvements, a linear shared pedestrian/cycle path is proposed along the rail corridor from the Sturt Triangle to Ascot Park (and beyond to the north). This path, which forms part of the Greenways network, will significantly improve intra- and inter-regional north-south accessibility to the site.

Within the site, a mix of on-street and segregated cycle and pedestrian facilities are planned to improve movement safety and to encourage walking and cycling. Key elements include:

- dedicated cycle paths on both sides of the entries from South Road and Alawoona Avenue, linking through the Civic core to provide a continuous cycle route
- delineated cycle and pedestrian movement paths on roads through the commercial land use area to avoid conflicts with heavy vehicles
- direct routes for pedestrians and cyclists through central north-south and east-west shared use 'spines' through the main building.

This DPA proposes the inclusion of a Concept Plan which will delineate pedestrian and cycle links through the site.

Vehicular Movements

The site will have potentially conflicting movement patterns for differing uses on the site – work access, student access to TAFE, movements by residents, freight vehicle movements to varying land uses, access to retail and civic facilities by persons based at Tonsley and in adjoining residential areas, and a range of intra-site travel. The internal road network is designed to service and, where appropriate, separate these different movements.

The Master Plan proposes that heavy freight vehicles will only access the site from South Road, with B-doubles to be constrained to commercial access on the eastern side of the site only. Freight trucks up to 12 metres in length will be provided with full access around the main building, enabling loading/unloading at premises as required via internal loading docks within the building. The circulating heavy vehicle roadway around the main building is proposed to provide convenient loading/unloading arrangements from the roadway without trucks having to reverse into loading docks. This is common practice in a wide range of industrial facilities. Other service vehicles will be able to use the heavy vehicle routes, but will additionally operate over local roads to provide service access to the residential, sustainable light industry and retail areas.

The proposed Concept Plan for the site will delineate Primary and Secondary vehicular routes, as well as potential future connections to local roads to the north and south of the site.

4.9.2 Traffic Generation

The Master Plan has identified that a fully redeveloped Tonsley Park site (Stage 3 of the proposed development) is expected to generate a total of some 2,400 vehicle trips entering the site in the am peak and leaving the site in the pm peak, coinciding with the commuter peak hours on South Road.

As requested by DPTI, SIDRA analysis of the South Road intersection has been undertaken for the three stages of development proposed. This includes the base modelling to identify the potential impact plus additional modelling to identify an upgrade solution if the intersection reaches capacity.

The analysis of the three stages has been based using the forecast (MASTEM) volumes on South Road provided by DPTI (Years 2011, 2016, and 2021) and also traffic generation prepared by Parsons Brinkerhoff (PB).

The traffic generation prepared by PB is identified as follows:

Stage 1: from Year 2012 to completion Year 2015: 270 trips (Total Stage 1)

Stage 2: from Year 2012 to completion Year 2020: 1200 trips (Total Stage 1 and 2)

Stage 3: from Year 2021 to completion Year 2026: 2400 trips (Total Stages 1, 2 and 3).

The volumes on the Mitsubishi access road have been incorporated into the modelling of the intersection of South Rd and the traffic that would use this road both to/from the proposed development area.

The analysis also incorporates a percentage of local traffic to/from the residential area to the west of the railway line (subsequent to the proposed connection through the development area).

Based on traffic surveys at the Alawoona Avenue intersection, a potential cut through percentage in the order of 15 to 20 % of existing north/southbound volumes using the Alawoona Avenue intersection has been applied. This is likely to be a conservative assessment for the cut through movements to/from South Road intersection.

The following is a summary of potential impacts from the SIDRA analysis of the three stages:

Stage 1: no upgrade requirements were identified resulting from the development of Stage 1 for Years 2011, 2016 and 2021.

Stage 2: there will be an impact on the existing South Road intersection resulting from the development of Stage 2 for Years 2016 and 2021. The analysis identified a possible upgrade solution to include the provision of a left turn deceleration/storage lane along South Road and the extension of the left turn high entry lane from the Mitsubishi access road. Minor changes to the pedestrian crossing phases are proposed as part of this possible upgrade solution (staging the crossing for South Road).

Stage 3: there will be an impact on the existing South Road intersection resulting from the development of Stage 3 for Years 2016 and 2021. The analysis identified a possible upgrade solution to include the provision of an additional through lane along South Road at the approach and exit of the South Road intersection for northbound movements. This analysis also assumes that the provision of a left turn deceleration/storage lane along South Road and extension of the left turn high entry lane from the Mitsubishi access road will have been developed subsequent to impacts from Stage 2.

A SIDRA analysis of the Alawoona Avenue intersection was also undertaken for the three stages. The modelling identified there were no upgrade requirements for this intersection for the three stages.

In terms of the potential impacts of likely traffic and parking generated by redevelopment in the area affected, including on Strategic Roads and transport networks, South Road is identified as a 'Primary freight road' and the Tonsley railway line as 'Current and future corridors (based on current transport corridors)'.

The potential impact associated with the redevelopment of Tonsley Park on traffic movements on the adjoining South Road has been taken into account and discussions have been held with DPTI on works that may be required to ensure current access performance levels to South Road are at least maintained. In addition to the existing policies in the Development Plan under Transportation and Access (proposed to be updated by this DPA) it is proposed to include the *Overlay – Strategic Transport Routes* policies from the State Planning Policy Library to provide additional guidance when developing land along the South Road frontage.

Furthermore, any proposal which is likely to alter the existing South Road access is subject to referral to the Commissioner of Highways under Schedule 8 of the Development Regulations 2008. The advice from the Commissioner can direct the planning authority in certain circumstances.

4.9.3 Access and Linkages to Surrounding Areas

The primary vehicle access points to the site will continue to be from South Road on the eastern side of the site and Alawoona Avenue on the western side of the site. Improvements to these access points will be required over time as the site becomes more developed, in accordance with requirements identified with the DPTI and the Marion Council.

There is the potential to provide minor vehicle access to adjoining local roads to the north and south of the site and these are being investigated.

As previously discussed, the Tonsley passenger rail line runs adjacent to the western boundary of the site. The existing Clovelly Park station is located immediately to the north of Alawoona Avenue which forms the key access point to the site from the west. It is expected that the station will continue to be located in a convenient manner to service to the site.

Discussions identified a preference to focus public transport on strategic routes, with bus routes along South Road (which frames the eastern boundary of the site) and Sturt Road (located some 500 metres to the south of the southern boundary of the site) seen as being important to the site, with the bus route along Bradley Grove (to the west of the site) being of less importance. Little support was evident for a bus route running internally east – west through the site as proposed in the Master Plan. Regard has been given to ‘accessibility mapping’ undertaken by DPTI in locating movement paths from public transport spots to key land uses within the site.

The DPA proposes a number of internal cycle/pedestrian paths which, together with local road use, will facilitate convenient access to open space, shopping and community facilities and adjoining public transport routes. In addition, ‘hike and bike paths’ will connect with external paths where possible. These cycle/pedestrian paths are proposed to be shown on a Concept Plan in the DPA.

Response

The proposed updated version of the General Section titled *Transportation and Access* and the introduction of the *Overlay – Strategic Transport Routes* in association with other existing provisions in the General Section (e.g. Land Division, Crime Prevention) provide appropriate guidance to ensure appropriate consideration is afforded to site access and safety.

The specific intentions for the Tonsley Park site are proposed to be reinforced by a new Concept Plan which will identify key roads and pedestrian/cycle paths.

Additional procedural requirements under the Development Regulations 2008 provide additional assurances that any changes to the main site access from South Road are rigorously assessed as part of the development process.

4.10 Environment and Resource Management

4.10.1 Creation of quality public open spaces/public realm

The Master Plan provides for a network of open spaces within the site that promote the values of healthy living through an attractive and legible public realm that encourages active use. The principles directing the design of the landscape include the provision of:

- structured distribution of open spaces across the site
- a highly visible network of parks that are linked together by a legible and safe street network to provide easy access for all residents, businesses and tenants
- high quality public open spaces of varying character and structure, providing a range of amenity and recreational uses to suit formal and informal use, as well as accommodating large and small gatherings
- extensive revegetation through new plantings and creation of biodiversity habitat
- sustainable environmental practices, including use of recycled and renewable materials where possible, consideration of long term maintenance requirements, waterwise irrigation strategies and stormwater management, retention and re-use
- public art to provide identity within the landscape and create a unique and meaningful sense of place
- integration and connectivity between the public open spaces and the surrounding built form encouraging activity within the public realm.

There are a number of current policies (with some to be replaced with later Version 6 policies) in the General Section of the Development Plan that guide the development of public open space and the public realm, including under:

- Open Space and Recreation
- Landscaping, Fences and Walls
- Design and Appearance
- Land Division
- Crime Prevention
- Community Facilities
- Centres and Retail Development.

These, together with relevant zone specific policies, are considered appropriate to require the creation of quality open spaces and the public realm. Key links are proposed to be shown on a Concept Plan within the Development Plan.

4.10.2 Incorporation of water sensitive urban design and energy efficiency principles

The Development Plan contains a number of policies that require water sensitive urban design (WSUD) methods to be undertaken in association with development, however, these are proposed to be updated as part of the replacement of the General Section titled *Natural Resources* as part of this DPA to reflect the latest version of the Planning Policy Library.

In addition, the Master Plan seeks the provision of a system that seeks to capture the site's stormwater and make it available for re-use where possible. While the extent of feasible capture and re-use of water on site is still being explored, project commitment has been given to on site detention and biofiltration systems that will ensure down stream flows are managed and water quality improved relative to the existing stormwater system.

In relation to energy efficiency, the Development Plan contains a number of policies that provide guidance on this matter, including General Section policies under both *Energy Efficiency* and *Land Division*.

As discussed previously, consideration is being given to the establishment of trigeneration capacity on the site which, if implemented, seeks to provide for the simultaneous generation of electricity, heating and cooling for use in the various buildings and operations. The electricity generated is proposed to be supplemented by the installation of solar photovoltaic panel installations on the main assembly building. The opportunity of Tonsley Park operating as a 'smart grid' is also being investigated to determine the viability of managing, on site, the energy supply and demand.

Response

Current Development Plan policies and those proposed to be updated/replaced as part of this DPA under the General Section *Natural Resources* provide appropriate policy guidance on stormwater management and energy efficiency requirements.

In addition, there are requirements under the Building Code in respect to the energy efficiency of residential and commercial buildings. Subject to the class of building proposed, new houses may also be required to be connected to an alternative water supply, such as through a recycled water third-pipe scheme or, more commonly, a rainwater tank, which must be connected to the toilet, laundry or hot water service.

4.11 Hazards

4.11.1 Soil Assessment

A comprehensive Environmental Site Assessment (ESA) program for the site has been completed by Parsons Brinkerhoff (PB). For the purposes of this ESA program the site was sub-divided into 19 distinct sections. Where underground storage tanks were in place, PB undertook a program of removal of the tanks and associated underground infrastructure and validation of the residual soils. In some Areas of Interest (AOIs) soils containing elevated concentrations of petroleum hydrocarbons remain at depth. Based on both qualitative and quantitative health risk assessments carried out by PB, these elevated concentrations were considered to not pose a risk to human health or the environment in the current building configuration and for ongoing commercial/industrial use of the site.

PB further advised that should the relevant buildings or pits be removed then the management of isolated impacted soils underlying the former pits and AOIs should be considered as part of the redevelopment. Similarly, PB also identified that where the land is to be used for a more sensitive use (i.e. residential) further investigations would be required to demonstrate suitability for the proposed use. This issue is discussed further below under *Sensitive Uses*.

The quantitative risk assessment undertaken for the land adjacent to the southern boundary of the site (Section 14) found elevated concentrations of TCE vapours, most likely from an off-site source, which potentially poses a risk for construction/maintenance workers involved in sub surface excavations. No excavation work should be undertaken in this area without a site specific management plan being in place. In recognition of this

potential risk, the Master Plan proposes that this area only be used for ground level plaza and car parking activities.

A Site (Soil) Environmental Management Plan (SEMP) prepared by PB in 2010 sets out the appropriate long term management of contaminated soils on the site.

The SEMP summarises the current site status, risks posed by the identified contamination, restrictions to site usage and ongoing management requirements. Implementation of the SEMP enables the appropriate management of human health and environmental risks associated with the commercial/industrial development of the site.

4.11.2 Groundwater Assessment

A site wide approach to the assessment of groundwater was undertaken by PB in its groundwater investigation program in 2008/2009. The program involved the drilling of an additional 77 groundwater monitoring wells and subsequent groundwater monitoring.

The assessment process:

- concluded the shallow aquifer beneath the site is not suitable for potable use due to nutrient levels, fluoride concentrations and TDS values. The water may have some limited potential to be used for industrial purposes, but there is a potential unacceptable risk to human health
- identified several chemicals of concern in the groundwater in some sections of the site
- concluded that, based on the ongoing industrial use of the site in the current configuration and the quantitative risk assessments undertaken, human health risks to site occupants are considered acceptable provided that the groundwater is not extracted for use
- concluded that in the event that the building configurations in portions of sections 6 and 9 are changed to include smaller commercial/industrial buildings, there is a potential unacceptable health risk from vapour inhalation in indoor air due to the elevated concentrations of chemical substances in the groundwater.

4.11.3 Sensitive Uses

While the various Site Assessment reports generally confirmed that the site is suitable for commercial/industrial uses, they also commented that further investigations would be required to confirm the suitability of the land to accommodate more sensitive uses (i.e. residential).

The Master Plan currently indicates that some 30 per cent of the site is proposed to be developed for residential purposes. This proposed use is based on the environmental investigations undertaken to date, which have indicated that the activities that have occurred in the proposed residential area have not had a major impact on the soils or groundwater. It is therefore anticipated that this part of the site could be made suitable for a residential end use. However, a Site Contamination Audit is to be undertaken to determine that this land is suitable for this proposed end use.

The Marion Council Development Plan contains policies in relation to site contamination, and the relevant planning authority may require further investigations and remediation works to be undertaken prior to development occurring to meet the requirements of these policies. In summary, this work can involve:

- additional soil and groundwater investigations involving the installation, sampling and testing of groundwater monitoring wells - such investigations will input into a Site Contamination Audit Report where required by the planning authority

- an Environmental Site Assessment Report to consider the contamination status of the site and to comment on the risks posed in the context of the proposed use
- a remediation strategy to be documented in a Remediation Action Plan Report.

Response

From a planning policy perspective, the existing General Section on 'Hazards' of the Development Plan provide overarching requirements that to provide appropriate guidance on site contamination issues. While these requirements are relevant to the whole council area, application is subject to individual assessments usually on a site by site basis.

In this case, the former use of the Tonsley Park site (and possibly adjoining sites) is known to have caused contamination which could be more clearly articulated in the relevant zones to trigger application of the more general 'Hazards' policy.

Most important in this regard is the Suburban Activity Node Zone which explicitly contemplates sensitive uses (i.e. housing). The investigation undertaken to date confirm the need to take steps to ensure determine and remedy the suitability of the land for residential purposes. In this regard, it is proposed to include text in the Suburban Activity Node Zone (via a new Objective and commentary in the Desired Character) that clarifies the need for caution within this Zone when undertaking development of a sensitive nature.

For the remainder of the Tonsley Park site, being land proposed to be rezoned Urban Employment, greater reliance will be placed on the application of General Section policy on *Hazards* on a case by case basis, noting that:

- all dwelling forms are proposed to be listed as non-complying
- the primary uses desired within the Zone (e.g. light industry and commercial) appear to be less concerning from a contamination perspective and not significantly different to those that might be undertaken in accordance with the existing Industry Zone.

The only matter that has attracted specific comment in formulating the Zone is the added precaution expressed in relation to the southern areas of the Zone. In particular, it is proposed that the Desired Character recognise the unsuitable nature of this area to accommodate buildings and structures requiring excavation, and to reinforce its use for car parking purposes consistent with the Master Plan.

4.11.4 Management of flood waters on and off site as a result of development

Investigations undertaken, including discussion with Marion Council staff, have not identified any significant flooding issues associated with the Tonsley Park site.

Anecdotal reports suggests minor pooling of stormwater in the north-western corner of the site following exceptional rain events, but it is understood that the last time this occurred it was as a result of blocked drains, not because of the capacity of the pipes. Anecdotal reports also suggest minor pooling of stormwater in the south-western corner of the site, but this is believed to have occurred from poor drainage in the adjoining residential area, resulting in overflow to the site.

Council has advised of a nearby local flooding issue at the corner of Selgar Avenue and Drury Terrace. While the Tonsley Park site does not extend to these roads, Council is keen to ensure that development on the site does not exacerbate this situation.

A Site Management Plan, prepared for the former LMC, identifies a registered easement to the City of Marion for the conveyance of storm water across the site. This easement cuts diagonally across the site from a point approximately midway along the eastern

boundary, to the north-west, intersecting approximately midway along the northern boundary. The easement contains two 1500mm pipes placed some 4-6 metres below the surface.

A further easement exists along a portion of the northern boundary for the underground drainage of stormwater from one of the northern neighbouring properties.

A substantial portion of the eastern side of the site drains to the major stormwater easement on the site, with the balance of the site stormwater being directed to this underground drain offsite adjacent the north-western boundary corner via an open culvert commencing at Alawoona Avenue and adjacent the rail line.

Development of the site, as proposed in this DPA, is expected to result in less stormwater being diverted to the surrounding stormwater system, with more stormwater being retained on site.

This will occur in two main areas. The first will be as a result of a substantial reduction in the extensive impervious surfaces on the site through the establishment of parks and gardens, enabling an increase in natural infiltration, particularly in the proposed residential development on the western portion of the site.

The second area is that while a conventional gravity stormwater pit and pipe system will still be used on the site, significant WSUD initiatives, including rain gardens, detention basins, swales and rainwater collection, will be undertaken which will result in reduced amounts of stormwater being disposed of offsite.

Rainwater harvesting from building roofs will collect water for non-potable uses such as the flushing of toilets or cooling towers in residences and commercial buildings.

Stormwater harvesting will also be employed on the site. The site naturally slopes towards its lowest point in the north-west corner and existing municipal stormwater systems run along this site boundary, making it an ideal place to establish a series of wetlands/detention ponds to capture surface runoff.

Stormwater will be channelled to rain gardens located throughout the site. These rain gardens will remove some solids and nutrients from the stormwater runoff, as well as provide amenity benefits to streetscapes. Stormwater will then be drained to the wetland in the north-west area of the site.

The wetland will provide natural filtration, storage and amenity. The harvested stormwater water will be able to be used for irrigation or other non-potable uses. Excess stormwater will still be required to be discharged through the pipe system to the Sturt Creek, as per the current situation.

Response

No significant flooding/stormwater issues have been identified for the Tonsley Park site. Development of the site, as proposed in this DPA, is expected to result in less stormwater being diverted to the surrounding stormwater system, with more stormwater being retained and reused on site through a reduction in the amount of impervious surfaces on the site and through the introduction of a number of WSUD initiatives.

To support this approach, this DPA proposes to update the current General Section 'Natural Resources' policies with policies from Version 6 of the South Australian Planning Policy Library, resulting in the latest Water Sensitive Design policies being able to be applied to future development proposals.

4.11.5 Earthquakes

A geotechnical desktop study undertaken for the proposed TAFE facility in the southern portion of the subject land indicates that the land is located in proximity to the Eden-Burnside Fault Zone, a zone of complex fracture associated with a fault plane. The Eden fault zone strikes south-west to north-east through the adjacent Tenneco site, slightly south-east of the location of the proposed TAFE facility, indicating that the proposed facility probably lies on the down throw side of the fault.

The desktop study indicated that the proposed fitout of the TAFE facility should be designed for earthquake loading in accordance with AS1170.4-2007 'Structural design actions Part 4: Earthquake actions in Australia'.

In this scenario, the effects of possible earthquakes on the proposed redevelopment of the wider site should be taken into account when designing and constructing buildings.

Response

From a planning perspective, the current policies under the General Section on *Hazards* in the Development Plan, while of a general nature in relation to earthquakes, are considered to provide appropriate guidance on this matter.

4.11.6 Asbestos

This issue is largely addressed under a Site Management Plan prepared in December 2011. The Management Plan has identified that building materials containing asbestos have been used in the construction of most of the site buildings. Most relevant are external roof and wall claddings to the warehouses as well as floor tiles in the data and administration buildings. Other asbestos containing products were identified to the various internal parts of building construction.

As part of the established Standard Operating Procedures, the Management Plan notes:

- unless advised to the contrary, all buildings at Tonsley Park contain asbestos products
- requirements for reading and signing the Asbestos Register before any repairs to buildings or installed equipment commences
- prior to any repair or removal work where asbestos materials are present contractors must contact the Site Manager and provide specified details, including Asbestos Licence Details and SafeWork SA approval of job specific procedures and work method statement and Job Safety Analysis (JSA)
- the requirement for the Site Manager to arrange Site Induction of personnel
- the requirement to identify the worksite and to prevent egress by unauthorised persons
- completion requirements and updating of the Asbestos Register.

Owners of buildings (other than private residences), or persons in possession of plant and equipment where asbestos is present must maintain a register, which shows the type, condition and location of any asbestos. It is understood the Asbestos Register for the site has undergone its annual re-inspection and was updated in April 2012.

In arranging for the commercial removal and transport of asbestos-containing materials and asbestos waste it is a requirement that contractors are appropriately licensed under the relevant legislation and where a licence is not required such activities must be carried out in accordance with the *Occupational Health, Safety and Welfare Regulations 2010*, the

Code of practice for the Safe Removal of Asbestos and section 25 (General Environmental Duty) of the *Environment Protection Act 1993*.

Disposal of asbestos must be to appropriately licenced waste depots.

Response

The removal and disposal of asbestos is addressed under legislation and codes of practice and therefore does not require a policy response within a land use policy context under the *Development Act 1993*.

4.12 Infrastructure

Initial discussions held with service providers, in the preparation of the Master Plan for the site, did not identify any significant off-site capacity constraints. Typical of the redevelopment of a 'brownfield' site from a single, large industry use to a mixed use form of development, a number of internal service works will need to be undertaken and these have been identified in an Order of Cost Estimate to ensure the required works are appropriately funded. Development of the site is proposed to be undertaken in three main stages, with infrastructure provided in accordance with the needs at each stage. Further advice on infrastructure provision will be supplied by the service providers at the actual development phase.

The following discussion comments on the infrastructure provision to and on the site.

4.12.1 Water

Mains water is provided to the site by SA Water. The site is located in the EL 103 water pressure supply zone. Currently the site is serviced by a 200 mm diameter connection from a 700 mm diameter transmission main in South Road. A secondary 200 mm diameter connection is supplied from a 200 mm diameter distribution main also in South Road. A single 80 mm diameter connection is supplied in the vicinity of the eastern access road from the 200 mm distribution main in South Road to service just the existing buildings in the north east corner of the site.

Two x 200 mm diameter fire mains are supplied from the 700 mm and 200 mm diameter mains respectively in South Road. Two x 150 mm diameter fire mains are supplied in the vicinity of the access road from South Road, also feeding from the 700 mm and 200 mm diameter mains respectively. These fire mains will be replaced as required to service the new development form proposed for the site.

To enable full development of the site, SA Water has indicated a 250 mm diameter connection can be constructed off of the 700 mm diameter main. All water supply infrastructure is to be designed and installed in accordance with SA Water standards.

4.12.2 Wastewater

SA Water has indicated the sewer service is in the Glenelg Wastewater Treatment Plant catchment.

Two separate sewer networks exist on the site. The larger, which covers the bulk of the site through gravity connections to the main plant building, service building and western plant building, discharges to a 375 mm diameter discharge point to the north of Alawoona Avenue on the western boundary. The north-east building on the site discharges to the mains on South Road via a 150 mm diameter connection.

It is proposed that the sewer collection system across the site, which will be sized and located to service the ultimate layout and workforce/resident number, continue to drain to the north-west corner of the site for disposal to the existing 375 mm sewer in Kirra Avenue.

4.12.3 Stormwater

Generally, the site slopes from south-east to north-west. A ridge exists in the south of the site, while the remainder of the site is relatively flat. A creek formerly flowed freely through the site from the east to the north-western corner. However, the creek was replaced with two x 1500 mm diameter pipes at a grade of 1:50 inside a council easement when the site was developed. The easement extends for approximately 5 metres either side of these pipes. The pipes leave the site near Selgar Avenue and follow the adjoining side of the northern property boundary. The site's stormwater system discharges to this pipe system in the north-west corner of the site. The current onsite network is extensive with major pipe work required to support the former vehicle assembly building.

There have been anecdotal reports of surface water flooding in the south of the site, due to runoff from surrounding properties. It is believed that the surrounding stormwater system in the properties to the south of the site is under-capacity, resulting in minor flooding of the Tonsley Park site. A small detention basin exists in this area which partially alleviates this situation by storing surface water and releasing it to the stormwater system at an attenuated rate. No additional building development, other than potential at grade car parking, is proposed in this portion of the site by the Master Plan.

While drainage to the existing stormwater outlet in the north-west corner of the site will continue, the use of the conventional pit and pipe system will be modified by the use of on-site Water Sensitive Urban Design initiatives, including rain gardens, detention basins and swales. These measures, coupled with a reduction in the overall amount of impervious areas on the site and proposed storage measures (i.e. the TAFE facility proposes to collect and store 1 ML of roof water for reuse), will result in a reduced flow, of a higher quality, to the wider drainage system. It is estimated that a 600 mm diameter reinforced concrete pipe will be required at the outlet to cater for storm events.

4.12.4 Power

Power in the area is distributed from the existing ETSA Utilities owned Tonsley Park 66kV sub-station located on the western side of the former main assembly building. The sub-station feeds both the site's 11 kV distribution system and also supplies off-site customers via connections to the Mitchell Park, Sturt and Burbank feeders (out underground along Alawoona Avenue).

Three 11kV lines extend from the switch room on the site to service the surrounding properties. The site itself is serviced via two cable circuits from the approximately 40 year old ETSA substation to Mitsubishi's Substation 'A' and is distributed around the property via a series of cable circuits.

Two overhead 66kV transmission lines extend to the boundary on the western and north eastern sides of the property. Undergrounding of these transmission lines has been factored into the Order of Cost Estimates.

Issues identified with parts of the on-site distribution system include the age of the services, out-dated technologies and non-conformance with current Standards.

As with other service infrastructure, the provision of the required electrical services will be staged, with only minimal works required in Stage 1 and more extensive, progressive replacement/upgrading works required in Stages 2 and 3. These works have also been included in Cost Estimates.

4.12.5 Gas

Initial discussions with the APA Group (which owns and operates gas infrastructure) indicated that the available gas supply is likely to be adequate for the developed site.

At present, domestic-type natural gas is supplied to the occupied administration buildings via an eastern frontage connection from South Road.

Previously, the site had a high volume supply from the Envestra distribution network via a metering and regulating station located on the western frontage (Alawoona Avenue). It is presently isolated at the boiler house and it is understood that the metering and regulating station has been partially dismantled. Some capital works will be required in order for this supply to be returned to service.

Advice from the APA Group indicates the site is serviced from two locations. Firstly, gas is supplied via Alawoona Avenue on the western boundary. Maximum Daily Quantity (MDQ) is 2059GJ and Maximum Hourly Quantity (MHQ) is 70GJ at a pressure of 50kPa at Alawoona Street. A second supply is provided from South Road, supplying MHQ 3GJ at 15kPa.

It is proposed that a gas ring main be installed, connecting to the gas mains on both the eastern and western sides of the site, to supply up to MHQ 3GJ at 15 kPa.

4.12.6 Telecommunications

Currently, telecommunications are provided via overhead lines understood to be feeding from Telstra underground cables in South Road. New communications services will be installed in common service trenching along the roadways as they are constructed. Fibre optic cabling for broadband services has been included in Cost Estimates.

Response

Current policies under the General Section on *Infrastructure and Land Division* are considered to provide appropriate guidance in relation to utility infrastructure requirements.

4.13 Heritage

4.13.1 Indigenous

The Aboriginal Affairs and Reconciliation Division of the Department of Premier and Cabinet has advised that the Central Archive, which includes the Register of Aboriginal Sites and Objects, has no entries for Aboriginal sites at the former Mitsubishi Car Manufacturing Plant at Tonsley Park. Given the extensive building and site works undertaken for the former industrial use of the site, it is considered unlikely that aboriginal sites or objects will be found during the proposed further development of the site.

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

- construction workers will need to be briefed regarding compliance with, and legal ramifications to, the issues outlined in the Act

- all work will need to be immediately ceased if an Aboriginal site, objects or remains are uncovered until the directions of the Minister are known.

4.13.2 Non Indigenous

Review of the Marion Council Development Plan (consolidated 19 January 2012) indicates there are no Local Heritage listed items in proximity to the site.

The Development Plan does show two State Heritage items located to the north of the site at 1 Selgar Avenue, Clovelly Park. These items are a Dwelling ('Wattiparinga') and Vineyard. The items are located approximately 100 metres from the Tonsley Park site and are surrounded by industrial/commercial development of a warehousing nature.

Consultation with the Department of Environment, Water and Natural Resources indicates that the State Heritage items lost their historic context years ago when the original almond groves and farming land gave way to light industrial and other uses.

A review of the Mitcham (City) Development Plan (consolidated 3 February 2011) indicates there are no State or Local Heritage items located in proximity to the site. The closest items (both Local Heritage listed sports facilities) are located some 200 metres away and are to the east of South Road. It is considered unlikely that they will be impacted by the development proposed for the site.

Response

No entries for Aboriginal sites on this land have been recorded in the Register of Aboriginal Sites and Objects and future discovery is considered unlikely. In any case, procedures under the *Aboriginal Heritage Act 1988* still apply and will provide protection should sites, objects or remains be found during further development of the land.

For non indigenous heritage items, given the nature of the items, their context and distance from the development site, it is considered unlikely that they will be impacted by the development proposed for the site.

4.14 Flora and Fauna

A specific flora and fauna assessment of the site is not considered necessary, based on the extensively modified environment of the site as a result of its use for car manufacturing for some 50 years. The majority of the site is covered with buildings, roadways and hard covered standing areas. The areas not covered by buildings or paving, primarily fronting South Road, largely consist of grasses/lawns that have been regularly mown.

This position is supported by the findings of environmental investigations undertaken in 2010 for the former Department for Transport, Energy and Infrastructure as part of its Darlington Transport Study (DTS). The southern and western portions of the former Mitsubishi site were included in the wider study area for the DTS. While the more detailed investigations focussed on land to the south (around the Sturt triangle), survey areas included along the Tonsley rail line to the Clovelly Park station.

Of relevance to this DPA were the following comments from the DTS:

Flora

- 'historical conditions strongly influence the distribution of ecological communities and species and are central to understanding the existing vegetation of the area

- the study area is in a highly modified suburban environment where the majority of remnant native vegetation has been cleared
- a total of seven flora species of national conservation significance were previously recorded within a 5 km radius of the study area. None were observed during the flora surveys and the likelihood of any nationally threatened flora species occurring in the study area is considered low due to its highly modified condition
- the likelihood of naturally occurring State threatened flora species in the study area is considered low due to the highly modified condition of the area'

Fauna

- 'none of the nationally listed bird species were observed during the field surveys nor have they previously been observed in close proximity to the study area. The likelihood of any of these species occurring in the study area is considered low due to its highly modified condition
- Yellow-tailed Black-cockatoos, rated vulnerable in SA and the region, are known to commonly use the Flinders University grounds and are presumed likely to use trees in the survey area. It is unlikely that the remainder of the state-threatened bird species regularly use the trees surrounding the footprint of the DTS transport proposals due to its highly modified condition
- the diversity and abundance of ground-dwelling native mammal species is likely to be very low, and possibly non-existent, in the study area. This is due to the highly disturbed nature of the surrounding area, high degree of development around the study area and current land use
- the majority of the native mammal species likely to occur in the study area are bat species
- possums are also known to generally use trees (particularly those with hollows) in the study area with the Ring-tail Possum previously sighted within a 5 km radius
- no mammal species of national conservation significance has been recorded in the study area nor is it considered likely to occur there
- the Common Brushtail Possum has been recorded in the study area, and is likely to reside in established trees with hollows
- approximately 23 reptile species, including various skinks and snake species, have previously been recorded in or near the study area and some are likely to continue to occur in the study area
- one species of national conservation significance, the nationally Endangered Pygmy Bluetongue, was previously recorded in the region but has not been recorded on the Adelaide Plains since the 1950s
- three reptile species of state conservation significance have previously been recorded within a 5 km radius of the study area. Four individuals of the Vulnerable State-listed species, Eastern Water Skink, were observed around Sturt River during the field surveys. This skink species is found in the Adelaide and Mount Lofty Ranges region in permanent watercourses, like Sturt River, but not in areas where the riverine environment has been cut into neat grassy areas with a few trees. It is considered very unlikely that the other two state-listed reptile species would occur in the study area.'

A number of regulated/significant trees have been identified on the former Mitsubishi site, primarily in the landscaped area fronting South Road. A small number of significant trees are scattered elsewhere on the site, primarily adjacent to the northern boundary of the site with a few along the southern boundary. It is proposed to retain these significant trees where possible, both for their habitat value and amenity value.

Should it be considered necessary to seek the removal of any of these trees, approval will be required to be sought from the planning authority using processes under the *Development Act 1993*. As the State Government recently introduced amended policies applying to 'regulated/significant' trees, no new policies are proposed as part of this DPA on this matter.

Response

Given the highly modified environment of the former Mitsubishi site and the surrounding suburban context, the likelihood of the proposed development adversely impacting on flora and fauna of national or State significance is considered to be low.

Where possible, the retention of regulated / significant trees is proposed. The removal of any regulated or significant tree is subject to assessment against existing requirements contained in the Marion Council Development Plan.

4.15 Car Parking

The Master Plan proposes a car parking strategy based on the following:

'Due to the nature of the site development, proximity to public transport networks and aspirations for the sustainability performance of the site, there are strong drivers to reduce car parking ratios and to develop a more sustainable long term strategy including car park sharing.'

The Master Plan estimates less than 3000 'at-grade' car parking spaces will be provided across the project area based on assumed parking rates for selected land use activities. The parking areas are distributed primarily within the dedicated employment areas of the Tonsley Park site.

The following table compares the parking rates contained in the Master Plan and those in the existing Development Plan and the Planning Policy Library.

Table 7: Parking Rates

Land Use category – Master Plan	Master Plan rates	Development Plan rates <i>(see Table Mar/2 - Off Street Vehicle Parking Requirements)</i>	Planning Policy Library rates (Suburban Activity Node Zone only)
Commercial/ Office	1 car park per 60m ² Nett Leasable Area (NLA)	Commercial: ranges from about 2 per 100 m ² (ie motor showroom) to 7 per m ² (ie post office) Office: 4 per 100m ²	Non-residential development: Core Area – between 3 and 5 spaces per 100 square metres of gross leasable floor area Other area – between 4 and 6 spaces per 100 square metres of gross leasable floor area
Sustainable Light Industry	1 car park per 50m ² NLA (based on 40% of the site area)	Industry: - 2 per 100m ² (up to 200 m ² floor area); - plus an additional 1.33 per 100 m ² (between 200 and 2000 m ² floor area); - plus an additional 0.67 per 100m ² (greater than 2000	See 'Non-residential development'

Land Use category – Master Plan	Master Plan rates	Development Plan rates (see Table Mar/2 - Off Street Vehicle Parking Requirements)	Planning Policy Library rates (Suburban Activity Node Zone only)
		m ²) Office component – 3.3 per OR - 0.75 per employee for labour intensive industries	
Retail	1 car park per 60m ² NLA	Shop: 5 per 100m ² where located in a centre, otherwise 7 per 100m ²	See 'Non-residential development'
Education and Training / Tertiary Institution	1 car park per 60m ² NLA	Tertiary institution: 0.6 per full-time student plus 0.2 per part-time student	See 'Non-residential development'
Residential Townhouse	1 car park per dwelling	Semi-detach and row dwellings: 2 to 3 per dwelling depending on the number of bedrooms	Row, semi-detached and detached dwellings: 1 per 1 or 2 bedroom dwelling 2 per 3 plus bedroom dwelling
Residential Apartment	0.75 car park per dwelling	Residential flat building: 1.5 per dwelling plus 1 visitor space per 3 dwellings	Core Area – 0.5 per studio (no separate bedroom) 1 per 1 bedroom dwelling 1.25 per 2 bedroom dwelling 1.5 per 3 + bedroom dwelling Other area – 0.75 per studio (no separate bedroom) 1.25 per 1 bedroom dwelling 1.75 per 2 bedroom dwelling 2.25 per 3 + bedroom dwelling (the above figures are inclusive of visitor parking)

The Planning Policy Library includes parking rates for zones supporting more intensive activities and redevelopment, such as the Suburban Activity Node Zone. However, no specific rates have been formulated for the proposed Urban Employment Zone and therefore the Marion Council Development Plan would ordinarily provide the default position for parking rates in such cases (subject to any intervention at the zone level).

Although the Master Plan document supports the provision of lesser parking consistent with the longer term image for the redevelopment of Tonsley Park, the parking strategy specifically excludes parking areas '*located within building footprints (i.e. undercroft or basement car parking)*'. This suggests that the rates used in formulating the Master Plan are not intended to be used to restrict parking supply, but as a means to guide the

development of the site (achievable due to its Government ownership) in a manner that encourages alternatives to private vehicle use and hence reduce parking demand.

Translating the parking strategy for the Master Plan into a land use policy context that is used to assess development proposals poses some challenges primarily because it seeks to support changes in travel behaviour over the anticipated 20-25 year lifetime of the project.

There are two observations worth highlighting in relation to this. Firstly, decisions on development proposals against the provisions of a Development Plan are point in time, making it difficult to take into account trends in parking demand over long timeframes. Secondly, there are many other factors outside the ambit of land use policy contained in Development Plans that may be just as or more effective in changing driver and travel attitudes including: improvements to public transport services (routes and frequency); driver education; car pooling and other initiatives; and cost structures (e.g. fuel, vehicle registration, public transport fares).

The approach taken in this DPA supports reductions in parking requirements, but from existing standards found in the Marion Council Development Plan and the Planning Policy Library. This reduces the risks associated with setting parking rates at levels below current standards, in that an under provision of parking occurs and alternative options then need to be considered to remedy existing problems (e.g. parking stations), while also allowing planning authorities and developers to consider reducing the amount of parking from current standards over time as applications are made in years preceding the rezoning based on observed trends and alternative travel arrangements.

The following sections provide further context about the approach taken in respect of parking requirements for the two new zones proposed over the Tonsley Park site.

4.15.1 Parking - Suburban Activity Node Zone

The Suburban Activity Node Zone parking requirements proposed in this DPA reflect those from the Planning Policy Library for residential and non-residential development and between the Core and non-Core areas of that Zone.

As the parking provisions will only relate to the area proposed to be rezoned to a Suburban Activity Node Zone in this DPA, the parking requirements are included as local addition policy within the new Zone.

The primary land use in the Zone is expected to be residential. Using the parking rates provided in the Master Plan the total number of spaces likely to be required is between 750 (all townhouses) to 1000 (all residential apartments) based on an anticipated delivery of 1000 dwellings. The actual number of parking spaces would depend on the mix of dwelling types.

Based on assumptions about the type (i.e. residential flat buildings versus row and semi-detached dwellings) and distribution of dwellings between the Core and other areas and the size of dwellings (i.e. number of bedrooms), it is possible to compare the number of parking spaces that may be required under the Development Plan rates to the Master Plan. Based on preliminary expectations of housing being distributed between the Core Area and Non-Core Areas on a 35% : 65 % basis and a 30%:60%:10% split of 1, 2 and 3 bedroom dwellings respectively, an estimated 1500 parking spaces would be required under the existing Development Plan

While this represents a notional premium over the Master Plan, the Planning Policy Library template for the Suburban Activity Node Zone requires the user to include 'incentives' that encourage desired development outcomes, such as mixed use buildings in key locations and the provision of affordable housing. For the purposes of this DPA, 'incentives' provide

a basis to reduce parking by up to 30 per cent where development achieves prescribed outcomes. For example, a reduction in on-site parking of up to 30 per cent could be sought where the development is within 200 metres of a fixed public transport stop such as the Clovelly Park railway station.

If development in the Zone is able to take full advantage of the incentives then the total number of parking spaces may be reduced to just over 1000 from 1500 using the above example, being an amount comparable with the Master Plan parking strategy.

Most non-residential development is expected to occur in the Core Area where a standard rate of between 3 and 5 parking spaces would apply per 100 square metres of floor area. While this is again higher than the 1.7 spaces contemplated for the same amount floor space under the Master Plan for offices and retail development, the incentives policy would also be effective in prescribed circumstances.

It is understood that the lower rates used in the Master Plan reflect expectations about traffic generation and parking demand for different businesses. For instance, shops comprising cafes and eateries within the main assembly building are expected to generate less parking demand because patrons will mostly be local workers, students and residents, whereas shops along the extension of Alawoona Avenue and supermarkets are expected to be more 'traditional' generators of traffic and parking.

Setting parking rates for all contingencies is problematic given the mix of business can not be known in advance. It is not uncommon for Development Plans to include provisions that allow the planning authority and proponent to negotiate lesser parking where reasonably justified based on external influences (i.e. improved public transport) and / or driver behaviour. Local addition policy is proposed to be included in the Suburban Activity Node Zone specifically for this purpose.

The parking requirements for any light industrial uses in the Zone have not been included under the Zone provisions and will rely on those contained in the Marion Council Development Plan.

4.15.2 Parking – Urban Employment Zone

The Planning Policy Library does not offer parking rates for the Urban Employment Zone and, as such, Development Plans provide a default position on parking requirements. In this instance the Marion Council Development Plan includes parking rates for a range of employment and educational activities that are proposed to apply within the new Urban Employment Zone.

It is difficult to establish how the use of Development Plan parking rates will impact the total provision of parking across the Zone as the mix of uses is unknown. Any differences between the total amount of parking that might be required under the Master Plan rates and those in the Development Plan will be affected by the actual mix of activities established in the Zone.

By way of example, the 'commercial/office' category used in the Master Plan suggests a standard parking rate of about 1.7 spaces per 100 square metres of net leasable floorspace. There are a number of 'commercial' uses in Table Mar/2 of the Marion Council Development Plan that require parking to be provided at a rate comparable to this figure (e.g. a motor showroom requires parking to be provided at a rate of 2 spaces per 100 square metres total). However, there are other uses where the parking rate is somewhat higher under the Development Plan (e.g. office floorspace at 4 per 100 square metres).

Essentially, the potential need for parking to be provided over and above the amount allocated in the Master Plan and possibly in a different format (e.g. undercroft parking)

becomes greater if the activities mix favours those with a higher required rate of parking under the Development Plan.

Nevertheless, opportunities to reduce the overall quantum of parking provided in the Zone should be provided based on mitigating factors like shared car park arrangements.

Response

The DPA allows reductions in parking provision to be considered as part of future development proposals, supportive of the general sustainability directions contained in the Master Plan. The policy approach in each proposed new zone for the Tonsley Park site is in keeping with the Planning Policy Library.

4.16 Schools

As discussed earlier, it is estimated that the Tonsley Park site will accommodate some 1,500 residents in 1,000 dwellings. This occupancy rate of approximately 1.5 persons per dwelling is lower than the metropolitan average of approximately 2.4 persons per dwelling and reflects the likely housing market (2 to 7 storey apartment buildings/row dwellings), the higher density nature of the development, the proposed mixed use nature of the overall site, its appeal to students (TAFE and university) and its ready proximity to public transport, making it a more attractive proposition for households without children. Only a small percentage of the residents are therefore expected to be children.

The Department for Education and Child Development has advised that it is not aware of any enrolment pressures at existing public schools in the immediate vicinity of Tonsley Park. It also advised that it constantly monitors enrolment data at schools and will manage any additional capacity requirements should enrolment demand exceed available capacity at existing schools. This is not expected to occur as a result of the extent of residential development and likely household formation proposed in this DPA.

4.17 Flightpaths

The Tonsley Park site is within an area constrained by a height threshold of 45 metres above existing ground level due to proximity to aircraft flightpaths associated with Adelaide Airport. This aspect is not unique and is a factor taken into account in many metropolitan Council areas.

Practically, this height limit would permit buildings up to 12 storeys, assuming a ground and first floor ceiling height of 4.5 metres and 3.5 metres for all other floors. Development proposals exceeding 45 metres in height above existing ground level require referral to the relevant Federal agency for 'direction' under Schedule 8 of the *Development Regulations 2008*.

The Master Plan for the site indicates a proposed maximum building height of in the order of 7 storeys.

Response

This DPA does not affect the existing arrangements for addressing building height on aircraft safety. However, the height of buildings within the Tonsley Park site are expected to be well within the building height limits included in the Development Plan for aircraft operation and safety reasons.

4.18 Noise and Air Quality and Vibration

The NSW Government Department of Planning Guideline document – *Development Near Rail Corridors and Busy Roads* notes:

'Major roads and rail operations generate noise and vibration, and people living and working near major transport corridors can be adversely affected.'

It is apparent from the Guideline that there can be considerable variation in impact from road and rail infrastructure depending on such factors as site characteristics and layout, as well as surrounding geography and land uses, train types and speed, maintenance of stock and tracks, location of rail infrastructure, volume, type and speed of road traffic, road surface and distance from a road.

The Guideline advocates that good design is a key component in avoiding or mitigating adverse airborne noise and air quality impacts. In relation to the potential for vibration from rail activities, setbacks or other design mechanisms can be successfully employed.

As discussed earlier under section 4.3, the Tonsley Park site is located in an area that is subject to existing and potential noise and air quality impacts from existing industrial, commercial and entertainment activities. It is also likely to experience impacts from busy roads and (to a lesser extent) rail operations and due to future mixed-use activities (both within the subject land and in adjacent areas).

While the potential for significant adverse impact is considered to be relatively low, nonetheless it is proposed that appropriate planning policies are in place to ensure that proper consideration of these issues.

The DPA proposes to update the *Interface Between Land Uses* policies in the General Section of the Development Plan to ensure noise generating activities mitigate potential noise emissions to acceptable levels for noise sensitive uses. In addition, a new *Overlay – Noise and Air Emissions* is proposed to reinforce the need for new development to provide an acceptable level of acoustic amenity for occupants in noise sensitive developments and also to reinforce the need for new development to be designed and sited to improve air flow and turbulence to assist in the dispersion of air pollutants when near designated road and rail networks.

Response

Current policies in the Development Plan require residential development or other sensitive uses to be protected or located away from potential sources of adverse air emissions. These policies will be updated to include the latest Library policy.

A new *Overlay – Noise and Air Emissions* is also proposed that will also reinforce the need for new development to be designed and sited to improve air flow and turbulence to assist in the dispersion of air pollutants when near designated road, rail and tram networks. In due course, this Overlay is expected to trigger additional requirements in building construction to mitigate noise impacts in areas of mixed use and complement planning requirements to reduce noise impacts from road and rail transport networks.

5. CONCLUSIONS AND RECOMMENDED POLICY CHANGES

5.1 Introduction

This DPA is proposing to amend the planning policies that apply to the former Mitsubishi site at Clovelly Park to ensure that the land is redeveloped in a manner that is in accord with the directions identified in various strategic documents, including *The 30-Year Plan for Greater Adelaide*, *Strategic Infrastructure Plan for South Australia 2010 Discussion Paper*, *Housing and Employment Land Supply Program (HELSP) Report 2010*, *Greater Adelaide, City of Marion Strategic Plan 2010/2020* and *City of Marion – Strategic Directions & Development Plan Review 2008*.

These strategic documents have identified that the site should be redeveloped for manufacturing industry clusters associated with clean technologies to provide green collar jobs and also a higher density housing mix along the Tonsley rail line corridor.

The strategic directions for the site have been further developed in the Tonsley Park Master Plan, prepared for the State Government (Land Management Corporation - now the Renewal SA and the Department of Trade and Economic Development – now the Department for Manufacturing, Innovation, Trade, Resources and Energy).

The current Development Plan policies for the site are based on an Industry Zone which is not conducive to meeting these strategic directions and therefore requires amendment.

5.2 Current Planning Policy

The Tonsley Park site is currently zoned 'Industry' in the Marion Council Development Plan, reflecting its former use for motor vehicle manufacture.

The current Objective for the Zone is:

'A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.'

This Objective and associated Principles of Development Control are not considered appropriate to achieve the future directions for the site as identified in various State and Local Government strategic documents.

A northern portion of the Industry Zone within the affected area is more specifically part of Policy Area 6 – Light Industry. This part of the Zone is proposed to form part of the residential component of the Tonsley Park site redevelopment. Residential development within Policy Area 6 is not contemplated and therefore would not be supportive of the outcomes desired by the Master Plan.

5.3 Recommended Planning Policy

In September 2011 Version 6 of the South Australian Planning Policy Library was released. This Version contained several new zones and complementary policy modules (and updates to existing sections) with the intent that they be used when rezoning infill sites, along transit corridors and transit-oriented development sites.

The following sections provide an account of the amendments proposed in this DPA to both the General Section (Council-wide) policies and to the specific zoning of the Tonsley Park land.

5.3.1 General Section amendments

Section 2.4 above provides a summary of the key elements of the Library that influenced the preparation and changes proposed to the General Section of the Marion Council Development Plan as part of this DPA.

Some of the proposed amendments are standalone and easily identifiable. No further explanation is considered necessary in relation to these amendments.

However, there are a number of General Sections where the nature of the amendments are not immediately obvious, and relate to the replacement General Sections mentioned earlier in section 2.4.1.

The proposed amended replacement General Sections are important in ensuring the Development Plan remains up to date with the Library, and are worth highlighting because the amended policy could be called upon by the relevant planning authority when assessing development proposals outside the Tonsley Park site.

The differences between the replacement General Sections and those currently in the Marion Council Development Plan vary in terms of significance. In some cases the nature of the changes are regarded as fairly benign and largely relate to form rather than altering the intent and purpose of existing policy. All of the replacement General Sections include changes of this type.

Other changes are a result of recasting the General Section to clarify intent, remove repetition, improve legibility and extend the application of existing policy to other forms of development to ensure application within mixed use environments.

The more substantive amendments to each replacement General Section are summed up in the following table.

Table 8: Key Changes – Replacement General Sections

General Section title	Key Changes
<i>Centres and Retail Development</i>	<ul style="list-style-type: none"> • removal of the ‘centres hierarchy’ consistent with the Library to allow retail activity in mixed use areas • relocation of policy supporting active street frontages to the <i>Design and Appearance</i> module to ensure the policy relates to commercial/retail development in many areas, not just centres • relocation of policy concerning parking facilities to the General Section for <i>Transportation and Access</i>, thus reinforcing the expectation that requirements for undercroft and semi-basement parking be applied to all forms of development (not only within centres) • removal of policy limiting the size of a shop outside of a centre consistent with strategic direction for mixed use developments.
<i>Design and Appearance</i>	<ul style="list-style-type: none"> • introduction of new policy on ‘Development Adjacent to Heritage Places’ • inclusion of existing policy on ‘Overshadowing’ from the General Section titled <i>Residential Development</i> to ensure the requirements can be applied to non-residential buildings near existing dwellings • inclusion of existing policy on ‘Visual Privacy’ from the General Section titled <i>Residential Development</i> to ensure the requirements can be applied to non-residential buildings near existing dwellings • introduction of new policy under a new heading ‘Relationship to the Street and Public Realm’ supporting non-residential activities on the

General Section title	Key Changes
	ground floor of mixed-use buildings to promote active street frontages in mixed use areas
Interface Between Land Uses	<ul style="list-style-type: none"> strengthening requirements relating to the design and siting of noise generating uses, including entertainment venues inclusion of new policy for assessment of development with potential to emit odours
Natural Resources	<ul style="list-style-type: none"> changes to update policies on stormwater and water sensitive urban design
Residential Development	<ul style="list-style-type: none"> relocation of policy on overshadowing to the General Section on <i>Design and Appearance</i> relocation of policy on 'Visual Privacy' to the General Section on <i>Design and Appearance</i>, including policy dealing with building heights on battleaxe allotments introduction of new policy on communal open space relocation of noise related requirements to the general Section on <i>Interface Between Land Uses</i> relocation of requirements on parking (including undercroft garaging) and access to the General Section on <i>Transportation and Access</i> replacement of policies on carports/outbuildings and private open space to provide greater consistency and simplify existing requirements inclusion of affordable housing policy
Transportation and Access	<ul style="list-style-type: none"> introduction of additional policy on bicycle parking facilities inclusion of parking requirements for residential development from the General Section on <i>Residential Development</i> provision of reduced car parking in mixed use areas where car parking might be shared insertion of policy relating to parking in mixed use and corridor zones

Local addition policy (green text in the Development Plan) has generally been retained to minimise the potential for unintended and unforeseen consequences for areas outside the Tonsley Park site. This includes the retention of specific requirements applicable to residential development, carports/ garages, private open space, dwelling setbacks, access ways for hammerhead allotments and criteria for home business.

5.3.2 New General Section and Overlays

Comments about the new General Section on *Medium and High Rise Development (3 or More Storeys)* and the three new Overlays are provided in sections 2.4.3 and 2.4.4. The key features of these proposed additions to the Development Plan are summed in the Table below.

Table 9: New General Section and Overlay Policy

Module / Overlay	Key Features
Medium and High Rise Development (3 or More Storeys)	<ul style="list-style-type: none"> seeks to provide additional certainty in respect to design matters relating to multi-storey buildings including clear entrance ways, visual privacy, separation between buildings and outlook, and site storage requirements
Affordable Housing	<ul style="list-style-type: none"> only applicable to the proposed residential component of the Tonsley Park site at this time

Overlay	<ul style="list-style-type: none"> requires a minimum 15% affordable housing to be provided in developments proposing 20 or more dwellings
Noise and Air Emissions Overlay	<ul style="list-style-type: none"> only applicable to the Tonsley Park site at this time policy that requires siting and design to mitigate noise and air quality to sensitive developments may be linked to requirements under the Building Code to mitigate noise impacts on selected sensitive uses from roads/rail
Strategic Transport Routes Overlay	<ul style="list-style-type: none"> only applicable to the Tonsley Park site at this time policy that seeks to maintain the role and function of key roads identified via maps when undertaking development in designated areas

5.3.3 Zone Changes

The changes proposed in this DPA at the zone level require the rezoning of the whole Tonsley Park site from the current 'Industry Zone'. The proposed zones for the site are based on policies contained in Version 6 of the Planning Policy Library and will provide additional detail that builds on the policies in the General Section.

The Master Plan identifies that the eastern portion of the site is to be developed with commercial / light industry, sustainable light industry and education / training facilities. As these activities have an employment focus, it is proposed to introduce an Urban Employment Zone over this land.

The Master Plan identifies that the western portion of the site is to be developed with residential, retail and sustainable light industry facilities. On this basis, it is proposed to introduce a Suburban Activity Node Zone over this land.

A Concept Plan for the whole Tonsley Park site is also proposed, which will graphically depict items such as the key land uses, key access points to the site, the internal road network and pedestrian/cycle movement paths. The location of key features is indicative only and will be determined through more detailed design processes that follow.

The key features of the new zones to be introduced are summed below.

Table 10: Zone Characteristics

Urban Employment Zone	Suburban Activity Node Zone
<ul style="list-style-type: none"> a mixed use employment zone that accommodates a range of industrial land uses together with other related employment and business activities that generate wealth and employment for the State provision for large floor plate enterprises, such as manufacturing plants, high technology and/or research and development related uses, located to take advantage of existing and future road and rail infrastructure the effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations a high standard of development which promotes distinctive building, landscape 	<ul style="list-style-type: none"> a zone that includes a range of medium and high density residential development supported by a mix of compatible land uses well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use the design and layout of development to encourage walking and cycling and promote public transport use a mixed use area with a variety and concentration of activity close to a key focal point such as a fixed transit stop, activity centre or high quality open space

and streetscape design, with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones	
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Each new zone contains a list of 'envisaged uses' that differs slightly from the model zone presented in the Planning Policy Library. The differences reflect the vision for the Tonsley Park site for green industries, commercial establishments and education and training facilities, in combination with a Town Square Precinct and residential areas to complement the employment and education sectors as well as expand the overall land use offering supportive of achieving a greater array of strategic objectives.

The following table shows proposed additions (underlined text) and proposed removals (strikethrough text) based on the 'envisaged uses' list from the model zone.

Suburban Activity Node Zone	
<ul style="list-style-type: none"> ▪ <u>advertisement</u> ▪ affordable housing ▪ aged persons accommodation ▪ <u>all forms of development that are ancillary to and in association with residential development</u> ▪ community centre ▪ consulting room ▪ dwelling ▪ educational establishment ▪ nursing home ▪ <u>hotel</u> ▪ office ▪ pre-school ▪ primary school ▪ <u>recreation area</u> ▪ residential flat building ▪ retirement village ▪ shop or group of shops, excluding a bulky goods outlet or a retail showroom ▪ <u>stormwater detention/retention basin</u> ▪ supported accommodation ▪ tourist accommodation. 	<p>The addition of 'advertisements' and 'hotel' are considered to provide reasonable additions to a zone that contemplates a mixed use environment, particularly within the Core Area of the Zone. The other additions are integral to the development of the site given the requirements around the provision of public open space when undertaking a residential land division and the need to better manage urban stormwater runoff.</p> <p>The proposed removal of some 'envisaged uses' from the model zone reflects expectations that accommodation is likely to be tailored towards persons within the workforce and students as opposed to the various forms of supported accommodation (i.e. nursing homes, residential care facilities and retirement village). The fact that much of the Tonsley Park site will accommodate uses that may not create an ideal setting for supported accommodation has also been considered.</p>
Urban Employment Zone	
<ul style="list-style-type: none"> ▪ consulting room ▪ <u>educational establishment</u> ▪ electricity substation ▪ fuel depot ▪ indoor recreation centre ▪ industry (other than special industry) ▪ (Conversion note: Optional policy) ▪ intermodal rail freight facility ▪ <u>light industry</u> ▪ motor repair station ▪ office ▪ petrol filling station ▪ (Conversion note: Optional policy) pre-school ▪ prescribed mains ▪ public service depot ▪ road transport terminal ▪ service trade premises 	<p>Changes to the Library's Urban Employment Zone envisaged uses list are reasonably comprehensive and reflect efforts to guide the redevelopment of the site towards green technology industries, research and training consistent with the Master Plan.</p> <p>Some of the activities removed from the list are also proposed to be identified as non-complying forms of development, thereby strengthening the land use vision for the area.</p>

<ul style="list-style-type: none"> ▪ service industry ▪ shop or group of shops ▪ store (<u>in association with a light industry or education establishment</u>) ▪ training facility ▪ warehouse (<u>in association with a light industry or education establishment</u>). 	
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5.4 Assessment Matters

5.4.1 Complying, Non-complying and Merit Development

Different types of development are subject to three main types of assessment processes – complying, ‘on-merit’ or non-complying.

Provided development can satisfy any quantitative criteria established for complying development in the Development Plan or the *Development Regulations 2008*, development designated as complying must be granted Development Plan Consent.

The model Suburban Activity Node and Urban Employment zones within the Library identify some potential activities as complying development (subject to conditions) over and above those listed in Schedule 4 of the *Development Regulations 2008 – Complying development*.

For Tonsley Park the option of including additional uses as complying if not favoured given that the layout, siting and design of development within the Tonsley Park site will play a crucial role in creating the desired urban form and amenity of the area that are necessarily of a subjective nature. This will provide a means to consider detailed design issues, interface issues between the various land uses and other criteria (such as car parking) for each development proposal as part of a merit based assessment in most instances.

The proposed zones do contain a list of non-complying developments. This list only includes those forms of development that are unlikely to be appropriate under most circumstances, such as where the land use proposed is quite incompatible with the envisaged uses for the zones.

Again, the range of uses listed as non-complying in the DPA zones differ to those in the model Library zones.

For the proposed Urban Employment Zone, shops (above 50 square metres) have been added to the non-complying list to reinforce the primacy of the Core Area in the adjacent new Suburban Activity Node Zone for retailing. In addition, ‘consulting room’ has been removed to provide further scope for commercial development opportunities in the Zone based on their merits.

In the Suburban Activity Node Zone ‘light industry’ and a ‘hotel’ are proposed to be considered as merit land uses, and a ‘petrol filling station’ added as a non-complying form of development. In regard to ‘light industry’, this is not a form of development explicitly identified as an ‘envisaged use’ in the Zone, and has only been removed from the non-complying list given the interface with the Urban Employment Zone and the desire to find appropriate uses for existing industrial buildings.

All forms of development not listed as either complying or non-complying is required to be assessed on-merit against all the relevant provisions in the Development Plan (i.e. General Section, Overlay modules and specific zone provisions) by the relevant planning authority. All the desired land uses fit into this category.

5.4.2 Categories of Notification

The *Development Regulations 2008* or the Development Plan can assign public notification to development as either Category 1 or 2. The *Regulations* may also assign development to Category 2A.

Development assigned Category 1 cannot be notified, whereas Category 2 development allows notification to adjacent landowners or occupiers. In either case, no third party appeal rights to the Environment, Resources and Development Court exists.

Any uses not assigned to either category 1 or 2 defaults to Category 3 for public notification purposes. Such developments invoke wide notification and allow third party appeals against the decision of the planning authority.

The categories of public notification proposed for development in the Urban Employment Zone provide that, except where non-complying, all kinds of development will be Category 1 provided it is not located within 60 metres of a Residential Zone or the Suburban Activity Node Zone. Where it is proposed to be located within 60 metres of these zones, it will become Category 2 development. Non-complying development will default to a Category 3 status.

This approach is considered appropriate given the impacts associated with development can be effectively assessed through the application of the proposed new and existing planning policy applicable to this Zone. Only where developments are proposed in close proximity to the more sensitive uses, like residential areas, does the need for notification become more appropriate.

The categories of public notification proposed for development in the Suburban Activity Node Zone provide that the majority of the uses listed as envisaged forms of development in the zone are Category 1 development. All forms of development not listed as Category 1 will be Category 2, apart from the listed non-complying developments which will be Category 3.

This approach is considered appropriate within this zone as it provides more opportunity for neighbour notification where non-envisaged developments may impact on the more sensitive uses desired in the zone.

6. STATEMENT OF STATUTORY COMPLIANCE

Section 26 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.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 2.2 of this document and in Appendix A. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

6.2 Accords with Other Parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the other parts of the Marion Council Development Plan as discussed in Section 2.3.7 of this document.

6.3 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 discussed in Section 2.3.8 of this document.

6.4 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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THE 30-YEAR PLAN FOR GREATER ADELAIDE: POLICIES AND TARGETS

POLICIES and TARGETS	RESPONSE
New transit corridors, growth areas, transit-oriented developments and activity centres	
Policy: Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings over the life of the Plan.	This DPA proposes that approximately 30% of the site will be used for residential purposes. Built form will comprise of development from 2 to 7 storeys, primarily in the form of row dwellings, townhouses and apartments. It is anticipated this area will accommodate some 1,000 dwellings and cater for a population of some 1,500 residents.
Policy: Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations.	The site is strategically located within the existing built up area, adjoins major public transport routes (road and rail) and is only located some 10 km from the Adelaide CBD with the Marion Regional Centre only some 2 km away.
Policy: Concentrate new growth within metropolitan Adelaide in transit corridors ... so that the majority of neighbourhoods remain largely unchanged.	The site adjoins the Tonsley rail line which is identified as a 'major' transit corridor. Proposed development of the site will enable enhancement of the neighbourhood.
Policy: Ensure the bulk of new residential development in Greater Adelaide is low-to-medium rise development (including detached dwellings) ...	Residential development is proposed to comprise buildings ranging from 2 to 7 storeys. This is in line with the Planning Strategy which identifies low-rise as 1-3 storeys and medium-rise as 4-10 storeys.
Target: By the end of the Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.	The site is located within an established urban area in metropolitan Adelaide.
Target: About 60 per cent of metropolitan Adelaide's (50 per cent of the Greater Adelaide region's) new housing growth will be located within 800 metres of current or extended transit corridors.	While the entire site is located within 800 metres of the Tonsley rail transit corridor, the proposed residential component will directly adjoin it and be within 400 metres.
Policy: Concentrate higher densities and medium-rise development around mixed-use activity centres and railway, tram and bus stations.	The proposed medium-rise residential development is to be adjacent to the Clovelly Park rail station and the proposed mixed-use activity centre focussed around the Town Square and to a limited extent along the Alawoona Avenue extension.
Policy: Ensure there is an effective transition between higher densities and medium-rise development (near shops and stations) and existing low-rise housing.	The height of the proposed residential development transitions down to 2 storeys adjacent to existing residential development to the north. Single storey sustainable light industry or at grade car parking are proposed to the south and west.
Targets: Locate more than 50 per cent of Greater Adelaide's net dwelling growth ... and about 35 per cent of greater Adelaide's new jobs in transit corridors.	The Planning Strategy promotes increased development within 800 metres of transit corridors. As the entire site is within 800 metres of the Tonsley rail line, this DPA will assist in meeting these targets for both dwellings and jobs.
Targets: Provide a net contribution of active and passive open space in transit corridors.	The former use of the site as a 'gated' industrial development precluded its use for public purposes. The proposed development will provide a number of green spaces, urban wetlands and rain gardens across the site which

	will be accessible by the public.
Urban design	
Policy: Promote a highly permeable and connected grid street structure in new growth areas ... to encourage walking and cycling.	Taking into account adjoining established development patterns, the site's constraints, the desire to retain and reuse the main building and existing access arrangements (including traffic lights to South Road), the proposed internal road layout reflects a grid pattern. Walking and cycling paths are proposed, connected where possible to the surrounding area.
Policy: Create a clear transition between new higher-density development (near shops and railway stations) and existing detached housing precincts, such that housing densities will decrease in line with the distance from transport thoroughfares and railway stations.	As discussed above, the height of residential development will generally decrease in line with the distance from the railway station, resulting in lower housing densities towards the boundaries of the site.
Housing mix, affordability and competitiveness	
Policy: Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low-rise and attached dwellings.	The residential densities proposed are driven by the directions in the <i>30-Year Plan</i> in addition to the mixed use nature of the development in order to maximise the number of residents living in the area. This will help to create vibrancy and character, a sense of community and safety for Tonsley Park. Achieving higher densities will provide a range of housing typologies which are currently not well represented in the region and will support the retail offering envisaged for the site.
Affordable housing	
Policy: Reinforce the state government policy that at least 15 per cent of new dwellings should meet the criteria for affordable housing (of which 5 per cent is specifically for high needs housing) in significant new developments and growth areas ...	A minimum of 15% of new dwellings is envisaged as affordable housing, including 5% high needs housing.
Target: Provide for at least 15 per cent of housing in all new significant developments to be affordable housing, including 5 per cent for high-needs people.	See above.
Health and wellbeing	
Policy: Design pedestrian and cycle friendly areas in growth areas and existing neighbourhoods to promote active communities.	A mix of on-street and segregated cycle and pedestrian facilities are planned, with links to South Road and Alawoona Avenue, along the rail corridor and to local streets to the north and south of the site.
The economy and jobs	
Policy: Set specific job 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 - take account of the likely regional growth of key sectors - plan for employment activities near major educational institutions - ensure sufficient land is available for commercial, industrial, retail, ... and 	The proposed redevelopment of the site with commercial, industrial, educational and retail uses will assist in achieving the job targets set for Southern Adelaide.

other activities.	
Policy: Concentrate jobs in the designated transit corridors and the 14 transit-oriented developments.	The site is located within the transit corridor associated with the Tonsley rail line. The Master Plan proposes that some 6000 jobs will be provided on the site.
Policy: Promote mixed-use development in the transit corridors ... to ensure jobs are situated close to where people live.	The proposed development of the site will provide for both jobs and new housing in a transit corridor.
Target: Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is: - 43,000 in Southern Adelaide	The proposed redevelopment of the site with commercial/industrial and retail uses will assist in achieving the job targets set for Southern Adelaide.
Target: Distribute jobs across Greater Adelaide as: - 94,000 in transit-oriented developments and transit corridors	The site is located within the transit corridor associated with the Tonsley rail line. The Master Plan proposes that some 6000 jobs will be provided on the site.
Target: Plan for 15,900 green-collar jobs during the Plan's first 15 years.	The proposed development of approximately 60 per cent of the site for sustainable light industry and commercial activities will assist in achieving the green-collar jobs target.
Target: Plan for net growth of at least 2 million square metres of extra employment floor space.	Employment floor spaces totalling in excess of 270,000 square metres are proposed on the site.
Policy: Designate specific employment lands for manufacturing purposes and protect their long term use.	The proposed zoning of this site will support the use of some 70 per cent of the site for employment lands, accommodating sustainable light industry, commercial and office uses, retail and education services. It is intended that the site remains a high value manufacturing hub for southern Adelaide.
Policy: Ensure planning controls are flexible enough to adapt to new industry structures.	The proposed planning controls are based on relevant South Australian Planning Policy Library modules for 'Urban Employment Zone' and 'Suburban Activity Node Zone' which provide flexibility for a range of land uses, with the Urban Employment Zone able to facilitate a range of industry structures.
Policy: Create sufficient buffer activities and design guidelines to prevent manufacturing lands being lost to encroachment by residential activities and to prevent land use conflicts between residential and manufacturing activities.	The Development Plan already contains a number of policies based on the South Australian Planning Policy Library modules relating to encroachment and minimisation of land use conflicts (i.e. see Industrial Development and Interface between Land Uses). In addition, the types of development being pursued for this site (sustainable light industry, commercial and office uses, retail, education services and residential) and their juxtapositions with one another and neighbouring development, are not considered to promote conflict. Landscaped open space adjacent to the rail corridor and to development to the north of the site will provide buffering to these existing activities. More 'fine grained' Urban Design Guidelines are also being developed for the site and are likely to be enforced through encumbrance provisions. Only minor additional policies for this issue are therefore proposed in this DPA.
Policy: Maintain manufacturing industry	This DPA will facilitate the development of clean

clusters at: - Tonsley Park (former Mitsubishi site) – clean technology	technology industries at Tonsley Park.
Targets: Plan for 52,400 additional manufacturing jobs in Greater Adelaide.	This DPA promotes development that will assist in providing additional manufacturing jobs. It is intended that the site remains a high value manufacturing hub for southern Adelaide.
Targets: Protect 2580 hectares of employment land for manufacturing purposes.	This DPA will support over 24 hectares of the site being developed for sustainable light industry purposes. In addition, should demand warrant it, some commercial land could also be developed for cleantech manufacturing industry.
Policy: Support the growth of renewable energy and green technologies by setting aside employment lands, possibly clustered around key educational institutions.	Of the 70% of the site set aside for employment lands, 5% is to be occupied by a major new TAFE facility, comprising various trade related education and training facilities and 4% is to be set aside for another tertiary educational facility.
Policy: Ensure planning controls for employment lands are flexible enough to allow new green technologies and industries to emerge.	The proposed planning controls are based on relevant State Planning Policy Library modules for 'Urban Employment Zone' and 'Suburban Activity Node Zone' which provide flexibility for a range of land uses, with the Urban Employment Zone providing flexibility to cater for emerging green technologies and industries.
Policy: Designate the former Mitsubishi site at Tonsley Park as a clean technology and renewable energy hub.	This DPA supports the designation of the former Mitsubishi site for clean technology/renewable energy hub purposes. Tonsley Park is envisaged to become a 'Climate Smart Precinct.'
Target: Plan for 15,900 new green-collar jobs in greater Adelaide during the Plan's first 15 years.	The proposed development of approximately 60 per cent of the site for sustainable light industry and commercial activities will assist in achieving the green-collar jobs target.
Map D13 identifies the Tonsley Park land as a 'Manufacturing hub'.	This DPA supports this designation.
Transport	
Policy: Protect the transport functionality of road and rail corridors through planning policy in Development Plans.	SIDRA analysis has identified upgrade requirements to the South Road intersection for Stages 2 and 3 of the proposed development, while no upgrading is necessary for the Alawoona Avenue intersection. The development will support increased use of the passenger rail service.
Map D14 identifies the Tonsley rail line as a 'mass transit' line with 'mass transit stations' along it.	The development will support increased use of the passenger rail service, particularly in regard to the Clovelly Park station.
Policy: Provide direct and safe cycling links to public transport stations and interchanges.	The DPA proposes a number of internal primary and secondary cycle/pedestrian paths throughout the site which, together with local road use, will facilitate convenient access to the underutilised Clovelly Park rail station. Hike and bike paths will connect with external paths where possible.
Target: Reduce car dependency and increase public transport to 10 per cent of all transport use by 2018.	The location of additional housing and employment lands in proximity to road and rail public transport and ease of internal access across the site should assist in increasing public transport use.
Map D15 identifies South Road for 'Transport	The potential impact of the development of this

Investment' with 'Potential future work' proposed.	land on traffic movements on the adjoining South Road has been taken into account in this DPA. Discussions have been held with the Department of Planning, Transport and Infrastructure on works that may be required to ensure current access performance levels to South Road are at least maintained.
Open space, sport and recreation	
<p>Policy: Ensure open space is accessible by all communities and will:</p> <ul style="list-style-type: none"> - provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres - incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity. 	Areas of green space, urban wetlands and rain gardens are to be provided across the site, particularly in relation to the residential component of the site. Some spaces between buildings will be accessible to the community while some in front of buildings will be in private ownership. The Development Plan already contains policies in relation to CPTED (based on the South Australian Planning Policy Library module) and these will be applied as proposed open space areas are developed.
Target: Provide a minimum of 12.5 per cent open space in all new developments.	Open space will be provided to meet the requirements of the Development Act. Preliminary designs suggest approximately 16% of the overall site will be provided as open space for community use.
Target: Locate public open spaces within walking distance of new housing to ensure equitable distribution of open space in an area.	Areas of green space, urban wetlands and rain gardens are to be provided across the site, particularly in relation to the residential component of the site. Some spaces between buildings will be accessible to the community while some in front of buildings will be in private ownership.
Climate Change	
Policy: 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.	This DPA will assist in promoting a more compact city by redeveloping a former industrial site and providing for a range of mixed-use developments in a transport corridor close to public transport. The site will provide for some 6,000 jobs, cater for over 8,000 students per annum and some 1,500 residents.
Policy: Provide the opportunity for neighbourhood level energy efficiency through the promotion of alternative energy supplies, which may include initiatives such as embedded generation and co-generation and broadening the renewable energy feed-in tariff.	Alternative energy supplies are being considered for the site, principally in the form of localised trigeneration plants and solar photovoltaic panel installations. In addition, the opportunity of Tonsley Park operating as a 'smart grid' is being investigated to determine the viability of managing, on site, the energy supply and demand.
Policy: 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.	It is proposed that a number of green spaces, urban wetlands and rain gardens will be established on the site which will have a cooling effect. Existing significant trees will be retained and integrated where possible. Significant new landscaping will also be developed across the site.
Policy: Encourage commercial and industrial developers to include green buffers and shady areas in their developments, to make workplaces more liveable.	The Development Plan already contains a number of policies that require landscaping in association with development (see Landscaping, Fences and Walls, Industrial Development and Design and Appearance in the General Section).
Targets: Create 15,900 new green jobs in the	The proposed development of approximately 60

first 15 years of the Plan.	per cent of the site for sustainable light industry and commercial activities will assist in achieving the green-collar jobs target. It is estimated that approximately an additional 6,000 high value jobs will be generated by the redevelopment of Tonsley Park.
Water	
Policy: Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits.	The Development Plan already contains a number of policies that require WSUD methods to be undertaken in association with development (see Natural Resources General Section). In addition, the Master Plan seeks the provision of 'an integrated closed-loop system to the extent possible that seeks to capture the site's stormwater and make it available for re-use' where possible. 'Finer grained' Design Guidelines are also being prepared which will require WSUD measures to be undertaken in development.
Target: Reduce demand on mains water supply from new development through the introduction of water-sensitive urban design.	See comment above.
Target: Require all new dwellings to be connected to alternative water sources, which must supply at least 15 per cent of the internal water needs of these households.	The capture and reuse of water on site is being explored. On site detention and biofiltration systems will ensure that down stream flows are managed and water quality improved compared to the existing system.
Target: Achieve independence from mains water supplies for new public open spaces in transit corridors through WSUD techniques.	The Development Plan already contains a number of policies that require WSUD methods to be undertaken in association with development (see Natural Resources General Section). In addition, the Master Plan seeks the possible provision of a system that seeks to capture the site's stormwater and make it available for re-use where possible. Any re-use on site could include irrigation of public open spaces.
Emergency management and hazard avoidance	
Policy: Integrate adaption to climate change, disaster risk reduction, and hazard avoidance policies, standards and actions into ... Development Plans ... to: <ul style="list-style-type: none"> - reduce the social, environmental and economic impacts from extreme events - protect human health and the environment where contamination is identified to have occurred - adopt appropriate processes and methods when remediating contaminated land and ensure its suitability for the proposed zoning. 	The Development Plan already contains a number of policies that require consideration of natural hazards (i.e. flooding) and other hazards (i.e. site contamination). No additional policies are proposed in relation to these issues in this DPA. Appropriate remediation will be undertaken as required to ensure the suitability of land for its intended use.
Target: Appropriate assessment and remediation of contaminated land, and rezoning in keeping with the land's suitability for new uses.	A comprehensive Environmental Site Assessment program has been undertaken and a Site (Soil) Environmental Management Plan prepared for the long term management of contaminated soils on the site. These reports indicate that the land is generally suitable for industrial/commercial land uses.

	<p>A site wide Groundwater Assessment program has also been undertaken. Based on the ongoing industrial use of the site, risks to site occupants are considered acceptable provided that the groundwater is not extracted for use.</p> <p>A Site Contamination Audit is proposed for those parts of the site where residential development is planned to ensure the suitability of the land for this more sensitive use.</p>
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