

## **SEPARATE COVER ATTACHMENT (179 pages)**

### **Item 9.1**

#### **Attachment 1 – Lonsdale Residential Development Plan Amendment**

This attachment is separate to the main agenda and is numbered autonomously. If inserted into the main agenda, note that the numbering will then not be sequential.

Page left intentionally blank

# Development Plan Amendment

By the Minister

## Marion Council Onkaparinga Council Development Plans

### **Lonsdale Residential Development Plan Amendment**

*Executive Summary and Analysis*

*For Consultation*



Government of South Australia

Department of Planning,  
Transport and Infrastructure



## TABLE OF CONTENTS

<b>DEVELOPMENT PLAN AMENDMENT SUMMARY</b>	<b>i</b>
1 Introduction .....	i
<b>HAVE YOUR SAY</b>	<b>i</b>
2 The Area Affected by Policy Change .....	ii
3 Why we are changing planning policy .....	iii
4 Council Boundary realignment.....	iv
5 Summary of the PROPOSED Zone Changes .....	v
6 Legislative requirements .....	vi
<b>ANALYSIS</b>	<b>1</b>
1 Background .....	1
2 The strategic context and policy directions .....	1
2.1 Consistency with The 30-Year Plan for Greater Adelaide 2017 .....	1
2.2. Integrated Transport and Land Use Plan for South Australia (2015) .....	2
2.3 Planning Reform and the Planning and Design Code .....	3
2.4. Related Development Plan Amendments.....	3
2.5. The State’s Planning Policy Library .....	4
3 Investigations previously undertaken.....	7
3.1. Preliminary Design Concepts, Ian Robertson Design .....	7
3.2 Preliminary Geotechnical Investigation, Wallbridge & Gilbert, February 2015.....	8
3.3 Preliminary Site Investigation, LBW, April 2015 .....	8
3.4 Noise Assessment, Sonus, February 2019 .....	9
3.5 Infrastructure Report, Greenhill, February 2019.....	11
3.6 Traffic Impact Assessment, MFY Pty Ltd, February 2019.....	14
4 What else did we consider / investigate? .....	16
4.1 Current Zoning and Land Uses .....	16
4.2 Proposed zoning, land uses and built form .....	19
4.3 Population Growth, Projections and Housing .....	30
4.4 Land Supply .....	31
4.5 Interface between land uses.....	36
4.6 Heritage .....	42
4.7 Public Transport.....	43
4.8 Pedestrian and Cycle Links .....	44

4.9	Airport Height Constraints.....	45
4.10	Environment and Sustainability .....	45
4.11	Social Infrastructure .....	49
4.12	Emergency Services .....	50
4.13	Zone boundary anomaly .....	51
<b>5</b>	<b>Summary of recommended policy changes .....</b>	<b>53</b>
5.1	Marion Council Development Plan Amendments .....	53
5.2	Onkaparinga Council Development Plan Amendments .....	54
<b>6</b>	<b>Statement of Statutory compliance.....</b>	<b>55</b>
6.1	Section 26 of the Development Act 1993 .....	55
6.2	Accords with the Planning Strategy .....	55
6.3	Accords with other parts of the Development Plan.....	55
6.4	Complements the policies in the Development Plans for adjoining areas.....	55
6.5	Satisfies the requirements prescribed by the Regulations .....	55
<b>7</b>	<b>REFERENCES/BIBLIOGRAPHY .....</b>	<b>56</b>
<b>8</b>	<b>APPENDICES .....</b>	<b>58</b>
	Appendix 1: strategic objectives & priorities .....	58
	<b>State Government (other strategic documents).....</b>	<b>58</b>
	<b>Local Government .....</b>	<b>71</b>

## **THE AMENDMENT**

## DEVELOPMENT PLAN AMENDMENT SUMMARY

### 1 INTRODUCTION

The Minister for Planning has released the Lonsdale Residential Development Plan Amendment (DPA) for consultation.

The DPA proposes changes to the **Marion Council** and **Onkaparinga Council** Development Plans to facilitate development of underutilised land owned by the Adelaide Development Company (ADC) at Lonsdale for a range of housing together with open space, while managing potential impacts from adjacent and nearby industrial and employment activities and on adjacent coastal land.

If approved, the DPA will be consolidated into the Marion Council and Onkaparinga Council Development Plans and used by relevant planning authorities to assess development applications.

### HAVE YOUR SAY

**The Development Plan Amendment (DPA) is on consultation for eight weeks.**

**Submissions are due by Wednesday 18 December 2019.**

**The Chair, State Planning Commission, c/- Department of Planning, Transport and Infrastructure:**

- **by post:** GPO Box 1815, Adelaide SA 5001, or
- **by website:** [www.saplanningportal.sa.gov.au/en/consultation](http://www.saplanningportal.sa.gov.au/en/consultation)

The State Planning Commission has been established to act as the state's principal planning advisory and development body. The Commission will provide advice to the Minister on the DPA.

The Commission will hold a public meeting on **Thursday, 16 January 2020**, where a submission indicates that a person wishes to be heard.

If you would like more information on the DPA, a public information session will be held on:

**When:** 11.00am to 2.30pm, Saturday 23 November 2019

**Where:** Cove Civic Centre, 1 Ragamuffin Drive, Hallett Cove

Or you can contact the Department for Planning, Transport and Infrastructure on **1800 752 664**

Public submissions will be made available on **Thursday 19 December 2019** following the consultation period until the public meeting on Thursday 16 January 2020.

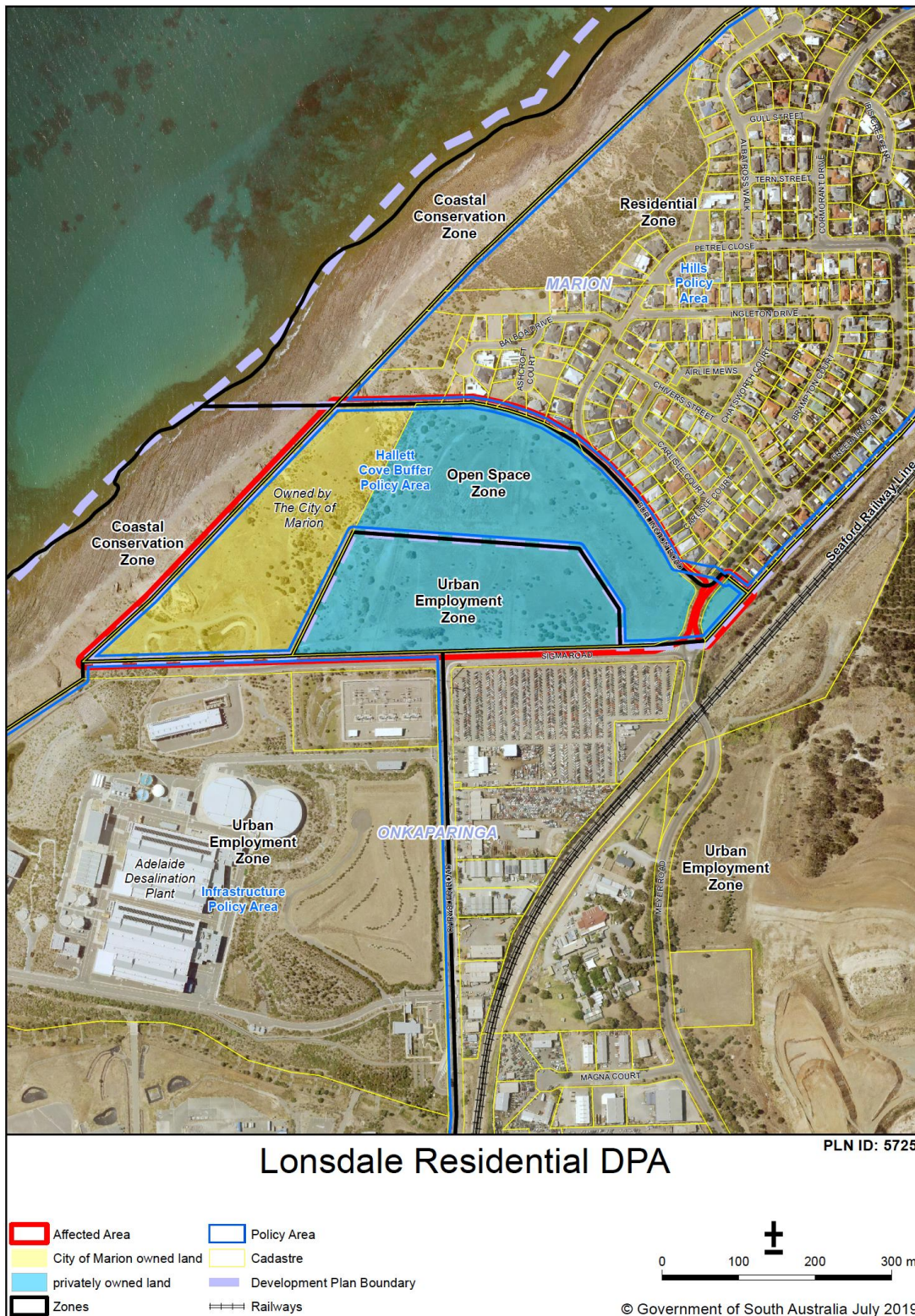
Following receipt of the Commission's advice, the Minister will decide whether to approve, amend or refuse the DPA.

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

## 2 THE AREA AFFECTED BY POLICY CHANGE

The area affected by this DPA comprises two allotment pieces totalling approximately 12 hectares owned by the Adelaide Development Company (ADC) and straddling the Onkaparinga and Marion Council boundary, as well as 6 hectares of land owned by the City of Marion (Marion Council) to the west of ADC’s land, as indicated in Figure 1 below.

Figure 1 – Map of Area Affected



The area affected is generally bound by Burlington Road and existing residential development to the north and north-east, Freebairn Drive to the south-east, Sigma Road to the south, and coastal land to the west and north-west. The area affected also includes a small piece of land of some 2,300 square metres east of Freebairn Drive and west of the Adelaide-Seaford rail corridor.

Of the 18 hectares affected by this DPA, almost 13 hectares of the area affected lies within the Marion Council and is zoned Open Space and almost 5.4 hectares is located with the City of Onkaparinga (Onkaparinga Council) and is zoned Urban Employment.

The Field River also flows approximately 700 metres to the north-east of the area affected, while the coast is located some 80 metres to the west at its closest point. The Adelaide-Seaford rail line lies in close proximity to the east.

Land in the area affected owned by ADC is not currently developed but contains some scattered vegetation and an earth mound running along the Marion / Onkaparinga Council boundary, providing a buffer between the residential development to the north and industrial activities to the south of Sigma Road. With the exception of the existing earth mound, this land is relatively flat and generally grades downwards from the south-east to north-west, with site levels varying between 44 metres Australian Height Datum (AHD) to 68 metres AHD.

Steeper land exists to the west of ADC's land toward the coastal open space owned by Marion Council and the ocean. The land owned by Marion Council forms part of the wider Hallett Headland Reserve and includes coastal walking trails as well stormwater infrastructure in the southern portion of the reserve.

### **3 WHY WE ARE CHANGING PLANNING POLICY**

The Lonsdale area has been long established with industrial activities, including manufacturing, services and trades, auto wrecking, waste management, mineral extraction and, significantly, the former Port Stanvac Oil Refinery site. The closure of the Port Stanvac Refinery in 2009 has since provided new development opportunities, including the Adelaide Desalination Plant (Desalination Plant) and the opening of access to coastal areas for the community.

Land immediately north of the former refinery site and the subject of this DPA was previously zoned to provide a buffer from the impacts of the refinery activities to the residential development further to the north at Hallett Cove. Approximately 12 hectares of the adjacent land is owned by the ADC, who previously developed the residential land further to the north at Hallett Cove.

However, with the closure of the refinery and the development of the Desalination Plant, these impacts and environmental risks have been significantly reduced and an opportunity now exists to review the future development potential of land contained within this buffer area for other land uses.

This review of planning policies provides an opportunity to investigate rezoning of this land for residential purposes to expand on residential development to the north, capitalising on the coastal location and access to public transport and employment opportunities. More specifically, the DPA will review the suitability of this land to support low to medium density residential development together with open space, considering the characteristics of the site, the surrounding land uses, proximity to the coast, infrastructure provision, linkages with existing open space areas and demand for residential development.

This review supports goals in *The 30-Year Plan for Greater Adelaide 2017* (30-Year Plan) to better utilise established urban areas and encourage economic and population growth.

Notably, the area affected is adjacent to a range of infrastructure, industry, environmental and mining activities, which are recognised to have potential impacts on sensitive residential development. It is also located in close proximity to sensitive coastal environments and conservation areas. The DPA will therefore examine the range and degree of potential interface impacts and consider policy responses to mitigate these as appropriate.

The DPA will also review a minor boundary anomaly whereby the Marion Council and Onkaparinga Council Development Plan boundaries do not align with the cadastral boundary of the subject land.

#### 4 COUNCIL BOUNDARY REALIGNMENT

The boundary of both Councils currently bisects the area affected. Although this rezoning would result in an extension of an existing residential policy area in the Marion Council, it would also result in a new residential policy area for the Onkaparinga Council.

Currently, there is no zoning continuity between the affected area with distinctly different zonings being applied – Urban Employment (Onkaparinga Council) and Open Space (Marion Council). Whilst the DPA will seek to address this issue of continuity of zoning, both within the affected area and with the adjacent established residential area to the immediate north of the site, it will not address the area being split between councils, so there remains potential for disjunction.

It is noted that following any planning amendment resulting from the DPA, a local government boundary change may be referred to the South Australian Local Government Boundaries Commission (the Boundaries Commission) to amend council boundaries so that the affected area falls entirely within one or the other of the councils.

The Boundaries Commission would then consider any council boundary change proposal separate to this DPA and would do so using the process included in Chapter 3, Part 2 of the *Local Government Act 1999* (Local Government Act). The Boundaries Commission is the body established to undertake the initial assessment of council boundary change proposals, oversee investigations, and make recommendations to the Minister responsible for the Local Government Act.

The Boundaries Commission is required to assess any boundary change proposal in accordance with its published Guidelines to determine if it is in the best interest of the community and to ensure the proposal meets the requirements of the Local Government Act. Recommendations of the Boundaries Commission must have regard to the principles prescribed in section 26 of the Local Government Act.

The DPA consultation process presents the opportunity to seek comment on whether a change to council boundaries should occur to place the affected area entirely within one council area, and, if so, whether the affected area would be most appropriately placed within the Marion Council or the Onkaparinga Council, should any rezoning occur.

Under the Boundaries Commission's *Guideline 9 – Engagement and Consultation*, it can consider any previous engagement and consultation that has occurred regarding a council boundary change proposal, this would include consultation undertaken as part of the consultation on the DPA.

Further information on council boundary change proposals, including copies of the Boundaries Commission's Guidelines, can be found at [www.dpti.sa.gov.au/local\\_govt/boundary\\_changes](http://www.dpti.sa.gov.au/local_govt/boundary_changes)

## 5 SUMMARY OF THE PROPOSED ZONE CHANGES

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

### Marion Council Development Plan

- Rezoning the majority of the portion of land owned by ADC in the Marion Council from Open Space - Hallett Cove Buffer Policy Area to Residential Zone and introducing a new Lonsdale Policy Area 9 to facilitate a range of housing at low to medium densities, together with open space
- Rezoning the portion of land owned by ADC that is located within 100 metres of the coastal cliff top to Coastal Conservation Zone in order to maintain an appropriate erosion buffer from development to the coast
- Rezoning the adjacent Marion Council-owned Hallett Headland Reserve in the area affected from Open Space to Coastal Conservation to ensure its ongoing conservation
- Introducing a new policy framework for proposed residential land in the area affected that:
  - includes a statement of Desired Character to, among other things, ensure a consistent character and connections with adjacent residential development at Hallett Cove
  - encourages development of a range of housing types, including detached, semi-detached, group dwellings, row dwellings and residential flat buildings, and dwellings up to two storeys where appropriate and having due regard to site gradient and slope
  - includes requirements to manage potential impacts at the interface between new residential development and industrial and employment activities in the wider Lonsdale area as well as adjacent coastal areas
- Updating a number of General policy modules to better align with the latest version of the South Australian Planning Policy Library (SAPPL)
- Applying the *Noise and Air Emissions Overlay* from SAPPL over the area planned for future residential development to mitigate interface issues with the Adelaide-Seaford passenger rail corridor and industrial and employment activities in the wider Lonsdale area
- Applying the *Affordable Housing Overlay* from SAPPL over privately-owned land in the area affected to encourage provision of affordable housing.

### Onkaparinga Council Development Plan

- Rezoning portion of the area affected in the Onkaparinga Council from Urban Employment to Residential Zone and introducing a new Lonsdale Policy Area 69 to facilitate a range of housing at low to medium densities, together with open space
- Introducing a new policy framework for proposed residential land in the area affected that is consistent with policies proposed in the Marion Council Development Plan that:
  - includes a statement of Desired Character to, among other things, ensure a consistent character and connections with adjacent residential development at Hallett Cove
  - encourages development of a range of housing types, including detached, semi-detached, group dwellings, row dwellings and residential flat buildings, and dwellings up to two storeys where appropriate and having due regard to site gradient and slope

**Lonsdale Residential DPA  
by the Minister  
Summary**

- includes requirements to manage potential impacts at the interface between new residential development and industrial and employment activities in the wider Lonsdale area as well as adjacent coastal areas
- Updating Concept Plan Map Onka/29 that currently applies to the Urban Employment Zone to remove the area affected
- Applying the *Noise and Air Emissions Overlay* from the SAPPL over the area affected to mitigate interface with the Adelaide-Seaford passenger rail corridor and industrial and employment activities in the wider Lonsdale area
- Applying the *Affordable Housing Overlay* from the SAPPL over the area affected to encourage provision of affordable housing.

## **6 LEGISLATIVE REQUIREMENTS**

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

In this case, the Minister is undertaking the amendment because it relates to areas within two councils and is reasonably necessary to promote orderly and proper development within the relevant areas in accordance with section 24(1)(b)(i) of the Act.

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

## ANALYSIS

### 1 BACKGROUND

In the late 1990s, the Hallett Cove Joint Venture (the Joint Venture), through ADC, developed significant portions of the Hallett Cove residential area. Development of this land included contributing significant areas of land to the Marion Council for public open space purposes, including the coastal reserve to the west.

More recently, the Joint Venture has developed additional residential land immediately north of the area affected by this DPA, linking with the wider Hallett Cove residential area.

ADC still holds some 12 hectares of vacant land adjacent the southern extremity of Hallett Cove at Lonsdale, which historically provided a separation buffer for when the former Port Stanvac Oil Refinery was in operation.

Following the closure of the Port Stanvac Oil Refinery in 2009 and completion of the Desalination Plant in 2013, ADC commenced discussions with both the Marion and Onkaparinga Councils regarding potential investigations into rezoning the land to support residential development.

While the Marion Council identified an opportunity to undertake a potential privately funded DPA process to investigate rezoning of the land as part of its last Development Plan Review, it was considered appropriate that the whole of the land be reviewed, including the portion in the Onkaparinga Council.

However, the Onkaparinga Council was in the process of commencing a region-wide employment lands study that included land in Lonsdale, and had not identified rezoning investigations for the subject land as a priority. Notably, however, the employment lands study that was later completed in 2016 identified the site as a 'change site' that has limited appeal for future industrial use, and therefore concluded that future rezoning to support residential use may have merit subject to appropriate investigations.

Consequently, ADC requested that the Minister give consideration to preparing a DPA to more fully investigate rezoning of the whole of the land for residential purposes given its location within the jurisdiction of two separate councils in accordance with section 24(1)(b)(i) of the *Development Act 1993*.

### 2 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

Various strategic documents have been considered in preparing this DPA, including overarching State Government strategies and plans produced by local government (refer to the References / Bibliography list for a comprehensive list of all publications considered). Additional information about the South Australian Planning System and links to relevant key strategic and demographic documents can be found at <http://saplanningportal.sa.gov.au/home>.

The Strategies and Plans that are most pertinent to planning policy are summarised below as they have a direct influence on the planning policy directions proposed in this DPA.

Key findings of other Strategic Plans of relevance, including local plans and directions, have been summarised in *Appendix 1 – Strategic Objectives and Priorities*.

#### 2.1 Consistency with The 30-Year Plan for Greater Adelaide 2017

The Planning Strategy presents current State Government policy for development in South Australia based on key economic, social and environmental imperatives. It seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure. It also indicates directions for future development to the community, the private sector and local government.

*The 30-Year Plan* is the relevant volume of the Planning Strategy for South Australia and applies to areas affected by this DPA.

The 30-Year Plan identifies 6 targets, underpinned by a range of policies that will help measure progress on delivering a new urban form and how Greater Adelaide will become a more liveable, sustainable and competitive place. These are:

**Lonsdale Residential DPA  
by the Minister  
Analysis**

1. Containing our urban footprint and protecting our resources
2. More ways to get around
3. Getting active
4. Walkable neighbourhoods
5. A green liveable city
6. Greater housing choice.

More specifically, the following targets of the 30-Year Plan are supported by the DPA:

- 85% of all new housing in metropolitan Adelaide will be built in established urban areas
- 60% of all new housing in metropolitan Adelaide will be built within close proximity to quality public transport (rail, tram, O-Bahn and bus) by 2045
- Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.

The DPA seeks to deliver the targets of the 30-Year Plan by providing rezoning and opportunity for a diversity of housing to be developed on underutilised land within Adelaide's existing urban footprint and adjacent an established residential area and infrastructure.

The area affected is located adjacent open space, areas of employment and the Adelaide-Seaford rail corridor, providing access to a mass transit service.

The DPA will also provide additional residential land supply in southern Adelaide, which is fast diminishing in the context of supply across the Greater Adelaide region.

Targets and policies of the 30-Year Plan that are of particular relevance to this DPA are detailed in **Appendix 1 – Strategic Objectives and Priorities**.

## **2.2. Integrated Transport and Land Use Plan for South Australia (2015)**

The *Integrated Transport and Land Use Plan* (ITLUP) provides comprehensive actions and directions for land use, infrastructure and transport over the next 30 years. The focus is on connecting people to places and business to markets through three goals of:

- Healthy, safe, affordable, connected communities
- A strong, diverse and growing economy
- Thriving natural and built environments.

The area affected is located within an area identified in ITLUP as Outer Adelaide. Key directions for Outer Adelaide and the Greater Adelaide region are:

- An increasing focus on major urban centres and accessibility to these centres – building upon the electrification of the north-south backbone of the public transport system, a modernised and redesigned bus network with a focus on major activity centres, and supporting a more active city through better connected walking and cycling networks and walkable environments
- Giving businesses the efficient, reliable transport connections they need to deliver goods and services around the city and to interstate and international markets – a well-targeted package of investment in the North-South Corridor, Inner and Outer Ring Routes and intersection and road upgrades.

While ITLUP does not specifically reference the area affected by this DPA, it envisages further growth to occur in the southern suburbs linked to major upgrades such as the electrification of the Adelaide-Seaford rail line that runs adjacent the area affected to the east and upgrades to major train stations such as Noarlunga Centre, and recent duplication of the Southern Expressway. It also identifies a need to manage growth in a way that decreases the demand for longer car-based trips and providing more travel options for people without access to a car, including through:

- Making public transport a more attractive option for more people to increase patronage and enable us to offer more travel choices
- Encouraging and enabling more people to take up walking and cycling to boost the liveability, vibrancy and vitality of the suburban centres and improve our health and wellbeing
- Capitalising on recent and ongoing investments in the train network and maximise the use of existing rail assets, making them work harder to deliver
- Creating better connectivity and more reliable and more frequent services
- Reinforcing the bus network's core role, continuing to promote bus travel as a viable and positive choice for commuting to work and supporting the north-south backbone of the system in making trips to the CBD and across Adelaide.

ITLUP also identifies nearby Lonsdale Road as a major traffic / freight route that provides a key link between the Lonsdale manufacturing hub and Adelaide Airport, while also providing an important connection for residents to nearby centres at Hallett Cove, Noarlunga, Glenelg and to some extent, the Marion Regional Centre.

Having regard to the above, the following key directions of ITLUP are particularly relevant to this DPA:

- Improve walking and cycling facilities in catchment areas for schools, public transport stations, activity centres and main streets
- Create safe and convenient walkable environments in and around public transport stations, activity centres, main streets and schools
- Create safe and convenient walkable neighbourhoods
- Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors.

The area affected is well placed to take advantage of current and proposed walking and cycling connections to the coast and to local destinations, including public bus services operating in Freebairn Drive that connect the area to the Hallett Cove Beach rail station and high frequency passenger rail services. This is discussed further in sections 4.7 and 4.8 of the DPA investigations.

Investigations in section 3.6 of the DPA have also considered traffic management issues associated with development of land in the area affected to support residential development to minimise any impacts on the wider road network and, in particular, Lonsdale Road.

### **2.3 Planning Reform and the Planning and Design Code**

A new planning system is currently being introduced into South Australia. The new Planning, Development and Infrastructure Act 2016 is being introduced in stages. The Planning and Design Code is the cornerstone of the new planning system, and will consolidate the planning rules contained in South Australia's 72 Development Plans into one rulebook. In this regard the Marion Council and Onkaparinga Council Development Plans will be superseded by the new Planning and Design Code in the middle of 2020.

Existing zones in the current development plans will be transitioned to the equivalent zone in the Planning and Design Code. In regard to the policy changes proposed in this DPA, all changes seek to utilise existing zones with the current Marion Council and Onkaparinga Council Development Plans. These changes will be transitioned within the new zones and subzones that may be applied to the affected area.

Refer to the SA Planning Portal at [www.saplanningportal.sa.gov.au](http://www.saplanningportal.sa.gov.au) for more information about the planning reforms or the Planning and Design Code.

### **2.4. Related Development Plan Amendments**

Consideration has been given to the following Development Plan Amendments that are currently also being undertaken. This includes consideration of council led DPAs and other DPAs being conducted by the Minister.

- **City of Onkaparinga Development Plan Amendments**

While the Onkaparinga Council is not currently undertaking any DPAs that are relevant to this DPA, the investigations have considered the recent *Employment Lands DPA* that was approved and gazetted on 6 February 2018. The *Employment Lands DPA* rezoned a number of Industry and Light Industry Zones to a new Urban Employment Zone, including industrial land at Lonsdale and the portion of the area affected by this DPA that sits within the Onkaparinga Council.

Notably, the *Employment Lands DPA* included almost 5.4 hectares of the area affected within an 'interface area' until such time as more detailed investigations could be carried out as part of a separate process to determine the suitability or otherwise of rezoning the land for more sensitive residential purposes, particularly given a number of Environment Protection Authority (EPA) licensed activities operating within the local vicinity. These matters have been considered in more detail in section 4.5 of this DPA.

Further, despite rezoning of the site to Urban Employment, post-consultation investigations for the *Employment Lands DPA* acknowledged that the site has limited appeal for future industrial use.

- **City of Marion Development Plan Amendments**

The Minister is undertaking the *Housing Diversity DPA* which seeks to increase housing diversity across the Council area, including opportunities for a greater range of infill and redevelopment in the southern portion of the Council area while also having due regard to the sloping nature of land in this area. Following public consultation, the Minister determined to split the DPA into two parts.

Part 1 of this DPA, was considered suitable for approval and was gazetted on 8 August 2019. This Part of the *Housing Diversity DPA* affected the zoning and policy framework for various areas, including the established residential area in Hallett Cove immediately adjacent the site affected by this DPA and the adjacent Coastal Conservation Zone. Consequently, the new zoning and policy framework proposed by the DPA has been considered in section 4.2 of this DPA to ensure a consistent approach.

Part 2 of the DPA is undergoing further investigations before reconsideration for approval.

The Cities of Marion and Holdfast Bay are also jointly preparing a *Seacliff Park Residential and Centre DPA*, which proposes to create a new Suburban Neighbourhood Zone to facilitate the appropriate development of the 8.34 hectare 'Cement Hill' site (former Lorenzin / Monier land) that straddles the Marion / Holdfast Bay council boundaries for residential and commercial purposes. The *Seacliff Park Residential and Centre DPA* is unlikely to impact on rezoning of the area affected.

- **Development Plan Amendments by the Minister for Planning**

There are currently no Ministerial DPAs that will directly impact on the area affected by this DPA.

Notwithstanding this, the *Morphettville Racecourse DPA* was released for consultation from 5 September to 3 November 2017 and proposes changes to the Marion Council Development Plan to facilitate medium to high density housing and mixed use development on surplus racecourse land at Morphettville. While zoning changes proposed by the DPA directly affects land in and around the Morphettville Racecourse precinct, the DPA also updates General Section policies in the Marion Council Development Plan, which will be considered as part of this DPA.

## **2.5. The State's Planning Policy Library**

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

Given the proposed rezoning, nature of land affected by the DPA and adjacent uses, the following General policy modules have been specifically considered in the DPA investigations that follow:

- Coastal Areas
- Design and Appearance

- Energy Efficiency
- Hazards
- Interface between Land Uses
- Land Division
- Landscaping, Fences and Walls
- Mineral Extraction
- Natural Resources
- Open Space and Recreation
- Orderly and Sustainable Development Residential Development
- Siting and Visibility
- Sloping Land
- Supported Accommodation
- Transportation and Access.

Given the location of the area affected adjacent industrial and non-residential land uses at Lonsdale and the Adelaide-Seaford rail line, and anticipated dwelling yields, application of the *Noise and Air Emissions* and *Affordable Housing Overlays* has also been considered in the DPA. The purpose and application of these Overlays is discussed below.

### **2.5.1 Noise and Air Emissions Overlay**

The *Noise and Air Emissions Overlay* in SAPPL contains planning policies to protect new sensitive development from noise and air emissions generated from major transport corridors (road and rail) and mixed land use in particular. For example, planning requirements for sensitive developments include:

- locating private and communal open space at the rear of buildings and away from emission sources
- minimising urban canyons and narrow confined spaces that restrict the dispersal of air pollutants (e.g. by stepping back upper storeys, orientation to prevailing winds and allowing for open spaces and building separations)
- use of landscaping treatments.

The Minister's Specification SA78B for the *Construction Requirements for the Control of External Sound* also applies to land identified in the Overlay. This specification requires varying levels of treatment at the building façade depending on noise exposure and the separation distances from the building to the noise source.

The Government has also released a Guide for *Reducing noise and air impacts from road, rail and mixed use land use*. The Guide is tailored towards builders, designers and the community and is proposed to complement the *Noise and Air Emissions Overlay* and the Minister's Specification SA78B to ensure residential buildings are appropriately designed and constructed to minimise noise and air emission impacts to occupants where such impacts may exist.

In the Marion Council Development Plan, the Overlay currently applies to land at Tonsley (adjacent to the Tonsley rail corridor) and to areas adjacent Main South Road and Sturt Road.

In the Onkaparinga Council Development Plan, the Overlay was recently extended to areas adjacent to Main South Road as part of the *Southern Innovation Area DPA*.

In this case, the Overlay is proposed to apply to the entirety of the subject land which is proposed to support sensitive residential development. This is on the basis that there are impacts from a range of significant industrial activities in the vicinity that can have potential cumulative impacts on the site, in addition to the acoustic impacts of the nearby strategic rail and roadways.

### **2.5.2 Affordable Housing Overlay**

The 30-Year Plan sets a target of fifteen percent affordable housing being included for developments (where creating over twenty dwellings) and growth areas. Affordable housing applies to all residential components of significant developments, including mixed use, retirement living and multi-unit development, as well as detached dwellings.

The *Affordable Housing Overlay* in SAPPL is therefore designed to apply over land where a rezoning process will provide the potential for an increased dwelling yield.

In the Marion Council Development Plan, the Overlay currently already applies to land in and around the Castle Plaza activity centre at Edwardstown, as well as land at Tonsley, Bedford Park, Mitchell Park and Marion.

In the Onkaparinga Council Development Plan, the Overlay already applies to land at Darlington that was also recently rezoned as part of the Minister's *Southern Innovation Area DPA*.

#### **Implications for this DPA**

While both Development Plans are based on the format and content of SAPPL, updates are proposed to some General modules in the Marion Council Development Plan to ensure consistency with the latest version (Version 6) of SAPPL and policies contained in the Onkaparinga Council Development Plan. These include:

- Land Division
- Landscaping, Fences and Walls
- Open Space and Recreation
- Supported Accommodation.

Given that the DPA proposes to rezone land in the area affected for more sensitive residential development in proximity to industrial and other non-residential activities in the wider Lonsdale area and the Adelaide-Seaford rail corridor, it is proposed to apply the *Noise and Air Emissions Overlay* from SAPPL to the entirety of the area affected which may be impacted by potential noise and air emission sources.

Further, given anticipated housing yields resulting from the proposed rezoning of land in the area affected for residential development, it is also proposed to apply the *Affordable Housing Overlay* from SAPPL to the land.

Application of these Overlays is also discussed further in the investigations in sections 3 and 4 of the DPA below.

### 3 INVESTIGATIONS PREVIOUSLY UNDERTAKEN

A number of investigations have been undertaken by or on behalf of the land owner to consider the suitability of rezoning land in the area affected for residential development. The outcomes and recommendations of these investigations are discussed below, including how they affect the proposed planning policy framework for the DPA.

#### 3.1. Preliminary Design Concepts, Ian Robertson Design

Preliminary design concepts have been prepared to demonstrate potential development of land in the area affected for residential development.

These concepts are shown in **Figure 3** below and provide guidance on:

- possible internal road layouts and connections with the existing road network,
- potential areas of new public open space and linkages to existing open spaces, particularly along the coast, and
- potential buffering arrangements to adjacent industrial and employment activities.

**Figure 3 – Preliminary design concepts for area affected**



Source: Ian Robertson Design

Importantly, while the above concepts are preliminary only and may be subject to change in the future, they have been used to guide other investigations below, including preparation of a traffic impact assessment and infrastructure investigations to determine future servicing requirements in the area affected.

While the above preliminary concepts do not show possible future development of the small parcel of land in the area affected on the eastern side of Freebairn Drive, development arrangements for this land are limited due to its scale and are unlikely to affect the general layout of development and infrastructure. Infrastructure investigations carried out for the area affected and discussed in section 3.5 below have, however, considered this land in the area affected to guide future servicing of the land.

**Implications for this DPA**

While the concepts prepared for development of land in the area affected are preliminary only and may be subject to change, they provide useful guidance for the planning policy framework proposed by the DPA and the investigations that follow.

**3.2 Preliminary Geotechnical Investigation, Wallbridge & Gilbert, February 2015**

Preliminary geotechnical investigations were carried out to broadly assess the subsurface conditions within ADC's land in order to better inform the planning and design phases for future residential subdivision and supporting infrastructure. This included advice on aspects such as presence of rock, collapsing soils, reactive clays or shallow groundwater based on sampling.

The investigations generally identified that the geotechnical conditions across the land are relatively uniform. They generally concluded that irrespective of the site classification based on reactive soil movements, the overall classification for the land for building footing design purposes is Class P (potentially collapsing soils) in view of the presence of highly calcareous soils across the site and the potential for these soils to soften and collapse upon wetting.

The report therefore makes a number of recommendations regarding footing design for future residential development in the area affected, future earthworks and associated infrastructure, which will need to be considered at the future land division and development assessment phase.

General topography and gradients across the site are discussed further in section 4.2 below.

**Implications for this DPA**

While the preliminary geotechnical investigations provide certain recommendations in respect to the preparation of the land ahead of development, including as part of the future land division and assessment of individual buildings, they do not present any technical constraints to future development of the site for residential development.

Footing design of new buildings will need to comply with the Building Code of Australia and relevant engineering and Australian Standards.

**3.3 Preliminary Site Investigation, LBW, April 2015**

A preliminary site investigation was undertaken to determine whether there is evidence of any site contamination that may impact on rezoning of land in the area affected for more sensitive residential development.

This included research of current and historical land use and associated activities undertaken within the area affected and consideration of the potential effect of nearby industrial activities on the feasibility of residential development from an environmental perspective, including from soil and groundwater contamination and noise and air quality. Site inspection and sampling was also undertaken.

A site history assessment generally found that privately owned land in area affected was historically used for broad acre agriculture and appears to have remained vacant since at least 1914 – and there was no evidence of intensive agricultural use which would have required intensive pesticide application. The assessment also suggested that the timeframe since chemicals may have been applied and the likelihood of residual contamination make this an activity of negligible significance for future residential land use. The same was also noted in relation to potential application of agricultural chemicals on adjacent land.

While there was evidence of stockpiling of fill from unknown sources in the central north-western portion and across the middle of the privately-owned land running east-west, the report suggested that this was likely derived from adjacent land division works and of minor significance for future residential use.

Further, while operation of the nearby car wrecking yard and desalination plant are considered activities of potential environmental significance, the report concluded that any site or groundwater contamination from these uses was also considered to pose a negligible risk to potential future residential uses in the area affected.

Overall, the investigation therefore generally found that:

- there was no evidence of contamination in soils across privately-owned land in the area affected, including in potentially imported materials on-site, that would pose an unacceptable risk to human health or the environment if the land was rezoned for residential use, and
- there appears to be no requirement for site remediation or management of site soils.

In addition to the above, the investigation concluded that industrial land adjacent to the south of the site was also not considered to pose a significant environmental issue for development of the subject site for residential use – and noise impacts could be managed as identified by the separate noise assessment undertaken and discussed in 3.4 below.

Further, the investigation also noted that while there is a fairly steep gradient from the site towards both the Field River and coast, existing housing development between the site and Field River makes it unlikely for runoff from the site to impact on this water body. The assessment did, however, acknowledge potential for runoff from the site to impact on the coast. Management of stormwater, including water quality, from development in the area affected is discussed further in sections 3.5 and 4.10 of this DPA.

#### Implications for this DPA

The preliminary site investigations have determined that there is no site contamination evident in the area affected that may preclude rezoning of the land to support more sensitive residential development and associated open space.

Notwithstanding this, where site contamination is determined to be present at a site based on more detailed future investigations, the *Environment Protection Act 1993* provides mechanisms to assign responsibility for the contamination and for the appropriate assessment and/or remediation of the contamination.

Further, both Development Plans contain general provisions under '*Hazards – Site Contamination*' to address site contamination where land is proposed to be divided or used for more sensitive use and to ensure that it is suitable and safe for the proposed use.

### 3.4 Noise Assessment, Sonus, February 2019

A noise assessment was undertaken to consider potential noise impacts from the existing industrial activities in the locality on more sensitive residential development in the area affected.

The noise assessment was based on:

- Observations and noise measurements conducted adjacent the auto wreckers located adjacent the area affected on the southern side of Sigma Road, which currently operates only during the day
- The Environmental Impact Statement (EIS) that was prepared for the Desalination Plant prior to its construction and operation, which may operate during both the day and night. Use of predicted noise levels in the EIS was considered more appropriate given that the Plant is not currently operating at full capacity, and noise from the associated electrical substation adjacent Sigma / Chrysler roads was also considered
- Relevant noise criteria in both Development Plans and, importantly, noise criteria in the Environment Protection (Noise) Policy 2007 empowered by the *Environment Protection Act 1993*.

Importantly, a key consideration of this assessment was to ensure that noise from existing land uses in the locality would ensure a reasonable level of amenity for future residents if land in the area affected was rezoned to support residential development, and to protect the ongoing operation of existing lawful land uses in the Lonsdale area.

Overall, the noise assessment report concluded that relevant environmental noise criteria will be satisfied for existing noise sources based on the following acoustic treatments being put in place in the area affected to support its rezoning for residential use:

**Lonsdale Residential DPA  
by the Minister  
Analysis**

- (a) Installation of a solid noise barrier (e.g. earth mound, masonry or sheet steel fencing) along the full length of the southern boundary of ADC's land adjacent Sigma Road to a minimum height of 4 metres above natural ground level. This could include a 2.2 metre high earth mound with a 1.8 metre high steel fence on top. This would also allow the existing earth mound located adjacent the common council boundary in the Marion Council area to be removed
- (b) All upper storey habitable rooms for new dwellings within 75 metres of the southern property boundary in the area affected (other than those facing north) should incorporate appropriate noise attenuating design features in the form of 6.38 millimetre thick laminated glass.

The noise assessment report also notes that the above measures would also assist in reducing noise from any industrial uses that might replace the existing industries at some future time adjacent the area affected.

The noise assessment was later supplemented by an additional assessment report that considered potential noise impacts on the area affected from the SA Power Networks temporary power generators recently installed at the corner Christie / Chrysler roads following advice from the EPA, and the RSPCA's Lonsdale Shelter located nearby at Meyer Road. While the outcomes of this additional assessment are discussed further in section 4.5 of the DPA, it confirmed that the acoustic treatments proposed above would be sufficient to appropriately mitigate any noise impacts from these other activities on future residential uses in the area affected. In addition, the EPA has recommended that the *Noise and Air Emissions Overlay* from SAPPL be applied to the entirety of the affected area to ensure that impacts of non-residential developments and infrastructure (such as strategic road and rail) are minimised and community amenity is ensured.

It is noted, however, that the noise assessment did not assess potential impacts on the small parcel of land in the area affected on the eastern side of Freebairn Drive, the majority of which is located within 75 metres from the Sigma Road / Freebairn Drive intersection and diagonally opposite the established auto wrecker activity. This portion of the area affected is also located adjacent the Adelaide-Seaford rail corridor. It is therefore considered appropriate that requirements for noise attenuation measures for upper storey habitable rooms in part (b) above are also applied to this portion of the area affected. This will also allow consideration of potential noise and air emissions from the adjacent rail corridor in the future assessment of new dwellings.

Potential noise and air emission impacts associated with the land's location adjacent the Adelaide-Seaford rail corridor are discussed further in section 4.5 of the DPA.

**Implications for this DPA**

To ensure a reasonable amenity for future residents and to protect the ongoing operation of adjacent employment and industrial activities, the DPA proposes commentary in the Desired Character statement for the privately-owned portion of the area affected to require development of a suitable buffer along the Sigma Road boundary and appropriate acoustic treatment for upper storey windows (except those facing north) within close proximity to this boundary based on the acoustic treatments recommended in the noise assessment report.

While the noise assessment report suggests that noise attenuation design measures for buildings within proximity to the southern property boundary can be addressed via an encumbrance or land management agreement, it is considered appropriate to include this area within the *Noise and Air Emissions Overlay* from SAPPL to provide greater policy certainty and ensure acoustic treatment is given adequate consideration during development assessment of individual residential buildings.

Both Development Plans also contain general provisions under '*Interface between Land Uses*' and '*Industrial Development*' to address potential impacts between new industrial and residential land uses. These policies were considered in the noise assessment. The Marion Council Development Plan also contains provisions under '*Residential Development – Noise*' to ensure that residential development close to potential high noise sources are appropriately designed to mitigate noise impacts.

### **3.5 Infrastructure Report, Greenhill, February 2019**

An Infrastructure Report has been prepared for the area affected based on preliminary concepts above.

The Infrastructure Report broadly clarifies utilities infrastructure requirements and provides a high-level servicing strategy to service future residential development in the area affected, potentially comprising some 145 residential allotments. It also recognises that the adjacent residential extension of Burlington Road was completed in 2014 and included new underground stormwater, sewer, water, electrical and telecommunications (including NBN) services within the road to service allotments on the north-east side of the road, potentially allowing an orderly sequencing of development and efficient provision of new infrastructure.

Key findings of the Infrastructure Report and proposed servicing requirements are discussed under key headings below:

#### **3.5.1 Roads**

Existing road infrastructure servicing the area affected includes:

- Burlington Road to the north-east, which comprises a 7.2 metre wide carriageway within a 14 metre wide road reserve with mountable kerbs and gutters on both sides
- Freebairn Drive, which connects to Burlington Road at the eastern end of the area affected and to Sigma / Meyer roads at the south-eastern end of the area affected, and comprises an 11 metre wide carriageway within a 20 metre wide road reserve with upright kerb and gutter on both sides
- Sigma Road, which borders the area affected to the south and services existing industrial development.

With regard to future servicing requirements to support residential development, the Infrastructure Report suggests the construction of two (2) new road intersections from Burlington Road to provide access to new development, with appropriate re-works to the southern side of Burlington Road to facilitate these new intersections.

No direct access is proposed off Sigma Road, which will allow for an appropriate buffer treatment along the southern boundary of privately-owned land in the area affected in accordance with noise assessment discussed in section 3.4 above to minimise noise impacts for future residential development from existing industrial activities to the south.

A traffic impact assessment has also been undertaken to determine impacts on the local and external road networks and is discussed further in section 3.6 below.

#### **3.5.2 Water supply and sewer**

Existing sewer infrastructure in the area affected includes:

- A 150mm diameter sewer main in Burlington Road to the east
- A 350mm diameter mild steel cement lined main in Sigma Road to the south
- A 150mm PVC main in Balboa Drive to the north, which connects to a pump station at the western end of this road.

In relation to the above sewer infrastructure, the Infrastructure Report has confirmed that the existing mains in Burlington and Sigma roads will be too high to service future residential development in area affected without pumping, and has therefore identified two potential options:

- Gravity drain the sewer to the existing pump stations at the end of Balboa Drive to the north, which would require upgrade of this pump station, or
- Provide an independent sewer pumping station in the western portion of the area affected, with a suitably sized internal pumping main to convey wastewater to the existing sewerage network in the roads east of the area affected.

Existing water supply infrastructure in the area affected includes:

- A 150mm diameter PVC main in Freebairn Road
- A 150mm diameter PVC main in Burlington Road
- A 200 PVC main in Sigma Road.

According to the Infrastructure Report, SA Water has advised that, based on modelling of the capacity of the existing potable water network, water supply is available and no network augmentation will be required for the proposed development subject to the following:

- 3 residential lots being connected to the existing water main in Freebairn Road
- The remaining residential lots being connected via an internal water main (or hydraulic equivalent) of approximately 630 metres between the mains in Burlington and Freebairn roads.

While SA Water has confirmed that whilst additional headworks and augmentation are not applicable to development of the area affected, future requirements (including any required easements) would need to be confirmed as part of any future land division.

### **3.5.3 Electricity**

Existing electrical infrastructure in and adjacent the area affected includes:

- High and low voltage cables on Burlington Road, including an existing transformer
- High and low voltage cables on Freebairn Drive, with a switching cubicle on the north-east corner of the Freebairn Drive / Sigma Road / Meyer Road roundabout
- 33kV or 66kV high voltage overhead powerlines on the southern side of Sigma Road.

Envisaged development of portion of the affected area for residential development will require augmentation of the existing electrical networks and installation of additional transformers to meet future supply requirements. Costs and requirements to support proposed developments will be determined at any future development assessment stage and are generally the responsibility of the developer.

Further, given that the existing 66kV overhead main in Sigma Road is located on the southern side of the road, the Infrastructure Report has confirmed that SA Power Networks will not require a buffer from development in the area affected to this electricity infrastructure. Buffering requirements recommended along the southern boundary of the area affected as part of the noise assessment (as discussed in section 3.4 above) will provide additional separation from this infrastructure.

### **3.5.4 Gas**

The APA Group manages and operates local distribution networks for the supply of natural gas in Adelaide.

According to the Infrastructure Report, APA has advised that the supply of natural gas infrastructure to development in the area affected is available in concept and, based on an early assessment of the preliminary design concepts, no contribution from the developer or additional headworks should be required.

Future requirements for supply of natural gas will, however, be fully determined at any future land division and development assessment stage.

### **3.5.5 Telecommunications**

Telstra telecommunications infrastructure currently exists within Freebairn Drive in the area affected.

NBN Co telecommunications infrastructure also exists within the eastern side of Burlington Road - and the National Broadband Network (NBN) rollout map has Burlington Road listed as available for connection.

Under current Australian Government policies, the developer will be responsible to contribute to the cost of new telecommunications infrastructure to support future development within the area affected.

### 3.5.6 Stormwater

A preliminary stormwater analysis was undertaken as part of the Infrastructure Report to determine detention requirements for future residential development of privately-owned land in the area affected. Importantly, this analysis included:

- A review of both the Marion and Onkaparinga Councils' stormwater management requirements
- A review of the area affected and provision of a catchment plan reflecting the proposed development outcomes
- An estimate of pre-development flows
- An estimate of detention requirements, including the scale of required detention areas
- Details of potential stormwater quality requirements, particularly where discharge may be proposed directly to the adjacent coastal area.

With regard to current drainage conditions and stormwater management within and adjacent the area affected, the analysis has identified that:

- the land generally drains from the southeast to the northwest with an average grade of approximately 3.5 percent, and locally steepens along the western boundary and drains toward the coastal reserve to the west with a grade of approximately 15-20 percent
- a crest located toward the centre of the privately-owned land splits stormwater flows to the east and the west. However, these flows are directed to the north-west by cut-off swales on the eastern and northern boundaries of the land
- the portion of the area affected currently within the Onkaparinga Council area is cut-off from the northern portion of the area affected within the Marion Council area by the existing earth mounds constructed along this boundary, meaning that stormwater would currently run along the swale and out towards the western boundary adjacent the coastal reserve
- Sigma Road grades to the east and west with a crest midway along the southern boundary of the privately-owned land and stormwater runoff is collected in roadside swales on either side of the road which direct flows away from the area affected
- The north and northeast portion of the area affected contributes to an existing downstream 300mm diameter pipe via the grassed cut-off swales and headwall along the northern site boundary
- An existing 450mm diameter pipe discharges from the western end of Balboa Drive to a headwall located in the adjacent reserve west of the site. The 300mm diameter pipe in the northwest corner of the privately-owned land joins this 450mm diameter pipe at a junction box west of the site.

In addition to the above, the stormwater analysis identified that a council maintained stormwater detention basin exists within the coastal reserve to the west of the privately-owned land and north of Sigma Road in the area affected – although the catchment extent, volume and outfall location of this basin is unknown.

Overall, based on the preliminary design concepts and modelling of the area affected, to attenuate stormwater to 'pre-development' flows and incorporate opportunities for water sensitive design in the area affected, the infrastructure report has identified the following:

- Preliminary stormwater design indicates that total detention in the order of 4,000 cubic metres will be required to achieve adequate attenuation of flows generated by future residential development in the area affected
- Detention could be split among a number of basins within the area affected
- Stormwater generated by future development of the northern and eastern portions of the area affected could be managed by detention basins within the land that discharge to an existing headwall at the north-west corner of the area affected
- Stormwater generated by the development of the south-west portion of the privately-owned land could be discharged to the existing detention basin located in the coastal reserve in the Marion Council. While augmentation of this basin would be required, this would negate the need for an additional basin within the area affected, enhancing efficiency and reducing ongoing maintenance.

The stormwater analysis has also confirmed that water quality and stormwater pollutant reduction targets specified by the EPA could be achieved by treating stormwater runoff from roof areas via a 1 kilolitre rainwater tank per lot combined with suitably sized stormwater detention basins. There may also be further opportunities to integrate additional water sensitive design features within the area affected, including at the neighbourhood and building level.

Final stormwater management solutions in the area affected, including opportunities to integrate additional water sensitive techniques, would need to be confirmed as part of any future land division and development proposals and based on discussions with the Marion and Onkaparinga Councils.

#### **Implications for this DPA**

The Infrastructure Report clarifies that infrastructure services and utilities such as water, sewer, gas, power and telecommunications may be provided to service future residential development in the area affected without disproportionate extension or augmentation, particularly given that the land forms a logical extension to existing residential area and infrastructure in Hallett Cove to the north.

Both Development Plans also include General provisions under *'Infrastructure'* and *'Land Division'* to ensure land is appropriately serviced and that infrastructure requirements are considered as part of future development assessment processes. Final infrastructure requirements for the area affected will need to be confirmed as part of any future land division and development assessment process, with any augmentation costs being borne by the developer.

With specific regard to stormwater management, both Development Plans also contain policies under *'Natural Resources – Water Sensitive Design'* and *'Residential Development'* to encourage integration of water sensitive design features and water re-use in new developments, and to minimise risks of water pollution to sensitive receivers such as waterways and the coast. Policies are also included under *'Open Space and Recreation'* to encourage use of public open space for stormwater management purposes where practical, aligning with proposals in the infrastructure report to use existing open space in the Marion Council for this purpose.

General provisions are also included in both Development Plans under *'Coastal Areas – Environment Protection'* to ensure that stormwater generated from new development will not impact on the adjacent coastal environment.

### **3.6 Traffic Impact Assessment, MFY Pty Ltd, February 2019**

A Traffic Impact Assessment has been prepared to consider additional traffic that may be anticipated as a result of land in the area affected being developed for residential purposes and its potential impact (if any) on the existing road network.

The Traffic Impact Assessment has been based on the potential road layout identified in the preliminary design concepts discussed in section 3.1 above and potential development of approximately 142 residential dwellings in the area affected (comprising some 77 dwellings in the Marion Council area and some 65 dwellings in the Onkaparinga Council area). It is noted, however, that the traffic assessment has not considered development of the small parcel of land in the affected area located on the eastern side of Freebairn Drive – although development of this land for residential purposes would only result in a small number of additional dwellings (possibly 3 additional allotments) and will not affect current or proposed road layouts.

The external road network servicing the area affected includes:

- Burlington Road to the north-east, which is a local road (50 kilometres per hour) constructed in 2014 under the care and control of Marion Council – attracting approximately 350 vehicles per day
- Freebairn Drive, which is a minor collector road (50 kilometres per hour) and designated public transport route and also under the care and control of Marion Council – attracting between 1,350 to 1,550 vehicles per day and connecting to Burlington Road at the eastern end of the area affected and to Sigma and Meyer roads

- Sigma Road, which is a local road (50 kilometres per hour) under the care and control of Onkaparinga Council that borders the area affected to the south and services existing industrial development. Sigma Road was also recently extended to service the Desalination Plant
- Meyer Road, which is a minor collector road (60 kilometres per hour) and also under the care and control of Onkaparinga Council – attracting around 1,650 vehicles per day.

The Traffic Impact Assessment notes that a new internal road network would be developed, which would comprise local roads and provide connections to existing local roads abutting the area affected and the broader road network. Notably, the preliminary design concepts for the area affected suggest that all internal roads will connect to the external road network via Burlington Road.

The Traffic Impact Assessment has forecast that a total of 1,140 trips per day could be generated from development of land in the area affected for residential purposes based on the preliminary design concepts and proposed development yields, with approximately 115 trips per hour generated during the morning and afternoon peak periods. It also notes that while there are still some vacant lots on Burlington Road, Balboa Drive and Ashcroft Court, these are likely to have a negligible impact on traffic generation, potentially adding only an additional 4 trips per hour during the morning and afternoon peak periods.

Forecast daily traffic volumes on the roads adjacent the area affected are summarised in **Table 1** below. This includes the forecast increase and traffic volumes associated with natural growth over time, as well as that associated with development in the area affected for residential use.

**Table 1 – Forecast daily traffic volumes on adjacent roads**

	Burlington Road	Freebairn Drive (north of Burlington Rd)	Freebairn Drive (south of Burlington Rd)	Meyer Road
Existing (2018)	350 vpd*	1,350 vpd	1,550 vpd	1,650 vpd
Forecast (2028)	400 vpd	1,600 vpd	1,900 vpd	2,000 vpd
Forecast + development of area affected (2028)	1,650 vpd	1,900 vpd	2,700 vpd	3,000 vpd

\*vehicles per day

Source: Rezoning Investigation Burlington Road Hallett Cove – Traffic Impact Assessment, MFY Pty Ltd, February 2019

Based on the above forecasts, the Traffic Impact Assessment anticipates that future development of the subject land for residential development will not alter the classification or function of these roads, with Freebairn Drive and Meyer Road within the range typically associated with a minor collector road (of approximately 2,000 to 3,000 vehicles per day) and Burlington Road remaining within the range associated with local streets (less than 2,000 vehicles per day).

Traffic modelling was also undertaken based on the above forecasts to assess the impact on the two key intersections adjacent the site, namely the Freebairn Drive/Burlington Road intersection and Freebairn Drive/Meyer Road/Sigma Road roundabout intersection. As a result of this modelling, the traffic impact statement concluded the following:

- Both intersections currently with minimal delays and queuing
- The additional volumes generated by the redevelopment will be readily accommodated, with no change in level of service and negligible increase in delays and queuing
- Accordingly, there will be no measurable traffic impact as a result of development on the subject land
- Traffic will therefore be readily accommodated at intersections on the existing road network and no upgrades will be required.

Overall, the Traffic Impact Assessment has therefore concluded that future development of land in the area affected for residential development in accordance with the preliminary design concepts (and suggested development yields) will have minimal impact, with the potential increase in traffic volumes readily catered for

given the existing spare capacity on the adjacent road network. Consequently, no road upgrade or intersection upgrades are required.

Car parking requirements associated with new residential development are discussed further in section 4.2 below.

#### **Implications for this DPA**

The Traffic Impact Assessment has confirmed that extending the local road network to support residential development in the area affected will provide adequate capacity to cater for anticipated traffic volumes and movements.

Further, the anticipated traffic volumes are likely to have a negligible impact on Lonsdale Road, which is identified as a major traffic and/or freight route in the 30-Year Plan.

Existing General provisions of both Development Plans under 'Transportation and Access' and 'Land Division' address traffic, movement and access associated with new development and division of land. Consequently, no additional policy is required.

## **4 WHAT ELSE DID WE CONSIDER / INVESTIGATE?**

### **4.1 Current Zoning and Land Uses**

The current zoning of the investigation area and immediate surrounding areas is depicted in **Figure 4** below.

The area affected by this DPA is covered by two Council Development Plans with the larger portion of the affected area being within the Marion Council. The applicable zones are:

- Some 13 hectares of the Open Space Zone – Hallett Cove Buffer Policy Area 9 within the Marion Council, including almost 7 hectares of land owned by ADC and 6 hectares of coastal reserve owned by the Marion Council, and
- Almost 5.4 hectares of Urban Employment Zone within the Onkaparinga Council, owned by ADC.

#### **4.1.1 Portion of the affected area within Marion Council**

The Open Space Zone in Marion Council has been broadly established to provide a visual contrast to surrounding urban areas and encourages development for a range of recreation, community and educational facilities and ancillary uses, as well as conservation and revegetation activities. All forms of residential dwellings are non-complying in the Zone.

As discussed in the 'Background' above, it is understood that the land owned by ADC was historically included in the Open Space Zone (previously Landscape (Buffer) Zone prior to 2010) to provide a buffer from the operations of the former Port Stanvac Oil Refinery to residential land at Hallett Cove to the north – and is therefore currently vacant. This has resulted in ADC's land and the adjacent coastal reserve that forms part of the Hallett Headland Reserve being included within a unique Hallett Cove Buffer Policy Area, which has been established to provide spatial, visual and auditory separation between existing general industrial areas of Lonsdale from residential development and growth areas at Hallett Cove. The Policy Area envisages landscape screening techniques integrated with usable recreational open space. This is articulated further in the Desired Character statement of the Hallett Cove Policy Area below:

*"The policy area provides an opportunity to create a usable green belt area which will separate the existing general areas of Lonsdale from residential growth south from Hallett Cove. It is intended that it develop primarily as a densely planted yet functional open space resource that is accessible to community. Although the provision of active and passive recreation facilities is envisaged, the establishment of these must be secondary to the primary role of the policy area to function as a landscape buffer.*

The landscaping will improve the aesthetics of a prominent entry vista to the City of Onkaparinga to the south and help to also ensure a high degree of residential amenity for the locality which it abuts.

Portion of the land in the policy area adjacent to the coast is a large 'break-away' area of natural erosion, similar to that found in the Hallett Cove Conservation Park, which has scientific value and therefore needs to be protected from any induced erosion."

**Figure 4 – Current zoning of area affected and adjacent land**



**Lonsdale Residential DPA  
by the Minister  
Analysis**

In accordance with the directions of the Hallett Cove Buffer Policy Area, an earth mound currently exists on the privately-owned land - generally extending along the southern boundary of the portion of land in the Marion Council which forms the common council boundary with the Onkaparinga Council. The Policy Area also identifies potential for community buildings to be constructed in the area affected, albeit toward the northern edge of the land adjacent existing residential development, and seeks to ensure that future development does not hinder or obstruct access to or use of recreational facilities located in the Policy Area.

**Adjacent land in Marion**

Existing residential development at Hallett Cove immediately to the north is currently located in the Residential Zone – Foothills and Seaside Policy Area 23. This land has been primarily developed for lower density residential development, including part of the recent Burlington Estate. The Foothills and Seaside Policy Area more broadly encompasses undulating to steep land along the coast from Marino to Hallett Cove, as well as parts of the escarpment that forms an east-west band through the centre of the Marion Council area and includes elevated land visible from the Adelaide Plains at Seacliff Park, Seaview Downs, Seacombe Heights and Darlington.

The Foothills and Seaside Policy Area encourages primarily detached dwellings at low densities that have due regard to the topography of the Policy Area – and in particular, steeper sloping sites. It is the only Policy Area in Marion Council's southern residential area that provides minimum site areas and frontages based on topography. The desired character for the Policy Area is one that is derived from the existing prevailing character consisting of low-density detached dwellings of a variety of architectural styles on relatively large, sloping allotments with large landscaped gardens. Subdivision is also encouraged to occur at lower densities.

Notably, while detached and group dwellings are envisaged in the Policy Area on sites of between 700 to 1100 square metres, semi-detached and medium / higher density housing forms such as row dwellings and residential flat buildings are non-complying. Policies also seek to reduce the visual impact of new buildings through appropriate use of materials and finishes and protect the landscape character of adjacent coastal land from inappropriate development and earthworks, including through encouraging split-level building forms.

Residential development across Lonsdale Road to the east in Marion Council is located in the Residential Zone - Worthing Mine Policy Area 20, which lies adjacent the Field River and in relatively close proximity to the Reynella Quarry to the south. The Policy Area encompasses gently to steeply sloping land that has primarily been developed for low density residential uses since the mid-1990s. It envisages development of a range of housing forms, including detached, semi-detached and row dwellings as well as medium density housing and supported accommodation in closer proximity to Hallett Cove District Centre. Development in the area must also be designed having due regard to the adjacent Metropolitan Open Space System (MOSS) Zone and Lonsdale Road, including avoiding any environmental or traffic hazards.

The balance of the Hallett Headland Reserve also lies to the north and north-west of the area affected and is located partly in Marion Council's Coastal Conservation and Residential Zones. Onkaparinga Council's Coastal Conservation Zone is also located immediately west of the area affected, extending southward from the Coastal Conservation Zone in Marion Council and providing a consistent policy approach for the protection of this sensitive coastal land.

The Coastal Conservation Zone generally seeks to enhance the natural features of the coast (including visual amenity, landforms, fauna and flora), contribute to the MOSS and allow for a range of low-intensity recreational uses, as well as coastal conservation and protection works. While some buildings and structures are envisaged, these are generally limited to small-scale tourism/visitor facilities (including shelters and toilets) that use low reflective materials and finishes to minimise glare and blend with the landscape.

**4.1.2 Portion of the affected area within Onkaparinga Council**

The portion of the area affected in Onkaparinga Council was recently rezoned from Industry Zone – General Industry Policy Area 12 (Lonsdale Precinct 2) to Urban Employment Zone as part of the Onkaparinga Council's *Employment Lands DPA* that came into operation in February 2018. The Urban Employment Zone primarily accommodates a wide range of industrial land uses together with other related employment and business activities. Notably, dwellings are non-complying in the Zone except where located in certain home business policy areas further south, in Old Noarlunga or where they involve alterations and additions to existing dwellings.

While the area affected is not located within any policy areas under the Urban Employment Zone, it has been specifically identified as an 'interface area' on Concept Plan Map Onka/29, which distinguishes areas forming part of the core industrial area and those that should provide an interface to more sensitive areas. It is envisaged that these interface areas will accommodate low impact employment activities (including light or service industry uses, warehousing, offices, consulting rooms, retail activities and training facilities) that are designed to reduce adverse impacts on the amenity and safety of adjacent residential zoned land.

The area affected was included in this interface area following public consultation on the *Employment Lands DPA*, although as identified in section 2.3 above, investigations that supported the DPA acknowledged that land in the area affected had limited appeal for future industrial use. Further, these investigations also acknowledged future rezoning of land in the area affected to support residential use may have merit subject to separate assessment, including assessment of potential impacts from adjacent activities and a number of current EPA licensed activities within the wider Lonsdale area.

### **Adjacent land in Onkaparinga**

Land in the Urban Employment Zone immediately south of the affected area over Sigma Road contains the Desalination Plant and a motor wrecking yard (U-Pull-It).

The Desalination Plant is located within Infrastructure Policy Area 13, which also encompasses other major/regional infrastructure sites such as the Christies Beach Sewerage Treatment Plant and the Southern Region Waste Resource Authority facility at Seaford Heights. The Policy Area seeks, among other things, to ensure that infrastructure facilities and land required for infrastructure facilities are preserved from the encroachment of incompatible land uses. This also includes ensuring that core activities within these infrastructure sites will maintain a separation to nearby residential areas and envisages provision of landscaped buffers (including earth mounds) on these infrastructure sites to assist in screening them from areas outside the Urban Employment Zone as well as mitigating air quality impacts (e.g. dust).

Chain wire fencing and landscaping is located on the northern perimeter of the Desalination Plant site adjacent the affected area to secure the site and reduce its visual impact to residential areas to the north. An ETSA substation associated with the Desalination Plant is located adjacent the area affected on the southern side of Sigma Road, with core operational elements of the Plant set further behind and generally to the south-west of the area affected.

Operations of the Desalination Plant and potential impacts for sensitive land uses are discussed in more detail in section 4.5 of this DPA. Development of the Desalination Plant was also subject to an Environmental Impact Statement (EIS) at the time to ensure impacts on the environment and adjacent land uses were managed. This is also discussed in section 4.5.

The adjacent motor wrecking yard and automotive related activities south of Sigma Road and east of Chrysler Road are not located within a specific policy area under the Urban Employment Zone. The wrecking yard is currently located behind a sheet metal fence with wire above, although operations are still visible from the Sigma Road. The yard is relatively well screened from the existing residential areas to the north at Hallett Cove due to the earth mound located adjacent the common Onkaparinga / Marion Council boundary and existing vegetation on the northern side of Sigma Road.

A number of EPA licensed facilities are also located in the wider Lonsdale area to the south and south-east of the affected area, as well as the Reynella Quarry to the east. Potential impacts of these activities on sensitive land uses in the area affected are also discussed in more detail in section 4.5.

## **4.2 Proposed zoning, land uses and built form**

Based on the previous investigations undertaken to inform this DPA and the investigations that follow, privately-owned land in the area affected is considered suitable for residential development subject to appropriate measures to mitigate impacts from adjacent and nearby industrial activities.

The subject land is contiguous with the existing residentially zoned land to the north in Hallett Cove in the Marion Council area, including the recently developed Burlington Estate, and forms a logical extension to this area. However, the land is isolated from other residential areas within the Onkaparinga Council area to the south.

**Lonsdale Residential DPA  
by the Minister  
Analysis**

It is therefore considered appropriate to extend the existing Residential Zone in the Marion Council Development Plan over the portion of the affected area owned by ADC within the Marion Council Area to ensure a consistent approach, and include the portion of the affected area within the Onkaparinga Council with the Residential Zone of the Onkaparinga Council Development Plan. This DPA proposes to rezone land to enable residential development that is contiguous with the adjacent established residential development in Hallett Cove.

Proposed zoning for the remainder of the area affected in the Marion Council, including the coastal reserve owned by the Council, is discussed further in section 4.2.5 below.

#### **4.2.1 Housing yields and density**

With regard to housing yields and density, residential land to the north at Hallett Cove is characterised by more traditional low-density housing forms, mainly in response to prevailing topography of the area and relatively steep land in parts of the suburb. While privately-owned land in the area affected is also characterised by steeper sloping land along its western edge adjacent the coastal reserve, the overall site is relatively flat in comparison to other residentially developed land at Hallett Cove, potentially enabling a more compact and efficient form of housing to what has traditionally occurred in the area.

Despite its location adjacent the Adelaide-Seaford rail line, however, the area affected is not within close walking distance to high frequency public transport stops or higher order activity centres, and is therefore not well suited to support high density residential development in line with the directions of the 30 Year Plan. The 30-Year Plan does, however, seek to increase the proportion of low-rise, medium density apartments and attached dwellings in established areas to support carbon efficient living.

Preliminary design concepts prepared for the area affected (as discussed in section 3.1 above) suggest potential development of some 145 residential allotments in addition to land reserved for roads, public open space and buffer/separation requirements at the southern boundary of the site. Overall future development of privately-owned land in the area affected would therefore remain as low-density – achieving just over 12 dwellings per hectare if developed as single dwellings, which is considered appropriate given its location and context.

#### **4.2.2 Building form and site areas**

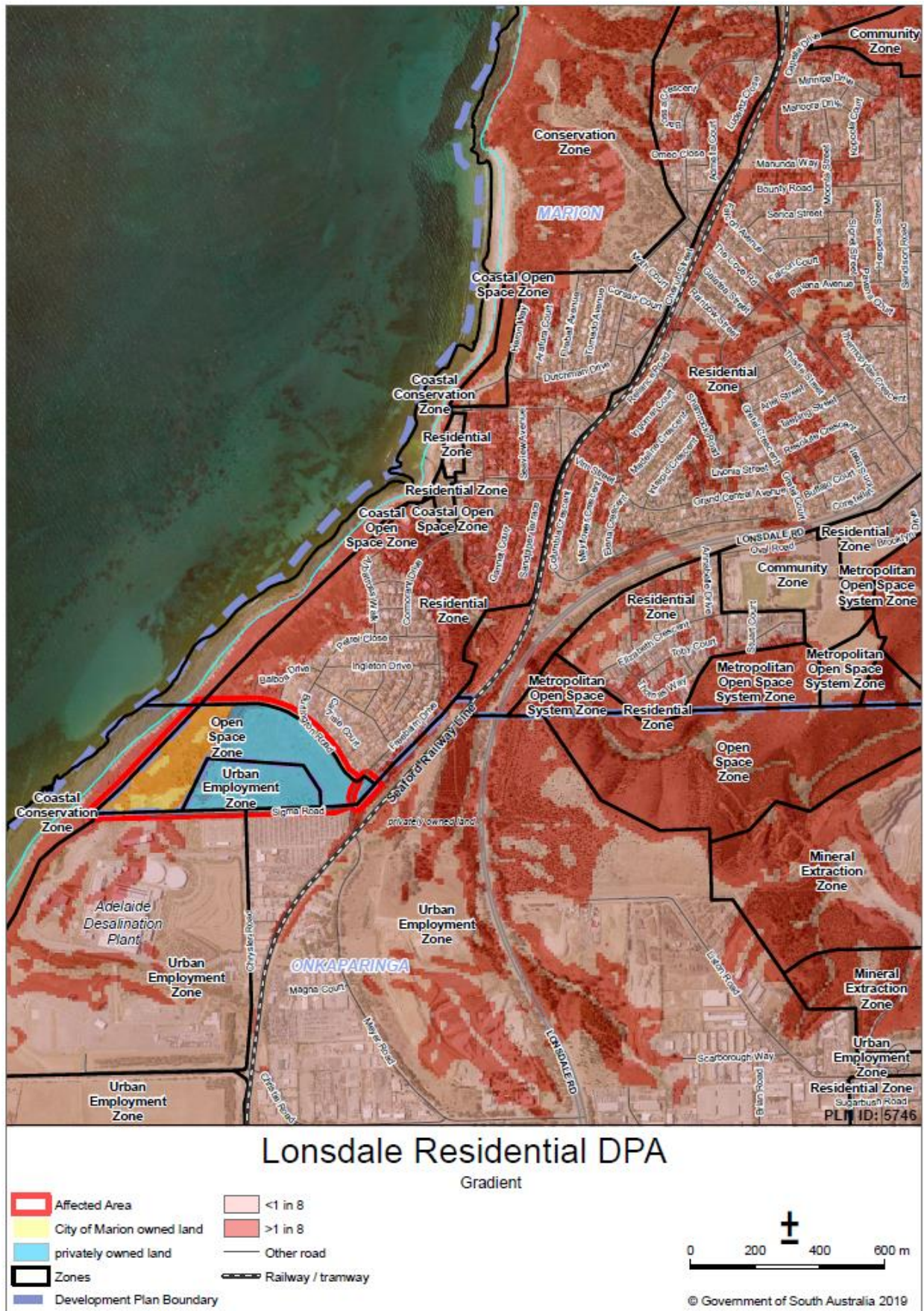
With regard to suitable forms of housing and built form, the preliminary design concepts have identified opportunities to develop both traditional low-density housing forms, similar to the predominant form of housing to the north at Hallett Cove, as well as a more diverse range of housing that takes advantage of coastal and park views. This includes a more compact arrangement of terrace or row dwellings fronting open space and the coast.

Given the prevailing topography of Hallett Cove generally and sections of steeper land in the area affected (in particular, sites adjacent the coast), it will be important for the proposed planning policy framework to ensure that due regard is given to land gradient/slope in the design of new dwellings while also allowing more compact housing forms.

Recently amended policies provide flexible minimum lots sizes and frontages for various dwelling types to directly correlate with land gradient, which is considered an appropriate response to seeking greater housing density across Marion's southern residential areas without compromising resident amenity with respect to excessive earthworks, retaining wall heights and privacy impacts. The effect of this policy approach is to allow greatest development potential on land with less than a 1-in-8 gradient (or 12.5% slope).

**Figure 5** shows prevailing gradients within the area affected as well as in existing residential areas at Hallett Cove. Notably, this figure shows that while the bulk of the privately-owned land in area affected is generally flatter than the areas further north at Hallett Cove, steeper land exists toward the western coastal boundary and potentially to the rear of sites on the eastern side of Freebairn Drive that may require a different design response to address slope. Consequently, it would be appropriate to apply a similar policy framework in the area affected to that applied to adjacent land at Hallett Cove.

Figure 5 - Topography in affected area and adjacent residential areas in Marion



**Table 2** below outlines minimum site areas and frontage requirements for various dwelling types for the recently introduced Foothills and Seaside Policy Area 23 in the existing Marion Council Development Plan that applies to the adjacent residential area in Hallett Cove.

**Table 2 – Current site area / frontage requirements in Marion Council**

<i>Foothills and Seaside Policy Area (Marion Development Plan)</i>		
<b>Dwelling type</b>	<b>Minimum site area (square metres)</b>	<b>Minimum site frontage (metres)</b>
Detached and Semi-detached	<b>350</b> (<1-in-8)	<b>10-12*</b>
	<b>400</b> (>1-in-8)	<b>12</b>
Row dwelling	<b>300</b> (<1-in-8)	<b>9-12*</b>
	<b>350</b> (>1-in-8)	<b>10-12*</b>
Residential flat building and Group dwelling	<b>300</b> (<1-in-8)	<b>20</b>
	<b>400</b> (>1-in-8)	

*\*range dependent on type of road frontage (arterial or other)*

While the Onkaparinga Council Development Plan generally allows for slightly lower minimum allotment sizes and frontages for each of these dwelling types across the majority of its Residential Zone (and significantly lower minimums in targeted medium density and infill areas), this does not take into account the topography of land in the area affected and wider Hallett Cove residential area. Therefore, the Foothills and Seaside policy framework is considered to provide an appropriate fit for land in the area affected, while also facilitating a more consistent character across these suburbs.

#### **4.2.3 Building height and setbacks**

With regard to other policy parameters such as setbacks and wall and building heights, **Table 3** provides a comparison of these between the Foothills and Seaside Policy Area 23 in the Marion Council Development Plan, and the broader Residential Zone in the Onkaparinga Council Development Plan.

**Table 3 – Current and proposed setbacks and building height requirements**

	<b>Marion Residential Zone (Foothills &amp; Seaside PA23)</b>	<b>Onkaparinga Residential Zone</b>
Setbacks – primary road	<b>5 metres</b> (and 8 metres fronting an arterial road)	<b>5 metres</b> (and 3 metres in selected infill/medium density areas)
Setbacks – secondary road	<b>2 metres</b>	<b>1.5 metres</b> (and 0.6 metres in selected infill/medium density areas)
Setbacks – rear boundary (single storey components)	<b>6 metres</b>	<b>3 metres</b> (or 0 metres in selected infill/medium density areas subject to wall length)
Setbacks – rear boundary (above single storey)	<b>3 metres</b> (where single Storey) <b>3-8 metres</b> (for walls above 3m high depending on slope)	<b>5 metres</b> (and 7.5 metres in Noarlunga Downs and 0-3 metres in selected infill/medium density areas)  <b>5+ metres</b> for third storeys (dependent on wall height increase)

	<b>Marion Residential Zone (Foothills &amp; Seaside PA23)</b>	<b>Onkaparinga Residential Zone</b>
Setbacks – side boundaries (single storey)	<b>0.9 metres</b> for wall not greater than 3 metres	<b>0-0.9 metres</b> for walls <3m high (dependent on wall length)
Setbacks – side boundaries (above single storey)	<b>2 metres</b> (or <b>3 metres</b> where adjacent southern boundary) for walls between 3-6 metres high (and proportionately greater for walls above 6 metres)	<b>1.9 metres</b> (and <b>2.9 metres</b> if southern boundary) for walls between 3-6 metres high (and proportionately greater for walls above 6 metres)
Maximum length and height of walls on side boundary	<b>8 metres in length</b> and <b>3 metres high</b> (except if adjoining communal open space – then 50% of length of boundary and 4 metres high)	<b>Not separately specified.</b> However, side boundary setback specifies that walls less than 3 metres high should only occur on the boundary where they do not exceed 8 metres in length or 50% of the length of the boundary – and a zero setback does not apply for walls greater than 3 metres high
Maximum building height (above natural ground level)	<b>9 metres</b> (2 storeys)	<b>6 metres</b> (2 storeys) high, except in areas where 3 storey development is envisaged it is <b>10.5 metres</b> (3 storeys)

A comparison of the requirements in **Table 3** above is discussed under key headings below.

### **Road setbacks**

Primary road setbacks that apply to the adjacent residential areas in Hallett Cove are consistent with the Onkaparinga Council Development Plan and should therefore apply to areas proposed for residential development in the area affected. Further, while setback requirements to higher order roads in the Onkaparinga Council Development Plan (detailed in *Table Onka/2 – Building Setbacks from Road Boundaries*) differ slightly from the requirements in Marion Council, land in the Onkaparinga Council portion of the area affected will only front local roads. Therefore, no changes are required to primary road setbacks for land fronting higher order roads.

Setback requirements to secondary roads in the residential areas adjacent the area affected are 2 metres in Marion Council, while the Onkaparinga Council Development Plan requires 1.5 metres or lower for selected infill/medium density areas. While there is only a 0.5 metre difference between the secondary road setback requirements proposed in Marion Council and currently within the Onkaparinga Council Development Plan, these differences could impact on local streetscapes where roads overlay both areas. It is therefore appropriate to apply the proposed 2 metre setback to secondary roads across the whole area affected proposed for residential development.

### **Rear boundary setbacks**

Setback requirements for single storey building components to rear boundaries in the Onkaparinga Council Development Plan are slightly lower than for the current Marion Council Development Plan. Similarly, setbacks for building components above single storey are also lower in the Onkaparinga Council Development Plan than in the Marion Council Development Plan, although policy includes consideration of general slope / gradient of the land.

Importantly, reduced setback requirements in the Onkaparinga Council may not adequately consider the general topography of land in and around Hallett Cove and may give rise to potential impacts on adjacent development that can result from development on steeper land (e.g. privacy, overshadowing and impacts from extensive earthworks and retaining). On the other hand, the Marion Council Foothills and Seaside Policy Area allows reduced setbacks for sites with a slope of less than 1-in-8, particularly for building components above single storey.

It would therefore be appropriate to apply the rear boundary setback requirements proposed to apply to adjacent Foothills and Seaside Policy Area to the whole of the area affected proposed for residential development to ensure adequate consideration is given to site gradients and to facilitate a consistent policy approach.

### ***Side boundary setbacks***

Setback requirements for single storey building components to side boundaries are generally consistent in both Development Plans. Further, while there is a slight difference in relation to setbacks to side boundaries for building components above single storey in both Development Plans, this is only a 0.1 metre difference and therefore considered negligible and unlikely to be evident on the ground. Given these negligible differences, it is considered appropriate to apply current Development Plan provisions to the portion of the area affected proposed for residential development.

Both Development Plans also allow walls to be located on the boundary under some circumstances, which is discussed further below.

### ***Boundary wall lengths and building heights***

Policy applying to land in the Foothills and Seaside Policy Area in the Marion Council Development Plan allows walls up to 3 metres high and no greater than 8 metres in length to be constructed on side boundaries, with additional dispensation where the boundary wall adjoins communal open space (in which case boundary walls can be 50 percent of the length of the boundary and up to 4 metres high). This is generally consistent with current policies in the Onkaparinga Council Development Plan, with the exception of this extra dispensation for boundary walls that adjoin communal open space.

It is therefore considered appropriate to allow walls to be constructed on the boundary in the portion of the area affected proposed for residential development based on the policies that apply in the adjacent *Foothills and Seaside Policy Area*. With regard to the additional dispensation proposed in the Marion Council Development Plan for boundary walls that adjoin communal open space, such dispensation does not currently apply in any other areas within the Onkaparinga Council and may result in policy confusion based on the different expression applied in the Onkaparinga Council Development Plan.

While both Development Plans also envisage development up to 2 storeys across each respective Residential Zone (except in some areas in Onkaparinga Council where 3 storey buildings are envisaged), the Marion Council Development Plan generally expresses a maximum height in metres based on overall building height (i.e. to roof pitch), while the Onkaparinga Council Development Plan refers specifically to wall height. This gives the impression that 2 storey building height limits in Marion Council (of 9 metres) are greater than 2 storey building height limits in Onkaparinga Council (6 metre wall height).

Therefore, to provide greater policy clarity across the portion of the area affected proposed for residential development and noting that the area is relatively isolated from other residential areas in the Onkaparinga Council, it is considered appropriate to apply a maximum overall building height in the area for both Development Plans rather than specifying a maximum wall height.

### ***Site coverage***

Site coverage requirements that apply to the Foothills and Seaside Policy Area in the Marion Council Development Plan are generally contained in the relevant policy area and are expressed as both a percentage of the total allotment area and maximum floor area ratio<sup>1</sup>. In this case, the policy requires a maximum site coverage of 40 percent of the allotment area and a maximum floor area ratio of 0.6, in recognition of the local topography. Provisions contained in the Residential Zone also state that site coverage should not exceed the amount specified in the relevant policy area unless relevant setbacks and private open space requirements are met and it would not adversely affect the amenity of adjoining properties.

Site coverage requirements in the Onkaparinga Council Development Plan are generally included at the zone level. Maximum site coverage requirements are expressed as a percentage of the total allotment area only, unlike in Marion where maximum floor area ratios also apply. For the broader Residential Zone in Onkaparinga Council, no maximum site coverage currently applies.

---

<sup>1</sup> Floor area ratios are determined by dividing the total floor area of a dwelling by the total area of the allotment. A higher ratio generally indicates a denser development.

Generally, the Onkaparinga Council Development Plan relies on other quantitative standards such as setbacks, private open space and car parking being satisfied in order to determine an appropriate site coverage. Further, it is also noted that the Residential Development Code also applies to a substantial portion of the Residential Zone in Onkaparinga Council, which sets a maximum site coverage of 60 percent for new dwellings. The Code does not, however, apply to residential areas adjacent the area affected to the north at Hallett Cove (and areas generally west of the rail line and Cove Road) in Marion Council.

Therefore, to ensure a consistent approach that recognises current topography, it is proposed to apply the site coverage requirements for the Foothills and Seaside Policy Area to the portion of the area affected proposed for residential development.

#### **Private open space**

Requirements for private open space that would apply to the portion of area affected in the Onkaparinga Council are specified in the General *'Residential Development'* provisions of the Onkaparinga Council Development Plan based on a range of dwelling site areas. These include minimum private open space areas expressed as square metres.

While the Marion Council Development Plan also includes quite comparable rates for private open space in its General *'Residential Development'* provisions, different requirements exist within Marion Council's Residential Zone that would apply to the portion of the area affected proposed for residential development within Marion. These rates differentiate between dwellings above and below 175 square metres, with private open space expressed as a percentage of the total site area rather than minimum square metres. This would result in some variances in the provision of private open space between the two areas, despite being proposed within a similar policy area in both Development Plans.

While a mix of housing types and sizes are envisaged in the portion of the area affected proposed for residential development, a range of minimum allotment sizes of between 300 to 400 square metres are anticipated based on minimum site areas discussed above. Of course, larger allotment sizes will also be possible.

Therefore, based on the private open space requirements in the Residential Zone of the Marion Council Development Plan, minimum requirements for private open space in the Marion Council portion of the area affected proposed for residential development would be in the order of between 60 to 80 square metres or greater for larger sites. Balconies, roof patios, decks and the like, can also comprise part of this open space area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. Further, one part of the space should be directly accessible from a living room and have an area equal to or greater than 10 percent of the site area (i.e. between 30 to 40 square metres based on the proposed minimum site areas above) with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the open space should also have a minimum dimension of 2.5 metres.

Based on the rates in the Onkaparinga Council Development Plan, however, minimum requirements for private open space within Onkaparinga Council's portion of the area affected would be in order of between 36 to 60 square metres or greater for larger sites, and can therefore be significantly lower compared to Marion Council but only for sites as low as 300 square metres (meaning that the majority of sites could still require a minimum of 60 square metres). Similar to Marion Council, balconies, roof patios, decks and the like, can also comprise part of this open space area provided the area of each is at least 8-10 square metres and has a minimum dimension of 2 metres. All private open space in Onkaparinga Council is also required to have a minimum dimension of 4 metres and a minimum area of 16 square metres or greater is to be provided at the rear or side of the dwelling which is directly accessible from a habitable room.

Despite the differences in private open space requirements between the two Development Plans, this is unlikely to have a noticeable impact on the general layout of sites and streetscapes for proposed residential areas in the area affected. It is therefore not proposed to alter existing private open space provisions.

#### **4.2.4 Car parking and access**

With regard to access requirements that would apply to the area affected, both Development Plans contain similar General provisions under *'Land Division – Roads and Access'* to guide access requirements for new subdivisions, based on SAPPL. The Marion Council Development Plan also contains local additions within these policies to require at least one on-street car parking space to be provided for every two allotments unless appropriate on-site visitor parking is provided.

**Lonsdale Residential DPA  
by the Minister  
Analysis**

More detailed crossover and driveway width policies, including variances based on the number of dwellings on a site and hammerhead allotments, are contained in the General provisions of the Marion Council Development Plan under 'Residential Development – Car Parking and Access'. While no additional access policies are included in Marion Council's Residential Zone, additional access and driveway width requirements for hammerhead / battle-axe allotment configurations are outlined in the Foothills and Seaside Policy Area.

Unlike in Marion Council, more detailed driveway and access requirements, including for battle-axe allotments and new land division, are included in the Residential Zone policies of the Onkaparinga Council Development Plan. Some local additions and variations are also included at the policy area level.

A comparison of driveway and crossover width requirements of both Development Plans is provided in **Table 4** below.

**Table 4 – Driveway and crossover requirements comparison**

	<b>Marion Council Development Plan</b>	<b>Onkaparinga Council Development Plan</b>
<b>Dwelling type / configuration</b>	<b>Driveway width (metres)</b>	<b>Driveway width (metres)</b>
Single dwellings	3 metres for single driveway crossover 5 metres for double driveway crossover	4 metres maximum for crossover
Common driveways or Battle-axe allotments serving up to 3 dwellings	3 metres onto a local road 6 metres onto an arterial road plus 0.5 metre landscape strip	Minimum 3 metres Maximum 4 metres onto a local road plus a 1 metre landscape strip and passing bays for simultaneous two-way vehicle movements
Common driveways or Battle-axe allotments serving more than 3 dwellings	5-6* metres onto a local road 6 metres onto an arterial road plus 0.8 – 1.0* metre landscape strip and a vehicle passing section where driveway exceeds 30 metres in length	Minimum 3 metres and Maximum 4 metres onto a local road (as above) plus a 1 metre landscape strip and passing bays for simultaneous two-way vehicle movements (as above) Minimum 6 metres where fronting an arterial, distributor or collector road

*\*Dependant on number of dwellings served*

With regard to driveway crossovers servicing single dwellings, the Marion Council Development Plan allows slightly wider crossovers (up to 5 metres for a double driveway) than in the Onkaparinga Council Development Plan (a maximum of 4 metres regardless of whether single or double). While this difference is likely to have a negligible impact on local streetscapes, the greater allowance in Marion Council could impact on on-street car parking provision and provide less space for the establishing new street trees, particularly given proposed minimum frontage requirements in the portion of the area affected proposed for residential development of between 10-12 metres for detached and semi-detached dwellings and 9-12 metres for row dwellings.

Notwithstanding this, the provision of suitable driveway crossovers is also guided by separate Council permit requirements that apply city-wide across both Council areas. Therefore, despite these differences, it not proposed to alter crossover requirements for single dwellings as part of this DPA.

As identified in the Traffic Impact Assessment in section 3.6, the area affected also only includes local and minor collector roads – and the designation of these roads is not proposed to change based on development of the area. Further, new development within the area affected in the Onkaparinga Council will only front local roads. Therefore, driveway width and crossover requirements in the comparison table above relating to higher order roads such as distributor and arterial roads, as well as requirements in the Onkaparinga Council Development Plan relating to collector roads, will not apply to proposed residential areas in the area affected.

On this basis, while there are again some differences between both Development Plans regarding suitable driveway widths and associated landscaping strips for sites providing common driveways or battle-axe configurations from local roads, this is not considered to warrant amendment for the area affected alone.

However, policies contained within the Foothills and Seaside Policy Area seek to generally discourage development of battle-axe configurations in this area, primarily due to topography, unless certain additional requirements are met. While this generally includes the same minimum driveway widths that apply to other parts of the Residential Zone in the Marion Council area, a wider 'handle' (of at least 4.6 metres) is required as well as provision of a landscape strip either side of the driveway as opposed to only down one side. To ensure consistency with this adjacent residential area and better recognise local topography, it is considered appropriate to also apply these requirements to any future battle-axe sites in the portion of the area affected proposed for residential development.

Car parking requirements that would apply to proposed residential land in the area affected are contained in separate *Off Street Vehicle Parking Requirements* Tables in both the Marion Council Development Plan (Table Mar/2) and Onkaparinga Council Development Plan (Table Onka/3).

A comparison of the car parking rates applicable for housing forms that might occur in the portion of the area affected proposed for residential development is shown in **Table 5** below.

**Table 5 – Off-street vehicle car parking requirements comparison**

	Marion Council Development Plan <i>Table Mar/2 – Off Street Vehicle Parking Requirements</i>	Onkaparinga Council Development Plan <i>Table Onka/3 – Off Street Vehicle Parking Requirements</i>
Dwelling type	Minimum car parking spaces	Minimum car parking spaces
Detached dwelling	2 per dwelling containing up to 3 bedrooms 1 of which is to be covered.	1 covered space for a dwelling with 1 or 2 bedrooms (or room(s) capable of being used as a bedroom).
Semi-detached dwelling		2 for a dwelling with 3 or more bedrooms (or room(s) capable of being used as a bedroom), one of which should be covered.
Row dwelling		
Group dwelling Residential flat building	As above, plus in the case of 3 or more group / residential flat buildings, 1 visitor space per 3 dwellings.	As above, plus dedicated visitor parking should be provided for dwellings sharing a common driveway in accordance with the following: (a) 1 space per 3 to 5 dwellings (b) 2 spaces per 6 to 8 dwellings (c) 0.25 spaces per dwelling for 8 or more dwellings (rounded to the nearest whole number).
Multiple dwelling	0.7 per bedroom	1 per 2 occupants.

A comparison of rates in **Table 5** above confirms that both Councils base their parking rates on the number of bedrooms per dwelling. Marion Council Development Plan generally identifies higher rates of provision – for example, a 2 bedroom dwelling in Marion Council would require 2 parking space where as Onkaparinga Council would only require 1 parking space. Whilst, a 3 bedroom dwelling would require 2 spaces in both Councils, a 4 bedroom dwelling would require 3 spaces in Marion Council but only 2 spaces in Onkaparinga Council at a minimum. For group dwellings / residential flat buildings, additional requirements are in place for visitor parks.

Dwellings of 3 to 4 bedrooms are anticipated to be the predominant form of development for the affected area and the provision of 2 to 3 carparks is considered suitable to meet parking requirements. It is therefore not proposed to amend car parking rates applying to detached, semi-detached and row dwellings in either Development Plan.

**Multiple dwelling sites**

Car parking rates applying to multiple dwelling sites are expressed differently in both Development Plans, with the Marion Council Development Plan applying a rate based on the number of bedrooms and the Onkaparinga Council Development Plan applying a rate based on the number of occupants. While the number of occupants would be difficult to determine at the development assessment stage and could change through the life of the development, it is considered that the rates between the two Plans are likely to result in similar car parking requirements.

Development of multiple dwelling sites within the portion of the area affected proposed for residential development is considered less likely based on the preliminary design concepts and prevailing character of the adjacent residential areas. It is therefore not proposed to amend car parking rates applying to multiple dwellings sites in either Development Plan.

**4.2.5 Hallett Headland Reserve**

The Hallett Headland Reserve covers an area of approximately 20 hectares on Hallett Cove’s southern coastal tip and is owned and managed by the Marion Council with support funding from the government. Notably, the reserve also encompasses the remaining land in the Open Space Zone immediately adjacent ADC’s land and forming part of this DPA, and is also located in the Hallett Cove Buffer Policy Area 9. The general extent of the reserve is shown in **Figure 5** below.

**Figure 5 – Extent of the Hallett Headland Reserve**



The reserve is recognised by the Marion Council as the most important parcel of remnant vegetation under its management and ownership, having over 100 native plant species, over 30 of which are considered to be of conservation significance in the Mount Lofty Ranges<sup>2</sup>. The reserve was also recognised in the *Metropolitan Adelaide Northern Coastal Action Plan (2009)* as being of high conservation value.

As identified in section 4.1.1 above, policies in the Hallett Cove Buffer Policy Area 9 have focused on creating a spatial, visual and auditory separation or buffer between existing general areas at Lonsdale from residential growth south from Hallett Cove to ensure residential amenity. Notably, this policy focus applies more directly to privately-owned land in the affected area, which is proposed to be rezoned to Residential as part of this DPA, as opposed to the coastal reserve owned and managed by Marion Council.

Notwithstanding this, the Desired Character statement in the Hallett Cove Buffer Policy Area also identifies that portion of the land in the coastal reserve (and therefore within the Hallett Headland Reserve) as a large 'break-away' area of natural erosion, similar to that found in the Hallett Cove Conservation Park, which has scientific value and should be protected from any induced erosion.

This DPA proposes to include the Open Space zoned land owned by Marion Council in the Coastal Conservation Zone (rather than allowing it to remain in an isolated area of the Open Space Zone). In addition, the DPA proposes to remove application of the Hallett Cove Buffer Policy Area 9 to this land. The *Metropolitan Adelaide Northern Coastal Action Plan (2009)* also supports introduction of coastal conservation zoning in this area to preserve pedestrian access along the clifftops, protect the geological monument, and allow a clifftop hazard buffer.

Further, while the *Non-complying Development* table in the existing Open Space Zone specifically lists certain types of development in the Hallett Cove Buffer Policy Area as being non-complying, including a caravan park or small-scale shop, these uses are also non-complying in the Coastal Conservation Zone.

#### **Implications for this DPA**

The DPA proposes to extend the existing Residential Zone in the Marion Council over privately-owned land in the area affected as a logical extension to the Hallett Cove residential area to the north, while also including the portion of the area affected within the Onkaparinga Council in the Residential Zone in the Onkaparinga Council Development Plan.

The land is proposed to be included within a separate 'Lonsdale Policy Area' in both Development Plans that proposes a consistent policy approach, particularly with regard to encouraging a diverse range of housing types comprising both conventional and more compact building forms up to two-storeys dependent on land gradients/slope. This policy framework has been based on the Foothills and Seaside Policy Area 23 policies that apply to the adjacent residential areas in Hallett Cove.

Consequential amendments are also proposed to the Residential zones in both Development Plans where practical to ensure greater policy consistency in relation to quantifiable elements such as setbacks and building heights in the proposed policy area.

The current designation of the portion of the area affected in the Onkaparinga Council as an 'interface area' is also no longer proposed to apply given the proposed rezoning to support residential development. Policies are, however, proposed to manage the interface between residential and non-residential uses. This is discussed further in sections 3.4 and 4.5 of the DPA investigations.

Further, it is also proposed to include the remaining portion of the Open Space Zone in the area affected, which forms part of the Hallett Headland Reserve, within the Coastal Conservation Zone of the Marion Council. This will ensure the ongoing conservation and greater protection of this area, which is of high conservation value and provide consistency with the expanded Coastal Conservation Zone to the north.

The Hallett Cove Buffer Policy Area is therefore no longer proposed to apply to the area affected.

<sup>2</sup> *City of Marion Remnant Vegetation Plan 2018 to 2023*

### 4.3 Population Growth, Projections and Housing

The population of South Australia continues to grow and its composition is changing. The SA Planning Portal provides a snapshot of the State's and Greater Adelaide's changing population, which can be viewed at [www.saplanningportal.sa.gov.au](http://www.saplanningportal.sa.gov.au).

In the five year period between 2013 and 2018, South Australia's population increased from 1.67 million to 1.74 million, at an average annual increase of 12,987 persons and an average growth rate of 0.8% per year.

The Greater Adelaide Capital City region<sup>3</sup>, which accounts for 77.5% of the State's total population, grew by just over 56,000 persons from 1.29 million to 1.35 million between 2013 and 2018 at an average rate of 11,216 persons or 0.9% per year – representing 86.4% of South Australia's total population growth during this period.

Population change is driven by natural increase (births and deaths) and net migration (overseas and interstate). Over the past 5 years, net migration has contributed an average of 6,360 persons per year.

In the same 5 year period, the Onkaparinga Council and Marion Council each experienced population increases of around 5,300 persons and 4,500 persons respectively. Comparatively, these two Council areas are ranked fifth and sixth (out of 68 Councils) in the State in terms of greatest population growth. Notably, Marion Council's average annual growth rate during this period was higher than Onkaparinga Council's, largely attributed to residential infill development<sup>4</sup>.

Official population projections from 2015, which were used to inform the directions of the 30-Year, resulted in the targets for housing and population being lowered from previous estimates in 2010 to reflect South Australia's slower than predicted growth. The updated targets for the 30-Year Plan now sit at 545,000 people and 248,000 dwellings for Greater Adelaide by 2045, with the State's population reaching almost 2 million people by this time.

The South Australian Cabinet recently endorsed updated population projections for use by State agencies on 17 June 2019 for the 25 year period (rather than 30 years) from 2016 to 2041, which will be used to guide regional planning across the State. While these latest projections do not yet include the Greater Adelaide planning region or projections for individual local government areas, they suggest that South Australia's population could now reach 2 million people by 2038 based on stronger growth - in particular, from increases in new overseas migration and a reduction in the level of interstate migration since 2017<sup>5</sup>.

The State's population is also expected to age significantly, with the number of 'active retirees' projected to increase by 40% from 220,000 in 2016 to 309,000 by 2041. Significantly, over the same period the older population (80+ years) is projected to more than double from 82,500 in 2016 to nearly 180,000 by 2041. This is in line with the national trends and generally the result of lower fertility, increased life expectancy and the transition of baby boomers into retirement age.

Southern Adelaide, which includes the Onkaparinga and Marion Council areas along with the Cities of Holdfast Bay and Mitcham, is projected to grow by 53,000 people to reach around 415,000 people by 2041. Notably, much of Marion Council's growth is expected to occur within its central and northern areas where there are currently greater infill housing opportunities, while the highest growth in Onkaparinga Council is expected in its southern coastal areas which includes growth areas at Seaford, Moana, Aldinga and Sellicks Beach.

#### 4.3.1 Housing challenges

Key challenges facing housing provision is the ability to deliver housing that is integrated into communities for our growing population, provide more opportunities for young people to enter the housing market, and ensure greater 'ageing in place' for older people. Housing preferences across the Greater Adelaide region are also changing.

---

<sup>3</sup> The Greater Adelaide Capital City Statistical Area is a different and smaller geographic region to the Greater Adelaide Planning Region used in the 2017 Update of The 30-Year Plan for Greater Adelaide.

<sup>4</sup> SA Planning Portal, [www.saplanningportal.sa.gov.au](http://www.saplanningportal.sa.gov.au)

<sup>5</sup> SA Planning Portal, [www.saplanningportal.sa.gov.au](http://www.saplanningportal.sa.gov.au)

A report commissioned in 2015 by Onkaparinga Council noted that currently over half of all households within the Onkaparinga Council area are either lone persons or couples without children, despite 85% of all dwellings comprising three or more bedrooms<sup>6</sup>. Similarly, over half of all households in the Marion Council area at the 2016 Census are either lone persons or couples without children, despite more than 70% of all dwellings in the council area comprising three or more bedrooms.

It is therefore important for new housing across Greater Adelaide and southern Adelaide to respond to Adelaide's changing population, including supplementing the existing provision of 3-4 bedroom detached houses with a more diverse range of accessible, adaptable and affordable homes located close to services, public transport and shops.

#### **Implications for this DPA**

The Marion and Onkaparinga Council areas have both experienced population increases, with higher annual growth in Marion Council in particular. This DPA responds to the on-going demand for new housing in the Greater Adelaide Region and in particular, southern Adelaide, to support predicted needs and updated targets in the 30-Year Plan.

Notably, the DPA encourages a range of housing types for future residential land in the area affected and proposes to apply the *Affordable Housing Overlay* from SAPPL to this land to encourage provision of affordable housing.

Residential land supply in southern Adelaide is discussed further in section 4.4 below. Recent sales of residential land as part of the adjacent Burlington Estate at Hallett Cove have also suggested relatively strong demand for additional residential land supply in this location, which can take advantage of this coastal location and existing services and infrastructure.

## **4.4 Land Supply**

The Government's Housing and Employment Land Supply Program (HELSP) was established to guide the effective management of land supply in South Australia for residential, commercial and industrial purposes.

Within the Greater Adelaide region, the HELSP is guided by the 30-Year Plan and supports the achievement of its targets. These include ensuring the Government can deliver a long-term supply of land to support housing and jobs growth, guide rezoning proposals by councils and the Government, support the transition to a new urban form through increased infill development, and aligning land supply with infrastructure planning and investment.

The HELSP reports prepared in 2010 and 2012 specifically review the supply, demand and consumption, and the regional constraints and opportunities of housing and employment land together with population trends in the Greater Adelaide region.

### **4.4.1 Housing land supply**

*The 2010 30-Year Plan for Greater Adelaide* (2010 Plan) set a target to maintain 15-year zoned supply of residential land, which remains the target in the 30-Year Plan – and it is understood that there is now more than 20 years supply across the Greater Adelaide region as a result of substantial structure planning and rezoning processes emanating from the 2010 Plan.

Importantly, the 2017 update of the 30-Year Plan reinforced commitments to deliver a more compact urban form across the region and to manage growth within the existing urban footprint. This included a shift from 70% infill and 30% fringe development under the previous 2010 Plan, to 85% of all new housing in metropolitan Adelaide being built in established urban areas by 2045. The 30-Year Plan also aims for 60% of new housing in metropolitan Adelaide to be built in close proximity to fixed line public transport.

---

<sup>6</sup> *Residential Zone Yield Capacity & Associated Analysis (2015), City of Onkaparinga and Intermethod*

While the area affected comprises some 12 hectares of underutilised privately-owned land, it has not previously been earmarked for residential growth and was previously identified as industrial land in the HELSP given its past designation as buffer between industrial activities to residential areas at Hallett Cove, in particular from the operations of the former Port Stanvac Oil Refinery.

Both the Marion Council and Onkaparinga Council areas are located within the southern Adelaide region. The following discussions therefore focus on land supply in southern Adelaide in the context of wider land supply across the Greater Adelaide region.

### ***Residential broadhectare land***

Broadhectare or 'Greenfield' residential land generally includes vacant or underutilised land parcels greater than 4,000 square metres which are located in residential or mixed use zones, or designated for future growth but not yet rezoned, and include both fringe/township locations.

The latest *Residential Broadhectare Land Supply Report 2017* has identified that of the total supply of zoned broadhectare residential land for the Greater Adelaide region of 8115 hectares (as at 30 June 2017), only 635 hectares is contained in southern Adelaide compared to 3,205 hectares in northern Adelaide.

Notably, southern Adelaide's zoned land supply represents only 8% of the supply across the Greater Adelaide region and only 16% of all zoned land supply across metropolitan Adelaide.

The bulk of southern Adelaide's supply of zoned land, some 440 hectares, is located within the Onkaparinga Council area, while only 68 hectares is located with the Marion Council area – and this land supply is diminishing fast with some 30% of southern Adelaide's supply being under division and therefore market and development ready, compared to 25% across the Greater Adelaide region and 24% across metropolitan Adelaide.

With regard future growth areas, which generally comprises land identified for growth in the 30-Year Plan but not yet rezoned (including deferred urban zoned land), the Report has identified a total supply for the Greater Adelaide Region of 3,980 hectares (as at 30 June 2017), with 515 hectares contained within southern Adelaide. Notably, all of the future growth area supply in southern Adelaide is in the Onkaparinga Council within the southern areas of Hackham, Aldinga and Sellicks Beach.

Latest estimates suggest that the future yield from these growth areas is anticipated at around 34,000 dwellings across the Greater Adelaide region, with 3,650 dwellings anticipated to be delivered by southern Adelaide's future growth areas compared to 22,350 dwellings from northern Adelaide's future growth areas. Yields from southern Adelaide's future growth areas therefore represent only 11% of Greater Adelaide's future supply and 14% of metropolitan Adelaide's future supply.

### ***Residential infill***

Major infill sites generally includes brownfield development sites, infill broadhectare sites, strategic developments in corridors and activity centres, and apartment and aged care developments. Tonsley Park in the Marion Council area is presently the only zoned major infill site in southern Adelaide region and is anticipated to deliver in the order of 1,000 dwellings.

Minor infill development is also an important component of the overall land supply equation and contributes to around one-third of metropolitan Adelaide's housing supply growth. Minor infill generally refers to sites less than 4,000 square metres involving the permanent removal of a dwelling (i.e. demolition), or resubdivision of a parcel to create an additional allotment/s with the original dwelling retained. On average, for every 1 dwelling demolished in metropolitan Adelaide 1.8 dwellings replace it, giving a net increase of 0.8 dwellings. Further, approximately 87 percent of resubdivisions result in an additional dwelling.

The Government maintains a spatial database of residential demolitions, resubdivision and redevelopment of existing housing stock in metropolitan Adelaide. The most recent data is for the period between 2008 and 2014. During that period, the total net dwelling increase on demolition and resubdivision sites across metropolitan Adelaide was 11,913 dwellings, representing an annual average of 1,986 new infill dwellings across the metropolitan area.

During that same period Marion Council had an average annual dwelling increase resulting from demolition and resubdivision of sites of 304 dwellings (269 from demolitions and 35 from resubdivisions), while Onkaparinga Council experienced an annual average dwelling increase of 184 (82 from demolitions and 102 from resubdivisions). Notably, Onkaparinga Council had the highest number of resubdivisions out of any other metropolitan council, while Marion Council had the third highest number of demolitions (second only to the City of Charles Sturt and the City of Port Adelaide Enfield in Adelaide's west). The high number of demolitions in Marion Council is likely due to the limited availability of broadhectare land sites and higher median house (and therefore land) prices within its long-standing established suburbs compared to those in Onkaparinga Council – making redevelopment more attractive.

Together, however, both Councils equated to almost a quarter of metropolitan Adelaide's average annual dwelling increase from infill development during this period and each have an average demolition site replacement rate of 2.1, which exceeds metropolitan Adelaide's rate of 1.8.

#### **Marion Housing Diversity DPA**

Yield analysis undertaken to inform Marion Council's *Housing Diversity DPA* (Part 1 of which was approved in August 2019) identified that, under the current policies of the Marion Council Development Plan, yields for Marion Council provide a net dwelling increase of some 4,831 dwellings across the council area. This was determined to represent an 11-year supply using the rate of dwelling growth in Marion Council of around 425 dwellings per year at the time, which fell short of the 15-year supply target in the 30-Year Plan.

While analysis suggested that this supply would be increased to at least 16 years' supply (from some 6,773 new dwellings) across the Marion Council area, this overall supply is not guaranteed until proposed rezoning is in place. Notably, targeted infill and corridor areas in the *Housing Diversity DPA* and sites at Morphettville and Seacliff Park (Cement Hill) are still under consideration.

It is therefore appropriate to consider opportunities to increase supply in Marion Council through rezoning of underutilised land such as in the area affected.

#### **Onkaparinga Residential Zone Yield Capacity and Associated Analysis Report 2015**

Yield analysis was also undertaken to inform Onkaparinga Council's *General Residential and Miscellaneous DPA*, which was approved and consolidated into the Onkaparinga Council Development Plan in December 2017.

While this analysis broadly demonstrated that the council area has significant theoretical capacity to achieve both the dwelling targets of the 2010 Plan and Onkaparinga Council Community Plan 2035, it also confirmed that land supply in the council area is a finite resource, with approximately 70 percent of the council area being within and protected by the McLaren Vale Character Preservation District – and that all remaining broadhectare infill opportunities are likely to be exhausted in the next 20 years.

The analysis also identified that the general pattern of development in the council area is approximately 67 percent greenfield and 33 percent infill, meaning that pressure will remain for broadhectare and well-located, larger residential sites, despite policy changes to support greater infill and medium density opportunities in targeted areas across the Council in accordance with directions in the 30-Year Plan.

#### **4.4.2 Industrial and Employment Land Supply**

As identified above, the whole of the area affected was previously identified in the 2010 HELSP report as industrial land given its past designation as an industrial/residential buffer. It is therefore appropriate to consider the impact on industrial land supply from the proposed rezoning of land in the area affected from industrial/employment land to residential use, particularly within the Onkaparinga Council area.

With regard to industrial land supply, the 2010 and 2012 HELSP reports broadly identified the following consumption rates for industrial land across both metropolitan Adelaide and the Greater Adelaide region:

- 85 hectares per annum across metropolitan Adelaide between 1996 and 2002
- Between 100 to 110 hectares across the larger Greater Adelaide region between 2002 and 2008
- 75 hectares per annum in Greater Adelaide between 2008 and 2012.

**Lonsdale Residential DPA  
by the Minister  
Analysis**

In terms of industrial land supply and to meet targets for employment growth in the 2010 Plan, the HELSP assumed that industrial land consumption would be around 111 hectares per year – with the northern and western Adelaide regions making up 70 percent of this demand and southern Adelaide comprising 19% (or 21 hectares per annum). This was at the higher end of the 2002 to 2008 consumption rates above and was generally based on the desired pattern of industrial development across the Greater Adelaide Region.

Further, in relation to the southern Adelaide region, the 2010 HELSP report highlighted an increased focus on tourism, food and business services.

***Onkaparinga Employment Land Study***

In order to inform its recent *Employment Land DPA*, the Onkaparinga Council engaged consultants to undertake an Employment Land Study (ELS). The ELS included both an Employment Lands Analysis (July 2015) prepared by Jones Lang Lasalle (JLL) and an Employment Lands Summary Review (2016) prepared by Intermethod.

Importantly, the ELS provided an assessment of the supply and demand for industrial land within the Onkaparinga Council based on recent trends in industrial land consumption across metropolitan Adelaide, as well as recent and forecast trends in employment growth that may influence demand for industrial land.

With regard to trends, the ELS identified the following:

- There is an evidential shift from historic large-scale manufacturing, in particular within Lonsdale, to small scale manufacturing, bulky goods and sales associated with the housing industry, premium food and drink and service industries
- While southern Adelaide has many lifestyle attractors, in competing for employment land investment northern Adelaide has a number of advantages including transport accessibility, access to freight gateways, development ready and appropriate land, expanding population and government grant funding
- Therefore, the main components of employment growth moving forward in Onkaparinga Council are likely to be sectors that do not traditionally locate on industrial zoned land.

Notably, JLL considered the above consumption figures from the HELSP may be an over-estimate of actual consumption for industrial purposes, noting that some of the biggest consumers of vacant industrial land across metropolitan Adelaide have been non-industrial uses or large 'one-off' projects. In southern Adelaide, this includes the Desalination Plant located adjacent the area affected, Southern Expressway duplication and residential/home-based business precinct in Aldinga Beach, which has predominantly been consumed for residential purposes.

Therefore, excluding these and other similar projects or uses across Greater Adelaide, JLL estimated that land consumed by industrial uses would have been just 41 hectares per annum between 2008 and 2012 across the region – and a more reasonable average of land consumption for industrial purposes is in the order of 50 hectares per annum across Greater Adelaide, with southern Adelaide likely to account for a relatively small portion of this consumption and the majority of demand being in northern Adelaide.

JLL also estimated that an average of 4-5 hectares per annum of industrial zoned land has been consumed for industrial purposes in the Onkaparinga Council – and that future land consumption in southern Adelaide will continue to be modest. This equates to an estimated 10 percent of metropolitan wide demand, and JLL has suggested that Adelaide's northern and outer northern industrial markets will continue to dominate industrial land consumption and likely to continue to attract the majority of businesses that consume industrial zoned land, in particular logistics/distribution warehouses given the reasons identified above.

Significantly, with regard to industrial land supply, the ELS identified that:

- Onkaparinga Council currently has approximately 180 hectares of vacant land zoned for industrial purposes and, assuming 80 percent of this land is suitable for industrial development, some 144 hectares of useable vacant industrial land exists to serve future growth
- Based on JLL's projected consumption rates of between 4-6 hectares per annum, this equates to approximately 24-36 years of future industrial land supply

- Added to this, the former Port Stanvac Oil Refinery site could provide up to an additional 234 hectares of land for industrial purposes in the future - representing an additional 40 years of future land supply.

The ELS therefore identified that significant employment land supply exists across Onkaparinga Council well into the future based on realistic consumption rates and did not recommend any need for additional employment land, nor any significant loss of existing employment land across the council area.

It therefore specifically recommended that the *Employment Lands DPA* “maintain supply of employment lands with no early recommendation to alter zone boundaries (accept (sic) for ADC Lonsdale ‘change site’ subject to further assessment)”. Recommendations relating specifically to the ADC Lonsdale land, which is the subject of this DPA, are discussed below.

#### **Area affected – ‘change site’**

With regard to land in the area affected owned by ADC, the ELS identified the land as one of three ‘change sites’ with potential for rezoning.

An assessment of ADC’s land was undertaken based on the framework provided in the 2007 Metropolitan Industrial Land Study and generally noted the following:

- The land has remained undeveloped with no history of industrial or commercial land use
- Alternative sites within other industry, commercial and centres zones are better located and have further capacity for future employment generating uses
- The land is not contiguous with other industrial activities, being separated by public roads and located away from major arterial roads
- The land is relatively isolated from the main Lonsdale area and industrial supply chains/service providers – and separated from existing industrial development to the south via Sigma Road
- Residential development is already located on land already to the north, and the land is large enough to incorporate appropriate screening measures
- Ocean views provide significant amenity for open space / recreational use and / or residential uses.

Importantly, based on this assessment, the ELS concluded that privately-owned land in the area affected has limited appeal for future industrial use and that future rezoning to residential (plus consideration of coastal protection) may have merit, but would need to be guided by a well prepared site/master plan that considers open space, noise/light/odour mitigation (based on adjacent industrial activities) and integration with land to the north in the Marion Council.

Importantly, the ELS also specifically noted the following:

*“Rezoning to residential use may provide new housing opportunity. This may require a cross boundary rezoning of land to the north in the City of Marion to achieve a coordinated and logical extension to existing residential land. If developed for residential use the land should have a buffer to industrial activity south of Sigma Road.”*

*“A change to residential across the whole site (with a road frontage of approximately 530 metres) would result in a more sensitive land use in close proximity to established industrial land. Without mitigation this would have a limiting effect on existing and/or future activity on adjoining land.”*

Consideration on mitigation measures to manage the interface between the area affected and industrial activities are discussed further in section 4.5, while coastal management is discussed further in section 4.10 below.

Further, the ELS recommended that future rezoning of change sites, including privately-owned land in the area affected, would be best achieved through an externally funded DPA rather than a city-wide DPA such as Onkaparinga Council’s *Employment Lands DPA*. Consequently, as identified in 2.3 ‘*Related Development Plan Amendments*’ above, the area affected was included as an interface area as an interim measure as part of the *Employment Lands DPA*, which has since been approved and consolidated into the Onkaparinga Council Development Plan.

### Implications for this DPA

The area affected by this DPA is located in the southern Adelaide region.

Land supply data suggests that residential land supply in southern Adelaide (including broadhectare and major infill sites) is diminishing fast. It is therefore important that new areas are identified and carefully planned to provide efficient use of finite land resources in the region, contributing to targets in the 30-Year Plan to maintain at least a 15-year zoned land supply. The area affected provides an opportunity to deliver almost 12 hectares of new residential land in a planned/coordinated way, reducing reliance on minor infill to meet demand, particularly in the Marion Council area.

Further, rezoning of land in the area affected from employment land to residential is not considered to adversely impact on the future supply of industrial land in southern Adelaide or the Onkaparinga Council area based on the analysis undertaken to support Onkaparinga Council's recent *Employment Lands DPA*.

It will, however, be important to ensure that the interface between existing industrial activity and proposed residential uses in the area affected is appropriately managed to ensure the ongoing operation and long-term viability of existing and future employment and industrial activities within the Lonsdale area. Management of this interface is discussed further in section 4.5 of this DPA below.

## 4.5 Interface between land uses

The EPA released a Position Statement in 2017 that describes how an interface between land uses is to be addressed in preparing DPAs to address noise and air quality impacts, and to meet the requirements of the *Environment Protection Act 1993*, *Environment Protection (Air Quality) Policy 2016*, *Environment Protection (Noise) Policy 2007*, and the *Local Nuisance and Litter Control Act 2016*. This includes an interface between sensitive residential development and industry as well as with transport corridors, including railway lines.

The EPA's *Evaluation distances for effective air quality and noise management (2016)* (evaluation distances guideline) also identifies recommended evaluation distances between sensitive land uses and potentially polluting activities. Notably, the activities identified in the guideline are generally industrial in nature and most are activities that are listed in Schedules 21 and 22 of the *Development Regulations 2008* and therefore referred to the EPA for review and advice or direction as part of development applications. Activities of environmental significance are also generally licensed by the EPA.

Importantly, application of the evaluation distances guideline is intended to assist in protecting amenity in residential and other sensitive use areas as well as protecting existing industry from encroachment by sensitive land uses.

The area affected is located adjacent or in proximity to a number of existing industrial and non-residential activities, including a number of EPA licensed activities, as well as the Adelaide-Seaford rail corridor. Management of these interfaces is discussed further below.

### 4.5.1 Industrial, infrastructure, mining and employment activities

EPA licensed activities located within the wider locality and in proximity to the area affected are discussed in **Table 6** below. This includes recommended evaluation distances based on the EPA guidelines and discussion regarding potential mitigation where the area affected or portion of the area affected is within the recommended distance.

**Table 6 – EPA licensed activities in the locality and recommended evaluation distances**

Facility/Use	Licensed activity	EPA Recommended Evaluation Distance	Distance of area affected to activity (approximate)	Comments/ DPA Response
Adelaide Desalination Plant	Chemical storage and warehousing facilities and for the desalination plant that discharges to the marine environment	100 metres  Risk of fire or explosion should also be considered	200+ metres from chemical storage and warehousing	<p>The noise assessment discussed in section 3.4 has considered noise impacts from the Desalination Plant and recommended mitigation strategies to address any potential impacts. These strategies are included in the policy framework proposed by the DPA.</p> <p>The EIS Response Document<sup>7</sup> for the Desalination Plant considered risks associated regarding potential chlorine leakage from the Plant and confirmed that the risk of an explosion was discounted as chlorine is a non-explosive gas. It also confirmed that the risk of a chlorine leak causing a fatality beyond the site was minimal and acceptable when appropriate mitigation measures are in place, such as appropriate enclosed areas with extraction fans and scrubber units.</p> <p>SA Water has also advised that the necessary controls are in place in order to safely manage the storage of chlorine and other chemicals on the site.</p>
Scrap metal recycling and reclamation at 9 Chrysler Road, Lonsdale	Receives and processing up to 5000 tonnes of waste metals annually	300 metres	225 metres	<p>Despite portion of the area affected being located within the recommended evaluation distance, this activity is potentially buffered by the U-Pull-It auto wreckers facility immediately across Sigma Road. The noise assessment discussed in section 3.4 has also considered noise impacts, including from the adjacent U-Pull-It facility and recommended mitigation strategies to address any potential impacts. These strategies are included in the policy framework proposed by the DPA.</p> <p>The <i>Noise and Air Emissions Overlay</i> from the SAPPL is proposed to extend across the area affected to ensure that potential noise impacts can be addressed in the design and orientation of new dwellings, particularly upper building storeys.</p>
Waste recycling and composting depot at Liston Road, Lonsdale	Receives waste as a recycling depot up to 50,000 tonnes per annum and composting	1000 metres	900 metres	<p>While portion of the area affected generally located east of Freebairn Drive is within the recommended evaluation distance, it is noted that residential areas north of the Field River at Hallett Cove as well as at Reynella to the south-east are located significantly closer to this facility.</p> <p>Notwithstanding this, the <i>Noise and Air Emissions Overlay</i> from the SAPPL is proposed to apply to the area affected given its location adjacent the Adelaide-Seaford rail corridor. This will also allow any air quality impacts from recycling activities to be considered in the design and orientation of new dwellings.</p>

<sup>7</sup> Proposed Adelaide Desalination Plant – Environmental Impact Statement Response Document (January 2009), Government of South Australia

**Lonsdale Residential DPA  
by the Minister  
Analysis**

Facility/Use	Licensed activity	EPA Recommended Evaluation Distance	Distance of area affected to activity (approximate)	Comments/ DPA Response
Small-scale e-waste recycler at 13 Christie Road, Lonsdale	Minor disassembly of televisions and computers and temporary storage of e-waste on site ready for transportation	300 metres	350 metres	Given that the area affected is located greater than the recommended evaluation distance to this facility, no interface issues are foreseen in relation to development of the area affected for residential uses.
Composting facility at Liston Road, Lonsdale	Receives green waste for composting	1000 metres	1000+ metres	Again, given that the area affected is located greater than the recommended evaluation distance to this facility, no interface issues are foreseen in relation to development of the area affected for residential uses.
Reynella Quarry	Extractive industry involving blasting and quarrying	Individual assessment	1100+ metres	<p>The quarry is identified as a strategic mineral resource in <i>The 30-Year Plan for Greater Adelaide</i> and should be protected. Blasting and quarrying activities still occur in response to market demand.</p> <p>The evaluation distances guidelines do not recommend a specific distance to extractive industries, but instead recommend that an individual assessment be undertaken for each site.</p> <p>In this regard, the quarry is located significantly closer to residential areas across the Field River in Hallett Cove and Sheidow Park to the north as well as at Reynella – with the area affected being located over 1 kilometre away from the quarry. Consequently, development of the area affected is considered unlikely to impact on the quarry's operations.</p> <p>It is also understood that the quarry is proposing to implement further screening and rehabilitation of older workings at the site.</p>
Closed landfill facility at Meyer Road, Lonsdale	Closed landfill and crushing plant	300 metres	100+ metres from licensed area, but generally 300+ metres from predominate landfill, crushing and resource recovery activities.	<p>Primary access to the landfill site is via Meyer Road, minimising potential impacts from heavy vehicle movements to and from the site on sensitive development in the area affected. The EPA has also determined that the risk of landfill gas having an off-site impact from this activity is low.</p> <p>While the area affected is located just over 100 metres from the licensed area for this facility at its closest point (and therefore within the recommended evaluation distances guideline), the northern extent of the licensed area is generally vegetated, with predominant landfill and resource recovery operations set further behind and generally away from Meyer Road.</p> <p>The area affected is also located approximately 450 metres from existing stockpiles that may be a potential source of air quality impacts (typically odour and dust) for future residents. These stockpiles are currently subject to a retrospective development application being considered by Onkaparinga Council</p>

Facility/Use	Licensed activity	EPA Recommended Evaluation Distance	Distance of area affected to activity (approximate)	Comments/ DPA Response
SA Power Networks Temporary Power Generators at corner Christie/Chrysler roads, Lonsdale	Hybrid diesel-gas power generators	Individual assessment	500+ metres	<p>and the EPA following dust complaints from existing residential areas at Hallett Cove, which are also located within the recommended evaluation distance to the licensed area. Additional dust suppression measures are also currently being implemented in response to this.</p> <p>There is also potential for additional stockpiling at the site to be located closer to the area affected and existing residential areas as part of this current development application. Regardless, assessment of this application will need to ensure that appropriate mitigation is in place to manage any off-site impacts (in particular dust), including to existing residential development adjacent the area affected at Hallett Cove.</p> <p>The status of this application and air quality monitoring currently being conducted by the EPA is discussed separately below and may require further consideration in later phases of the DPA process.</p> <p>Until such time as the outcomes of this assessment and monitoring is known or further information and data is available, application of the <i>Noise and Air Emissions Overlay</i> from the SAPPL to the area affected should ensure that development is appropriately designed to mitigate potential air or noise impacts from landfill and resource recovery activities from this facility.</p> <p>Recommended acoustic and buffering treatments in section 3.4 of the DPA may also assist in mitigating potential air quality impacts on sensitive development in the area affected.</p> <p>According to the EPA, these power generators are expected to operate intermittently for short periods, most likely between 4pm and 8pm during period of extreme hot weather and maintenance activities. While subject to individual assessment and noting their intermittent use, the EPA has recommended that an evaluation distance of between 1000-1500 metres may be appropriate.</p> <p>While a noise report commissioned by SA Power Networks identified that noise from the generators could be an issue for existing residential areas at Hallett Cove (located adjacent the area affected) and therefore sensitive residential development in the area affected, Sonus has confirmed that with the acoustic treatment measures (per section 3.4 of the DPA), noise levels in the area affected will be less than the noise levels at existing residences and the temporary generators will achieve the relevant noise criteria in expected operating scenarios.</p> <p>The <i>Noise and Air Emissions Overlay</i> from the SAPPL is also proposed to extend across the area affected that may be impacted by noise from adjacent activities.</p>

In addition to the above EPA licensed activities, the RSPCA's Lonsdale Animal Shelter is also located approximately 150 metres to the south of the area affected at Meyer Road and includes dog kennels. The EPA's evaluation distance guidelines recommend a distance of 500 metres from dog kennels to sensitive land uses, including residential development given potential noise problems resulting from keeping large numbers and a range of dog breeds as well as the stress sometimes experienced by the dogs in unfamiliar conditions.

Potential noise associated with the shelter has been considered further by Sonus. This assessment has confirmed that with the acoustic treatments proposed in section 3.4 of the DPA, the noise from kennelling activities and dogs barking at the facility will achieve the relevant noise criteria at all times of the day and night.

### **Cumulative noise and air impacts**

The EPA's Position Paper specifically identifies that consideration be given to the cumulative impacts of both noise sources and air pollutants in the region when identifying key development areas. This includes from both licenced activities and those where a licence is not required to operate but may still generate impacts.

It is noted, however, that with the exception of the RSPCA's Lonsdale Shelter and a number of automotive wrecking facilities, the majority of industrial and employment activities within close proximity to the area affected are in fact licensed activities as discussed in **Table 6** above. Consequently, no additional activities have been identified that may give rise to further, or are likely to further compound, noise or air impacts on the area affected.

### **Noise**

Outcomes of the noise assessment undertaken by Sonus has confirmed that noise from immediately adjacent activities (including automotive wrecking and the Desalination Plant), the RSPCA facility and the SA Power Networks temporary generators will meet the relevant noise criteria during all expected operating scenarios and can be appropriately mitigated through recommended acoustic treatments in section 3.4 of the DPA. More specifically, further assessment by Sonus has identified that:

- Based on noise modelling undertaken as part of the EIS for the Desalination Plant, noise from the Plant would need to be reduced by 2 dB(A) for any future dwellings within 70 metres of the of southern boundary of the area affected, which would easily be achieved at ground level by the recommended 4 metre high acoustic barrier. Recommended acoustic treatments to upper building levels within this distance will also result in indoor criteria being achieved
- With regard to the SA Power Networks temporary generators, the difference between the noise at existing Hallett Cove residences north of the area affected and the noise within the area affected prior to installation of any barriers is 3 dB(A) according to predictions from recent testing<sup>8</sup>. Where the line of sight is blocked by the recommended acoustic barrier, the noise reduction achieved at future dwellings close to the barrier will be at least 5 dB(A). Although the performance of the barrier would reduce for future dwellings setback further from the barrier, this noise level is still a conservative estimate when combined with the barrier effect of dwellings located within this setback area (i.e. dwellings located in between these further setback dwellings and the barrier)
- Noise predictions from the adjacent auto wrecking site (U-Pull-It) were based on the noise sources and receivers located close to Sigma Road – and the proposed barrier is expected to perform well. Again, as the distance of the noise sources or receivers (future dwellings) from Sigma Road increases, the performance of the acoustic barrier will be reduced. However, the effect of the increase in distance is expected to be greater than the reduction of the barrier performance
- Predicted noise levels relating to the RSPCA animal shelter have been based on the worst case location within the area affected, taking into account the recommended acoustic barrier at various distances – and are predicted to be 5 dB(A) below the requirements of the *Environment Protection (Noise) Policy 2007*.

---

<sup>8</sup> SA Power Networks Temporary Generator Project - Noise Emission Testing Results, Vipac Engineers & Scientists, 1 Development 2017

## **Air quality**

With regard to air quality, the area affected is located within the recommended evaluation distance of three EPA licensed activities in **Table 6** above that could give rise to potential air emission impacts. These include the Desalination Plant as a result of chemical storage and potential risk of chlorine gas leak, and waste/recycling and landfill activities that could result in dust or odour impacts or release of landfill gas.

As noted in **Table 6**, however, the risk of air impacts from a chlorine leak at the Desalination Plant was determined to be minimal and acceptable as part of the EIS assuming that appropriate mitigation measures are in place - and SA Water has advised that the necessary controls are in place in order to safely manage the storage of chlorine and other chemicals on the site. It is also understood that no blending or mixing of chemicals is licensed to occur at the Plant that could give rise to other air quality impacts.

Further, while the area affected is within the 1000 metre evaluation distance recommended by the EPA in relation to waste recycling/composting activities on Liston Road at Lonsdale, it is still located some 900 metres from this activity and a significantly greater distance than a number of other residential areas north of the Field River at Hallett Cove and at Reynella.

With regard to the closed landfill operated by ResourceCo at Meyer Road to the south, it has been determined that the risk of landfill gas having an off-site impact from this activity is low. The EPA has, however, received dust complaints from existing residents living north of the area affected at Hallett Cove, although it has not been ascertained whether the dust is exclusively from operations on this site or other potential sources (e.g. other industrial activities both licensed and unlicensed, nearby open space, maintenance activities along roadside verges, etc.). Regardless of the source, it is understood that further dust control measures are now in place at this facility to manage any potential off-site impacts in accordance with the *Environment Protection Act 1993* and licence requirements.

Notwithstanding this, ResourceCo has lodged a development application with the Onkaparinga Council seeking authorisation for the ongoing use of the land, post closure and capping of the landfill, as a resource recovery facility for stockpiling, reuse and resale of waste derived landfill (i.e. 'clean fill'). This includes seeking retrospective approval for stockpiling of waste fill from road construction projects at the site, which are currently located approximately 450 metres from the area affected by this DPA, and utilising additional land closer to Meyer Road and the area affected for this purpose. This land is understood to have been historically set aside as a buffer and identified as a 'no fill area' and/or 'clean fill only' area<sup>9</sup>, but nevertheless could result in stockpiles being located closer to the area affected and existing residential areas at Hallett Cove, and generally within the EPA's evaluation distances guideline.

At the time of preparing this DPA for consultation, ResourceCo's application was still under assessment by the EPA and Onkaparinga Council, and notification (as a Category 2 form of development) had not yet occurred to abutting land owners. This includes consideration of any potential for air quality impacts based on modelling and assessment undertaken as part of the application.

In addition, the EPA has also recently commenced air quality monitoring in the locality, primarily to determine levels and sources of dust based on recent complaints from residents in the vicinity. The outcomes of this modelling will not, however, be known for a further 12 months (possibly by July 2020), which is beyond the timing for consultation on this DPA, as well as the impending transition of planning policies to the Planning and Design Code for Greater Adelaide.

Outcomes from the EPA's modelling and any subsequent development and/or licencing approvals granted for ResourceCo's current application to expand its resource recovery operations may therefore need to be considered further following consultation of the DPA. Regardless, any future development and licencing approvals will need to ensure that dust or other air quality impacts are appropriately managed to mitigate any further off-site impacts, including impacts on existing residential areas located within similar proximity to the site as the area affected. In an effort to mitigate impacts, the EPA has recommended the application of the *Noise and Air Emissions Overlay* from SAPPL to apply to the entirety of the site.

---

<sup>9</sup> Source: Fact Sheet, ResourceCo site at Meyer Road, Lonsdale, City of Onkaparinga (4 February 2019)

#### **4.5.2 Transport corridors**

The eastern portion of the area affected backs onto the Seaford rail line, which is also licensed for railway operations by the EPA. Lonsdale Road, which is a Type B road (i.e. major traffic / freight route), is also located some 300 metres from the area affected to the east. The 30-Year Plan seeks to ensure that new housing permitted in locations near major transport routes (road, rail and tram) mitigates the impact of both noise and air emissions.

The *Noise and Air Emissions Overlay* from SAPPL can be applied to these locations to ensure that new development includes appropriate design measures to mitigate any impacts. Given that the area affected is located over 300 metres from Lonsdale Road, however, potential noise impacts from the road are not considered to warrant application of the *Noise and Air Emission Overlay* (i.e. application of the Overlay would only generally apply to areas within 130 metres of this road).

With regard to the Adelaide-Seaford railway line, however, the boundary of the area affected is located some 50 metres from the rail line itself, with the rail line set down significantly lower within a cutting. Existing residential development immediately north of the area affected is also located a similar distance from the rail line, while residential development located even further north is located much closer to the rail line itself. Notably, the *Noise and Air Emissions Overlay* from SAPPL did not apply at the time these existing areas were zoned to support residential development.

Since its electrification, noise and air impacts from trains operating on the Adelaide-Seaford rail line has been significantly reduced, but can still occur as a result of braking, wheel noise etc. There are no signalised rail crossings in close proximity to the area affected which can also be a source of noise for residents. The nearest station is also located some 1.7 kilometres to the north at Hallett Cove Beach.

Notwithstanding this and while the *Noise and Air Emissions Overlay* does not apply to residential development north of the area affected, the Overlay would be required to apply (at a minimum) over portion of the area affected adjacent the rail corridor (predominantly land on the eastern side of Freebairn Drive) to ensure that new dwellings are designed to mitigate against any potential noise and air impacts based on current best practice.

#### **Implications for this DPA**

Given that parts of the affected area are adjacent to a number of potential sources of both noise and air emissions and based on the mitigation measures proposed in the noise assessment discussed in section 3.4, the DPA proposes to apply the *Noise and Air Emissions Overlay* over the entirety of the affected area in both Development Plans. This will ensure that the siting and design of new buildings considers potential noise and air emission impacts depending on the separation distances from buildings to the source.

Policies are also proposed in the proposed Lonsdale Policy Area in both Development Plans to require mitigation measures recommended in the noise assessment to be considered as part of the land division phase and assessment of individual dwellings.

General provisions are also included in both Development Plans under '*Interface between Land Uses*' and '*Residential Development – Noise*' to further guide the siting, design and location of more sensitive residential development to minimise impacts from potential noise and air emissions. Inversely, General provisions are also included in both Plans under '*Industrial Development*' to ensure that new industrial activities in the locality are also designed and sited to minimise adverse effects on the health and amenity of occupiers of future residential land in the area affected.

#### **4.6 Heritage**

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

#### 4.6.1 Indigenous

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

While there are no registered Aboriginal sites or objects identified within privately-owned land in the area affected, sites or objects have been identified within the adjacent coastal reserve. AAR has also advised that given archaeological evidence in the locality and proximity of the area affected to the ocean and nearby waterways, the area affected could contain significant undiscovered archaeological and anthropological sites. The privately-owned land has, however, been significantly modified due to past farming activities and construction of earth mounds to support its more recent use as a visual and auditory buffer between existing industrial and residential areas.

Notwithstanding the advice received or assumptions about the potential location of Aboriginal sites and objects, procedures under the *Aboriginal Heritage Act 1988* for the discovery of, and search for, Aboriginal sites, objects and remains, have an overriding effect. Importantly, pursuant to section 20 of the *Aboriginal Heritage Act 1988*, if an Aboriginal site, object or remain is uncovered on private land, the relevant Minister must be contacted. Section 23 of the *Aboriginal Heritage Act 1988* also 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.

#### 4.6.2 Non Indigenous

Places of State and local heritage value are listed in tables found in each Development Plan. A review of each Development Plan found that no State or local heritage places exists within or adjacent the area affected.

##### Implications for this DPA

Protection and discovery of Aboriginal sites or objects is covered by the blanket protection provided by the *Aboriginal Heritage Act 1988*, and the Development Plan does not contain information about the location of objects and sites of Aboriginal heritage significance.

While there are no State or local heritage places within or adjacent the area affected, the Development Plans contain up-to-date heritage planning policies under the General 'Heritage Places' and 'Design and Appearance' provisions which provide guidance for the assessment of proposals affecting or proposed near a State or local heritage place. A referral process also exists under Schedule 8 of the *Development Regulations 2008* to the Minister administering the *Heritage Places Act 1993* in relation to State Heritage Places.

Consequently, no additional policy is required.

#### 4.7 Public Transport

While the Adelaide-Seaford rail line runs in close proximity to the east of the area affected, the nearest train station is Hallett Cove Beach, some 1.7 kilometres away to the north-east and at least a 20 minute walk.

A bus stop (stop 65) is located on Freebairn Drive, approximately 25 metres north-east of Burlington Road, which services Route 683. Route 683 is a loop service that connects the residential developments west of the train line, including within the adjacent Burlington Estate, to/from the Hallett Cove Beach train station. It also connects with other bus services linking to the Hallett Cove Centre interchange, Marion Regional Centre and Flinders University, although services operate at relatively low frequencies.

Further, the Hallett Cove Beach train station also includes upgraded park and ride facilities (some 188 spaces) for rail commuters to encourage use of rail as the main component of their daily commute. Park and ride facilities (almost 100 spaces) are also available at Hallett Cove train station further north.

Route 683 is also currently within a 'Roam Zone' meaning that from 7pm until the last service daily, bus services from the Hallett Beach train station will travel via their regular route and drop bus users either at or as close as possible to their door, enhancing the overall safety of these services.

#### **Implications for this DPA**

Despite being adjacent the Adelaide-Seaford rail line, the area affected is not within close walking distance to high frequency public transport stops or higher order activity centres, and is therefore not well suited to support higher density residential development in line with the directions of the-30 Year Plan.

The 30-Year Plan does, however, seek to increase the proportion of low-rise, medium density apartments and attached dwellings in established areas to support carbon efficient living.

The DPA therefore seeks to encourage development of a range of housing types for proposed residential land in the area affected, including more compact housing forms in appropriate locations, to take advantage of the area's location adjacent established urban areas and to encourage more carbon efficient living, while reducing pressure on the urban fringe.

Increased residential population in the local area will also allow authorities to consider enhancement of bus services in the Hallett Cove area in response to demand.

## **4.8 Pedestrian and Cycle Links**

### **4.8.1 Pedestrian facilities**

The area affected is located with ready access to the Marion Coastal Walking Trail, which extends some 7.2 kilometres from the adjacent Hallett Headland Reserve to Marino in the north. Walking paths are also provided along parts of the Field River, linking Cormorant Drive Reserve to the Coastal Walking Trail. However, large areas of the Field River upstream of Lonsdale Highway are not open for public access.

The Kauri Interpretive Walking Trail is also located south of the area affected and runs alongside the Desalination Plant. The trail includes wetlands, look-outs and views across Gulf St Vincent.

Designated footpaths are also provided either side of Freebairn Drive and either side of Burlington Road at its northern end, enhancing pedestrian movement to location destinations to the north, including Chatswood Court Reserve. Preliminary design concepts prepared for future residential development in the area affected as shown in section 3.1 above also identify opportunities to extend the existing footpath on the western side of Burlington Road down to Freebairn Drive to further enhance pedestrian movement. Further, the concepts identify opportunities to develop a wider pedestrian network within the area affected, linking not only to key destinations to the north but also to the adjacent coastal reserve and trails to the west, including within the Hallett Headland Reserve.

### **4.8.2 Cycle links**

Given the general topography of Hallett Cove and subsequent street arrangements, there are limited designated on and off-road bicycle paths within the locality, making the area less conducive to cycling. In terms of higher order streets, designated bicycle lanes are provided on either side of The Cove Road south-east of the Adelaide-Seaford railway line and north of the area affected. Lonsdale Road to the east also has a wide shoulder to enable cycling, but no designated bike lanes.

Notwithstanding this, bicycle access is readily provided to key destinations to the north such as Hallett Cove Beach and train station and the Hallett Cove District Centre via a series of local streets.

The Coast to Vines rail trail shared use pathway is also accessible from the Hallett Cove Station some 4.2 kilometres to the north of the area affected, which follows the route of the original rail corridor from Marino in the Marion Council to the wine regions of McLaren Vale and Willunga in the Onkaparinga Council.

Opportunities may also arise in the future for a new shared pathway to be developed south of the area affected through the former Port Stanvac Oil Refinery land (i.e. adjacent the Desalination Plant) to O'Sullivan's Beach

to connect with the existing Coast Park shared pathway in the Onkaparinga Council as part of the Coast Park initiative and implementation of Onkaparinga Council's Foreshore Access Plan.

#### Implications for this DPA

Development of portion of the area affected for residential development and generally in line with the preliminary design concepts would provide opportunities to enhance pedestrian movement throughout the local area and local connections to coastal walking paths for the benefit of residents and the wider community. It also presents an opportunity to enhance the existing walking trails within the adjacent coastal reserve, including interpretive elements, shelters and seating to add interest for visitors.

Both Development Plans contain General provisions under '*Transportation and Access – Cycling and Walking*' to encourage development of permeable streets and pathways in new development areas to encourage walking and cycling. Therefore, no change to policy is required.

Commentary is, however, proposed in the Desired Character statement for the proposed new Lonsdale Policy Area to encourage linkages between new public open space areas in the area affected to the coastal reserve.

### 4.9 Airport Height Constraints

Both Development Plans contains development constraints mapping that identify areas where buildings of a prescribed height require referral to the Federal Department of Infrastructure, Regional Development and Cities under the *Airports Act 1996* and *Airports (Protection of Airspace) Regulations 1996* to ensure aviation safety at Adelaide Airport.

Within the Onkaparinga Council Development Plan, airport building height referrals are generally limited to areas north of Kenihans Road and Chandlers Hill Road in the hills and foothills areas of Happy Valley, Aberfoyle Park, Flagstaff Hill, O'Halloran Hill, Darlington, Coromandel Valley and Coromandel East.

While the northern parts of Hallett Cove (generally north of Grand Central Avenue) in the Marion Council area are affected by Adelaide Airport building height referrals, these do not apply to the area affected.

#### Implications for this DPA

The area affected is not affected by Adelaide airport building height constraints.

Consequently, no referrals will be required to the Federal Department of Infrastructure, Regional Development and Cities for development within the area affected.

### 4.10 Environment and Sustainability

#### 4.10.1 Energy and water

In response to climate change, the 30-Year Plan promotes energy efficient development to reduce energy costs and Adelaide's carbon footprint. Energy and water efficiency should be considered at both the neighbourhood/subdivision level and individual building level.

Preliminary design concepts for residential development in the area affected generally show opportunities to maximise orientation of allotments to enhance solar access, with the exception of lots adjacent the coast that are likely to be oriented to capture sea views to the west. General land division policies in **both** Development Plans promote appropriate orientation of allotments in new land divisions to maximise solar efficiency.

Stormwater investigations for the area affected and discussed in section 3.5 above have also identified opportunities to encourage water sensitive design at the neighbourhood and individual building level, although final design will need to be determined as part of any future land division and development proposals and based on discussions with both Councils.

Further, all new residential development in the area affected will need to be designed and constructed in accordance with contemporary energy and water standards prescribed in the Building Code of Australia.

#### **4.10.2 Coastal areas and biodiversity**

As discussed in section 4.2.5 above, the coastal reserve to the west of privately-owned land in the area affected forms part of the Hallett Headland Reserve, which is managed by Marion Council and considered significant in terms of both flora and fauna. Consequently, the reserve is proposed to be included in the Coastal Conservation Zone as part of this DPA.

##### ***Coastal cliffs***

The coastal clifftop is located to the west of the area affected in the Coastal Conservation Zone and represents a potential hazard to development. Indeed in 1996, landslip occurred further north of the area affected at Hallett Cove, requiring affected properties to be purchased, demolished and made safe. The Development Plan also now requires that land identified as being at risk from landslip should not be developed.

The *Metropolitan Adelaide Northern Coastal Action Plan (2009)* (Action Plan) considered potential climate change threats to the coastal reserve and confirmed that sea level rise scenarios (even at a rise of 0.5 metres by 2070) are unlikely to cause widespread change to these stable cliffs, although shore platforms will become narrow to absent. The Action Plan also identified that shrubs and grasses of the coastal slopes and cliffs are not threatened by sea level rise or increasing aridity. Notwithstanding this, a Coastal Management Study undertaken in 2012 for Marion Council identified that by 2100, it is likely that the wave cut platform below the cliff in this location will be inundated more frequently, allowing wave action directly against the base of the cliffs – and recommended that routine monitoring of the cliff condition and stability (in particular the discharge of stormwater) should be undertaken.

The Action Plan also identified that infrequent but larger peak flows will increase cliff face and cliff top gulying and therefore further development of the local stormwater system should avoid increasing run-off to the cliffs. Stormwater investigations undertaken to inform the Infrastructure Report for land in the area affected (see section 3.5) have proposed that stormwater generated by future development can be controlled by proposed and existing detention basins, minimising any potential impacts on the cliffs and sensitive coastal and marine environment. These investigations have also identified that stormwater pollutant targets established by the EPA could be achieved by treating stormwater runoff from roof areas via a 1 kilolitre rainwater tank per lot in combination with these detention basins.

Notwithstanding the above, the Department for Environment and Water (DEW) has recommended that a 100 metre buffer be included between future development and the coastal clifftop, plus an additional exclusion area based on the anticipated rate of erosion over the next 100 years. Both Development Plans also contain policy provisions to encourage the provision of erosion buffers to coastal development.

While portion of the area affected located in the Onkaparinga Council is setback a greater distance to the clifftop, the north-western portion of privately-owned land in Marion Council is located within the recommended buffer distance. Residential development north of the area affected in Balboa Drive is also located within the buffer.

##### ***Preliminary slope stability assessment***

Further to the geotechnical investigations discussed in section 3.2, a preliminary geotechnical assessment of the stability of the slopes within the 100 metre buffer area (as recommended by DEW) was therefore undertaken to confirm any land stability or landslip issues. This assessment generally identified the following:

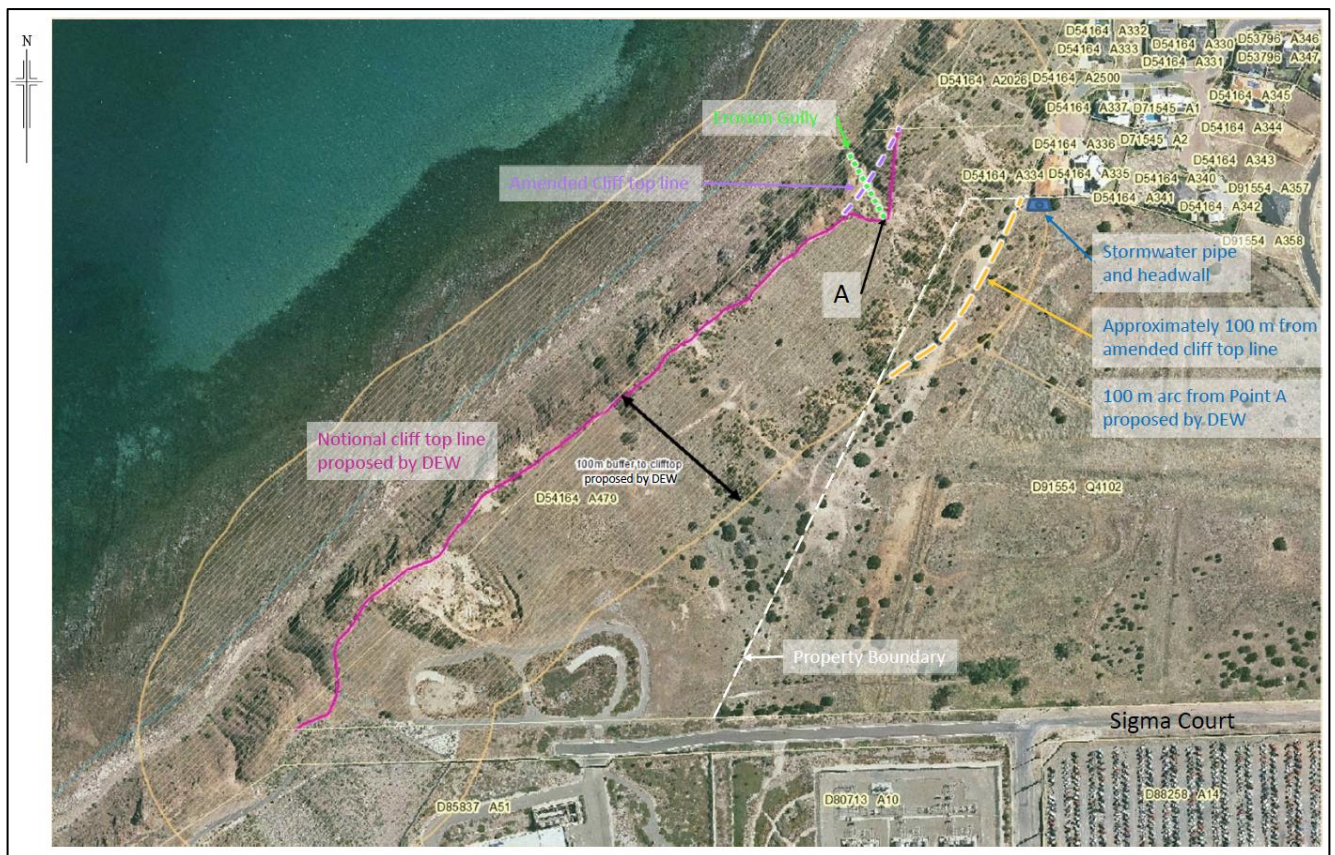
- There is no evidence of any large scale instability in the coastal cliffs
- The bedrock geology within the coastal reserve is considered to be markedly different to that encountered at the landslide which occurred further north at Hallett Cove in 1996
- Erosion by wave action at the base of the cliffs currently appears to be minor given extensive vegetation that exists near the base adjacent to the wave cut platform – and retreat of the bedrock exposed in the cliffs due to coastal processes is therefore expected to be minor over the next 50-100 years.

In addition to the above, the assessment also identified that the clifftop line suggested by DEW does not necessarily reflect the crest of the coastal cliff at all locations and has therefore recommended an adjusted buffer in line with the amended alignment of the clifftop. This is generally shown in **Figure 6** below.

While the assessment also suggested that the width of the coastal erosion buffer could be reduced based on the above findings, DEW has requested that a minimum of 100 metres be maintained from the adjusted coastal cliff top alignment and any future development.

The preliminary design concepts in section 3.1 show potential to create a green edge and 'outlook' park along the western boundary of ADC's land, which would primarily be included within the adjusted buffer area, allowing residential allotments to be setback further from the coastal reserve and cliff top area. The preliminary slope stability assessment has, however, confirmed that the design of footings for any buildings located near the western boundary of ADC's land would need to consider the impact of the batter slope which extends down the coastal path. More detailed slope stability analysis has also been recommended as part of the detailed design of any future development along the western boundary to more reliably assess the appropriate location of future buildings.

**Figure 6 – Amended cliff top line and proposed extent of 100 metre coastal erosion buffer**



Source: Preliminary geotechnical assessment, WGA consultants, April 2019

### Native vegetation

Due to previous farming activities in the area affected, the privately-owned land is predominantly cleared of vegetation – although some scattered vegetation exists across the site, predominantly adjacent Sigma and Burlington roads and the western site boundary adjacent the Hallett Headland Reserve in Marion Council.

As identified above, past surveys of the Hallett Headland Reserve have identified that over 30 native plants species exist within the wider reserve that are considered to be of conservation significance in the Mount Lofty Ranges – and the reserve is therefore considered of high conservation value. Proposed rezoning of the portion of the reserve within the area affected to Coastal Conservation Zone as part of this DPA will ensure its ongoing conservation.

Clearance of native vegetation in certain areas is controlled by the *Native Vegetation Act 1991*. While the *Native Vegetation Act 1991* applies to that portion of the area affected located within the Onkaparinga Council [pursuant to section 4(2)(2a)] as well as to coastal areas west of the area affected, it does not apply to the portion of the area affected in the Marion Council.

**Lonsdale Residential DPA  
by the Minister  
Analysis**

A vegetation assessment was undertaken for privately-owned land in the area affected to determine the existence of species or habitats for species of conservation significance and potential approvals required for any future clearance to support residential development of the land. This assessment has generally confirmed that:

- The land comprises almost entirely introduced species, mainly grasses and herbs with some larger shrubs
- Notwithstanding the presence of very occasional individuals of two native species, the existing vegetation on the land cannot be described as a native vegetation association. Consequently, no approvals are required under the *Native Vegetation Act 1991* for any future clearance
- No vegetation listed as rare, vulnerable or endangered at a National, State or Regional level and protected under the *National Parks and Wildlife Act 1972* or *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was recorded on the land.

In addition to the above, the assessment also identified that the land provides limited / poor habitats for fauna or any threatened species that may be present nearby, including any species protected under the EPBC Act.

Development of private land in the area affected also provides an opportunity to enhance landscape planting and biodiversity, particularly through providing green links to the adjacent coastal reserve. The tree survey has also recommended that any future landscaping should use coastal tolerant plants and local native species where practical.

**Significant and Regulated trees**

The tree survey undertaken for privately-owned land in the area affected has identified that seven River Red Gums currently exist on the land, two (2) of which are Significant Trees<sup>10</sup> and five (5) being Regulated Trees<sup>11</sup> as defined by the *Development Regulations 2008*. These trees are not native to the area and were understood to have been planted along an internal road/driveway providing access to a former dwelling on the land sometime between 1959 and 1969.

The survey has, however, identified that the growth and condition of these trees has been affected by their location, with exposure to coastal winds resulting in many of these trees demonstrating a tendency to grow to the east and varying amounts of dieback in the canopy. More specifically:

- Two trees have been identified as being in poor condition with a limited lifespan – and are therefore recommended for removal
- The other five trees (with the exception of one) have noticeable dieback and are considered to be in a poor to fair condition with limited amenity value.

In addition to the above, the survey has also identified that many of the smaller River Red Gums within the stand are in poor condition and are therefore also recommended for removal.

**4.10.3 Flooding**

The Marion Council has undertaken flood mapping for areas west of the Sturt River as part of the endorsed Glenelg to Marino Catchment Flood Inundation Stormwater Management Plan as well as for the Hallett Cove Creeks catchments that considered a significant portion of Marion Council's southern residential area located south of Marino and west of Lonsdale Road. This mapping was introduced into the Marion Council Development Plan under Part 1 of the proposed *Housing Diversity DPA*, however, does not extend to the portion of the area affected in the Marion Council under this DPA.

---

<sup>10</sup> A Significant Tree generally includes trees with a trunk circumference of 3 metres or more measured at a point 1 metre above natural ground level (in the case of trees with multiple trunks, it is those with trunks with a total circumference of 3 metres or more and an average circumference of 625mm or more measured at a point 1 metre above natural ground level).

<sup>11</sup> A Regulated Tree generally includes trees with a trunk circumference of 2 metres or more measured at a point 1 metre above natural ground level (in the case of trees with multiple trunks, it is those with trunks with a total circumference of 2 metres or more and an average circumference of 625mm or more measured at a point 1 metre above natural ground level. Some trees are, however, exempt from regulated tree controls either through their location or species).

Similarly, while the Onkaparinga Council has also undertaken flood mapping for sections of the nearby Field River and Christie Creek catchments, no flood mapping has been undertaken for portion of the area affected in the Onkaparinga Council or surrounding areas at Lonsdale.

Notwithstanding this, both Development Plans contain a number of General provisions to minimise the risk to development from flooding and prevent development in areas subject to flooding risk where there is a risk to safety or property damage. The Development Plans also contain policy provisions to encourage water sensitive design in the design of new developments to manage and utilise stormwater for environmental gains while reducing flooding risk.

Stormwater investigations discussed in section 3.5 have also confirmed that stormwater from future residential development in the area affected can be managed to pre-development flows, therefore minimising flood risk.

#### **Implications for this DPA**

New residential development in the area affected would need to be designed and constructed in accordance with contemporary energy and water standards. Both Development Plans contain General provisions predominantly under *'Energy Efficiency'*, *'Residential Development'* and *'Land Division'* to encourage energy efficient building design and orientation of residential allotments to maximise solar access. General policy provisions are also contained in both Development Plans under *'Design and Appearance - Overshadowing'* to ensure that development does not result in unreasonable overshadowing that would impact on solar access, including to roof-mounted solar photovoltaic cells.

With regard to the provision of an erosion buffer to the coastal cliff top, policies are included in both Development Plans under *'Coastal Areas – Erosion Buffers'* to ensure that development is setback a sufficient distance from the coast and that appropriate coastal protection measures are in place. Policies are also included under *'Coastal Areas – Environment Protection'* to ensure that stormwater runoff from development is managed to minimise impacts on coastal areas.

To ensure that development does not occur within the 100 metre coastal erosion buffer recommended by DEW and ensure that this area is conserved, the DPA proposes to include all land in the area affected that is located within the adjusted buffer within the wider Coastal Conservation Zone, regardless of ownership. Commentary is also proposed in the Desired Character statement for the proposed new Lonsdale Policy Area in the Marion Council Development Plan to ensure that footing design for new buildings located adjacent the coastal reserve appropriately considers the batter slope that extends down to the coastal pathway in this location.

Significant and Regulated Trees are governed by the *Development Act 1993* and its Regulations and require development approval prior to their removal. Both Development Plans also contain a number of General policies under *'Significant Trees'* and *'Regulated Trees'* to guide the assessment of proposals for the removal of Significant or Regulated trees.

While flood mapping has not been prepared for the area affected, both Development Plans contain a number of General provisions predominantly under *'Hazards – Flooding'*, *'Coastal Areas'*, *'Hazards - Flooding'*, *'Land Division'* and *'Natural Resources'* to minimise the risk to development from flooding and encourage water sensitive design in the design of new developments to manage and utilise stormwater for environmental gains while reducing flooding risk. The DPA also proposes additional policies in the proposed new Lonsdale Policy Area to encourage integration of water sensitive design throughout the policy area.

## **4.11 Social Infrastructure**

### **4.11.1 Education**

Given the location of the area affected within an established urban area, there are already a number of schools, education establishments and kindergartens within proximity of the affected area. These include:

- At least 8 childcare and early learning centres within the nearby Hallett Cove and Sheidow Park area
- 5 kindergartens within 5-6 kilometres
- 4 public primary schools within 5-6 kilometres

**Lonsdale Residential DPA  
by the Minister  
Analysis**

- 4 private primary schools within 5 kilometres
- 4 public secondary schools within 8 kilometres.

In addition to the above, the Noarlunga TAFE campus is located approximately 7 kilometres away. Flinders University is also located some 15.6 kilometres, with bus services operating in Freebairn Drive currently connecting with other bus services linking to the University.

#### **4.11.2 Health Services**

The area affected is also located within close proximity to a number of health services within and around the Hallett Cove activity centre, including general practitioners, sports/physio/chiropractic, optical and dental.

The Noarlunga GP Plus Super Clinic is also located some 7.4 kilometres from the area affected within Noarlunga Centre, while Flinders Medical Centre is approximately 15.6 kilometres from the area affected.

#### **4.11.3 Recreation and Community Facilities**

There are a number of open space facilities and reserves within Hallett Cove and in proximity to the area affected, which provide for both active and passive recreation and organised and informal active pursuits.

This includes a number of local reserves within the existing residential areas to the north and notable coastal recreation spaces forming part of Adelaide's Metropolitan Open Space System (MOSS) such as Heron Way Reserve, Hallett Headland Reserve, Cormorant Drive Reserve extending along the Field River, as well as Hallett Cove Beach and boardwalks (forming part of the Marion to Hallett Cove walking trail) and the State-significant Hallett Cove Conservation Park.

Oval facilities are also provided at Hallett Cove South Primary School to the north, which are available for community use after hours. Hallett Cove R-12 School also has its own oval and court facilities for a range of sporting activities. The Hallett Cove Skate Park is also located further to the north.

In terms of organised sports, the Cove Sports and Community Club is also located to the north-east of the site across Lonsdale Road and is home to a number of sporting clubs, including soccer, football, netball, cricket and BMX. The Hallett Cove Tennis Club is also located adjacent the Hallett Cove Beach train station and Hallett Cove South Primary School to the north.

The recently constructed Cove Civic Centre is also located within the nearby Hallett Cove District Centre and includes council library facilities, a business hub and community spaces available for hire.

Preliminary design concepts identify potential to develop additional local parks within the area affected linking with the coastal reserve and network of local parks to the north, including providing pedestrian connections to nearby Chatsworth Court Reserve. This also presents an opportunity to enhance the appearance and function of the adjacent coastal reserve.

#### **Implications for this DPA**

The area affected is relatively well serviced by social infrastructure facilities located in both the Marion and Onkaparinga Council areas, which are considered adequate to support the potential nominal increase in population resulting from development in the area affected.

Notwithstanding this, policies included in the Residential Zones of both Development Plans also provide flexibility to develop a range of small-scale community uses in portion of the area affected proposed for residential development and adjacent areas should a demand arise.

#### **4.12 Emergency Services**

The area affected is relatively well served by a number of fire, police, ambulance, medical and other emergency services. These include:

- Christies Beach Fire Station, which is located approximately 6.5 kilometres (8 minute drive) from the area affected to the south and is the closest Metropolitan Fire Service (MFS) headquarters

- O'Halloran Hill Ambulance and Fire Station, which is also located approximately 9.8 kilometres (10 minute drive) to the north off Majors Road and provides both emergency fire and ambulance services
- Christies Beach Police Station, which is located just over 6 kilometres (8 minute drive) to the south of the area affected and is the closest SA Police headquarters
- Noarlunga State Emergency Services, which is located approximately 2.4 kilometres to the south (4 minute drive) of the area affected off Brian Road at Lonsdale
- GP Plus Super Clinic and Noarlunga Hospital, which are located approximately 7.4 kilometres (10 minute drive) to the south at Noarlunga Centre and offer ambulance and emergency medical.

In addition and as identified in section 4.11.2 above, the area affected is also accessible to major hospital services at Flinders Medical Centre.

Existing roads in and adjacent the area affected are also considered to allow for the efficient movement of service and emergency vehicles. The design of new internal roads within the area affected will also need to meet these requirements.

With regard to local hazards, risks associated with chemical storage at the adjacent Desalination Plant site are also discussed in section 4.5 above. The EIS prepared for the Desalination Plant prior to construction confirmed that, as with all large treatment facilities, an emergency management plan would be developed for the site with input from the MFS and SA Police. It is understood that SA Water and the Desalination Plant operator have the required controls in place to safely manage the storage of chemicals on the site and address any emergency response. Roads within and adjacent the Plant are also readily accessible to emergency vehicles.

Similarly, existing roads servicing other nearby industrial and employment activities south of the area affected are also considered to provide ready access to emergency vehicles in the case of an emergency.

#### **Implications for this DPA**

Given its location within an established urban area, the area affected is generally well served by emergency services, predominantly in the Onkaparinga Council area, with adequate response times in the event of an emergency. Consequently, development of the area affected alone is unlikely to warrant provision of additional services in the area.

Both Development Plans also contain provisions under '*Land Division – Roads and Access*' that will require new roads in the area affected to be of a width and alignment to allow for the efficient movement of service and emergency vehicles. The design of new roads will be confirmed at the land division assessment stage and assessed against these policies.

Further, General provisions are included under '*Transportation and Access – Vehicle Parking for Residential Development*' in both Development Plans to ensure that vehicle parking areas servicing more than one dwelling (e.g. residential flat buildings and multiple dwelling sites) also provide adequate space for the manoeuvring of emergency vehicles to ensure safety.

Consequently, no additional policy is required.

#### **4.13 Zone boundary anomaly**

A mapping inconsistency currently exists in both Development Plans whereby the Development Plan and Local Government Area boundaries does not align with the cadastral boundary and western property boundary of private land in the area affected. This is potentially the result of a past survey error.

The Local Government Area boundary has, however, since been corrected so that the western edge aligns with the cadastre and western boundary of ADC's land – and this change has now been made available on the government's Location SA Map Viewer at [www.location.sa.gov.au](http://www.location.sa.gov.au).

**Lonsdale Residential DPA  
by the Minister  
Analysis**

This change has also been reflected in zone and property data currently being prepared as part of the transition to the new *Planning Development and Infrastructure Act 2016* and the impending Planning and Design Code. It would therefore be appropriate to also include this correction to clarify proposed zone changes as part of this DPA.

**Implications for this DPA**

New and replacement mapping proposed for both Development Plans as part of the DPA includes adjusted Development Plan and Local Government Area boundaries to align with the cadastre and western property boundary of privately-owned land in the area affected.

## 5 SUMMARY OF RECOMMENDED POLICY CHANGES

### 5.1 Marion Council Development Plan Amendments

#### 5.1.1 General Section Amendments

- **Land Division module**
  - Update the Land Division General policies to align with the latest version (version 6) of SAPPL, including policies to encourage land division layouts that optimise efficient building orientation (e.g. solar access)
- **Landscaping, Fences and Walls module**
  - Update the Landscaping, Fences and Walls General policies to align with the latest version (version 6) of SAPPL
- **Open Space and Recreation module**
  - Update the Open Space and Recreation General policies to align with the latest version (version 6) of SAPPL, including policies to encourage development of recreational trails in areas of open space
- **Supported Accommodation module**
  - Update the Supported Accommodation General policies to align with the latest version (version 6) of SAPPL, including expanding application of the policies to housing for aged persons and persons with disabilities

#### 5.1.2 Zoning

- **Residential Zone**
  - Rezone the majority of the portion of the area affected owned by ADC in Marion Council from Open Space to Residential to facilitate a range of housing at low to medium densities, together with open space
  - Update policies of the Residential Zone to include references to the proposed Lonsdale Policy Area, in particular to clarify road and rear boundary setbacks and appropriate site areas and gradients for supported accommodation in the area affected
- **Open Space Zone**
  - Rezone the balance of the Open Space Zone in the area affected to Coastal Conservation Zone to recognise the significance of the Hallett Headland Reserve and ensure its ongoing conservation
  - Delete references in the *Non-complying Development* list of the Open Space Zone to uses that are proposed within the Hallett Cove Buffer Policy Area as these uses are already non-complying in the Coastal Conservation Zone
- **Coastal Conservation Zone**
  - Include all land located within 100 metres of the coastal cliff top within the Coastal Conservation Zone to maintain an appropriate erosion buffer from development to the coast

#### 5.1.3 Policy Areas

- **Hallett Cove Buffer Policy Area 9**
  - Remove the Hallett Cove Buffer Policy Area 9 given proposed rezoning of the area affected to Residential and Coastal Conservation, negating the need for this Policy Area
- **New Lonsdale Policy Area 9**
  - Introduce a new Lonsdale Policy Area to the new Residential Zone area to encourage a range of housing types including detached, semi-detached, group dwellings, row dwellings and residential

flat buildings, and dwellings up to two storeys where appropriate, having due regard to site gradient and slope and including buffer requirements to industrial and employment activities in the wider Lonsdale area

#### 5.1.4 Maps and Overlays

- **Overlays**
  - Introduce the following Overlay Maps and associated policies:
    - **Noise and Air Emissions** – to ensure new dwellings in the area affected are designed and sited to mitigate against potential noise and air impacts from the Adelaide-Seaford passenger rail corridor and industrial and employment activities in the wider Lonsdale area
    - **Affordable Housing** – to encourage the provision of affordable housing in the area affected.
- **Mapping**
  - Replace the following maps to reflect amended / new policy and address the boundary anomaly:
    - Council Index Map
    - Location Map Mar/15
    - Overlay Map Mar/15 - Transport
    - Overlay Map Mar/15 – Development Constraints
    - Zone Map Mar/15
    - Policy Area Map Mar/15.

## 5.2 Onkaparinga Council Development Plan Amendments

### 5.2.2 Zoning

- **Residential Zone**
  - Rezone the area affected in Onkaparinga Council from Urban Employment to Residential to facilitate a range of housing at low to medium densities, together with open space
  - Update policies of the Residential Zone to include references to the proposed Lonsdale Policy Area, in particular to clarify road and rear boundary setbacks, site coverage, and wall and building heights

### 5.2.3 Policy Areas

- **New Lonsdale Policy Area 69**
  - Introduce a new Lonsdale Policy Area for the area affected, consistent with the Marion Council Development Plan, to encourage a range of housing types including detached, semi-detached, group dwellings, row dwellings and residential flat buildings, and dwellings up to two storeys where appropriate, having due regard to site gradient and slope and including buffer requirements to industrial and employment activities in the wider Lonsdale area

### 5.2.4 Maps and Overlays

- **Overlays**
  - Introduce the following Overlay Maps and associated policies:
    - **Noise and Air Emissions** – to ensure new dwellings in the area affected are designed and sited to mitigate against potential noise and air impacts from the Adelaide-Seaford passenger rail corridor and industrial and employment activities in the wider Lonsdale area
    - **Affordable Housing** – to encourage the provision of affordable housing in the area affected.

- **Mapping**

- Replace the following maps to reflect amended / new policy and address the boundary anomaly:
  - Council Index Map
  - Location Map Onka/19
  - Overlay Map Onka/19 – Transport
  - Zone Map Onka/19
  - Policy Area Map Onka/19
  - Bushfire Protection Area Map Onka/6 – Bushfire Risk
- Amend Concept Plan Map Onka/29 that currently applies to the Urban Employment Zone to remove the area affected as an 'interface area'.

## **6 STATEMENT OF STATUTORY COMPLIANCE**

### **6.1 Section 26 of the Development Act 1993**

Section 26 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

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

### **6.2 Accords with the Planning Strategy**

Relevant strategies from the Planning Strategy are summarised in Section 2 and Appendix 1 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

### **6.3 Accords with other parts of the Development Plan**

The policies proposed in this DPA are consistent with the format, content and structure of the Marion Council and the Onkaparinga Council Development Plans and have been tailored accordingly. The DPA also addresses a boundary anomaly that currently exists in both Development Plans.

### **6.4 Complements the policies in the Development Plans for adjoining areas**

Given that the area affected straddles the Onkaparinga and Marion Council boundaries, the policies proposed in this DPA will not affect the Development Plans for other adjoining areas.

### **6.5 Satisfies the requirements prescribed by the Regulations**

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

Further, adjacent residential areas at Hallett Cove are excluded from application of the Residential Code in accordance with Schedule 4 of the *Development Regulations 2008*, likely due to prevailing topography. Therefore, while the DPA promotes development of a range of low rise building forms, it is not intended to apply the Residential Code to future residential development in the area affected to ensure consistency with these adjacent areas, and given the need for appropriate design responses to address land gradients and sloping land in the area and manage the interface with industrial and employment activities at Lonsdale and the Seaford railway line.

## 7 REFERENCES/BIBLIOGRAPHY

- **CITY OF MARION COMMUNITY VISION – TOWARDS 2040**, City of Marion, December 2013
- **CITY OF MARION REMNANT NATIVE VEGETATION PLAN 2018 TO 2023**, City of Marion, 2018
- **CITY OF MARION STRATEGIC PLAN 2017-2027**, City of Marion, June 2017
- **CITY OF ONKAPARINGA FORESHORE ACCESS PLAN – CITYWIDE CONCEPT 2013 REVIEW**, City of Onkaparinga, 2013
- **ECONOMIC IMPACT ASSESSMENT – PROPOSED HALLETT COVE RESIDENTIAL DEVELOPMENT ESTIMATED ECONOMIC BENEFITS**, Hudson Howells, July 2018
- **EMPLOYMENT LANDS ANALYSIS** (Prepared for City of Onkaparinga), JLL, July 2015
- **ENVIRONMENTAL ASSESSMENT GUIDELINE – ASSESSMENT OF DOG KEEPING AND DOG KENNELS**, South Australian Environment Protection Authority, September 2017
- **EVALUATION DISTANCES FOR EFFECTIVE AIR QUALITY AND NOISE MANAGEMENT**, South Australian Environment Protection Authority, 2016
- **FACT SHEET – RESOURCECO SITE AT MEYER ROAD, LONSDALE**, City of Onkaparinga, 4 February 2019
- **GUIDELINES FOR THE ASSESSMENT OF NOISE FROM RAIL INFRASTRUCTURE**, South Australian Environment Protection Authority, 2013
- **HALLETT COVE DEVELOPMENT – HALLETT COVE AND LONSDALE PRELIMINARY GEOTECHNICAL INVESTIGATION**, Wallbridge & Gilbert Consulting Engineers, February 2015
- **HALLETT COVE LAND TREE SURVEY**, Phil Wild Landscape & Horticultural Consultant, May 2019
- **HALLETT COVE REZONING INVESTIGATION – SIGMA ROAD, LONSDALE TRAFFIC IMPACT STATEMENT**, MFY Pty Ltd, August 2018
- **HAZARDOUS INDUSTRY PLANNING ADVISORY PAPER NO 4 – RISK CRITERIA FOR LAND USE SAFETY PLANNING**, NSW Government, January 2011
- **HAZARDOUS INDUSTRY PLANNING ADVISORY PAPER NO 10 – LAND USE SAFETY PLANNING**, NSW Government, January 2011
- **INFRASTRUCTURE REPORT – HALLETT COVE REZONING**, Greenhill Engineers Pty Ltd, 15 February 2019
- **INTEGRATED TRANSPORT AND LAND USE PLAN**, Government of South Australia, 2015
- **LAND USE PLANNING POSITION STATEMENT – INTERFACE BETWEEN LAND USES**, Environment Protection Authority South Australia, 2017
- **LONSDALE DEVELOPMENT PLAN AMENDMENT – ENVIRONMENTAL NOISE ASSESSMENT**, Sonus Pty Ltd, February 2019
- **LONSDALE DEVELOPMENT PLAN AMENDMENT – RESPONSE TO EPA REQUEST**, Sonus Pty Ltd, May 2019
- **LONSDALE RESIDENTIAL DEVELOPMENT PLAN AMENDMENT SLOPE STABILITY CONSIDERATIONS IN COASTAL BUFFER ZONE**, Wallbridge Gilbert Aztec SA Pty Ltd, 4 April 2019

- **MARION COUNCIL DEVELOPMENT PLAN**, Government of South Australia, Consolidated 29 November 2018
- **METROPOLITAN ADELAIDE NORTHERN COASTAL ACTION PLAN 2009 (VOLUME 2)**, Adelaide and Mount Lofty Ranges NRM Board, 2009
- **ONKAPARINGA 2035 – COMMUNITY PLAN**, City of Onkaparinga, September 2017
- **ONKAPARINGA COUNCIL DEVELOPMENT PLAN**, Government of South Australia, Consolidated 20 December 2018
- **ONKAPARINGA EMPLOYMENT LANDS STUDY 2015** (Prepared for City of Onkaparinga), Intermethod, 20 March 2016
- **REDUCING NOISE AND AIR IMPACTS FROM ROAD, RAIL AND MIXED LAND USE – A GUIDE FOR BUILDERS, DESIGNERS AND THE COMMUNITY**, Government of South Australia, 2012
- **REZONING INVESTIGATION BURLINGTON ROAD, HALLETT COVE – TRAFFIC IMPACT ASSESSMENT**, MFY Pty Ltd, February 2019
- **STRATEGIC DIRECTIONS REPORT** – City of Marion, 2014
- **STRATEGIC DIRECTIONS REPORT** – City of Onkaparinga, 2013
- **STRATEGIC INFRASTRUCTURE PLAN FOR SOUTH AUSTRALIA**, Government of South Australia, 2011
- **THE 30-YEAR PLAN FOR GREATER ADELAIDE 2017**, Department of Planning, Transport and Infrastructure, Government of South Australia 2017
- **VEGETATION ASSESSMENT LOTS 4101, 4102 SIGMA ROAD, LONSDALE**, RMP Environmental Pty Ltd, 4 May 2019

## 8 APPENDICES

### Appendix 1: strategic objectives & priorities

#### State Government (other strategic documents)

#### South Australian Planning Strategy – The 30-Year Plan for Greater Adelaide (2017)

The Plan sets 6 overarching targets which the DPA is considered met, as discussed below. In addition, the Plan identifies a range of policies that underpin how these targets can be achieved as well as action plans.

Table 1 - The 30-Year Plan for Greater Adelaide (2017)

Planning Strategy Targets	Comment
<b>1. Containing our urban footprint and protecting our resources</b>	
Target - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045	The DPA seeks to facilitate development of underutilised land within Metropolitan Adelaide's existing urban footprint for housing, reducing pressure on the fringe and Adelaide's food production areas.
<b>2. More ways to get around</b>	
Target – 60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045	The area affected by the DPA is located adjacent the Adelaide-Seaford mass transit rail corridor, with public bus services linking the area to the Hallett Cove Beach railway station.
<b>3. Getting active</b>	
Target - Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045	As above, the area affected by the DPA is located adjacent the Adelaide-Seaford rail corridor, with existing public bus services connecting the area to the Hallett Cove Beach rail station. Increased population in this area may also increase the viability of public transport services, including opportunities to increase frequency of public bus services in the wider Hallett Cove area. The DPA also provides opportunity to develop walking and cycling connections to transit stops to encourage active travel to work.
<b>4. Walkable neighbourhood</b>	
Target - Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045	Preliminary design concepts prepared for residential development in the area affected identify opportunities to connect the area to adjacent residential areas in Hallett Cove to the north, public bus services and existing walking trails along the coast through a permeable, connected network of streets, footpaths and reserves. The DPA includes policies that will encourage these connections as part of future subdivision and infrastructure works.

<b>5. A green liveable city</b>	
Target - Urban green cover is increased by 20% in metropolitan Adelaide by 2045	The DPA identifies opportunities to develop additional open space in the area affected and green linkages to the adjacent coastal reserve and Hallett Headland Reserve. Site coverage policies proposed in the DPA will also assist in allowing greater green space on individual allotments, contributing overall urban green cover.
<b>6. Greater housing choice</b>	
Target - Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045	The DPA seeks to facilitate development of a range and mix of housing types in the area affected, providing greater housing choice in southern Adelaide.

The key policies from *The 30-Year Plan for Greater Adelaide 2017 Update* that underpin these targets are identified as follows:

<b>Policy / Action</b>	<b>Comment</b>
<b>Transport corridors, growth areas and activity centres</b>	
<b>P1</b> - Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)	The DPA seeks to facilitate new housing opportunities on underutilised land within the existing built-up community at Hallett Cove in proximity to existing public transport services with connections to mass transit rail services linking Adelaide to Seaford.
<b>P3</b> - Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	<p>Preliminary design concepts for residential development in the area affected suggest potential development of some 145 residential allotments. This equates to around 12 dwellings per hectare including required roads, public open space and other infrastructure - and generally reflects densities achieved in residential areas to the north at Hallett Cove, including the recently developed Burlington Estate.</p> <p>Importantly, while the area affected is located adjacent the Adelaide-Seaford rail corridor, it is located some 1.7 kilometres (approximate 20 minute walk) from the nearest train station. The topography of the Hallett Cove area is also undulating, requiring increased minimum site areas for new dwellings to minimise extensive earthworks and mitigate potential privacy and overshadowing impacts for adjacent properties.</p> <p>Therefore, while the policy framework proposed by the DPA will allow more compact and efficient housing forms to be developed within certain locations in the area affected, it is not considered appropriate to significantly increase residential densities in this area.</p>
<b>P4</b> - Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where	Given its location in outer metropolitan Adelaide and relative distance to high frequency public transit stops and higher order activity centres, the DPA seeks to facilitate development of privately-owned land in the area affected for a mix of low-rise residential

Policy / Action	Comment
the interface with lower rise areas can be managed.	development, including more compact designs adjacent reserves and open spaces.
<b>P5</b> - Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	
<b>P10</b> - Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.	While preliminary design concepts for residential development in the area affected seek to primarily develop the area for a mix of housing, the existing policy framework for the Residential Zone in both the Marion Council and Onkaparinga Council Development Plans will facilitate development of compatible non-residential uses to support future residential development should a need and demand arise.
<b>P11</b> - Ensure new urban fringe growth occurs only within designated urban areas and township boundaries and outside the Environment and Food Production Areas, as shown on Map 3.	The DPA will facilitate development of underused land in southern metropolitan Adelaide for residential growth, where residential land supply is currently limited compared to northern Adelaide. This will reduce pressure for further urban fringe growth in the shorter term, further preserving sensitive environmental and food bowl areas.
<b>P12</b> - Ensure, where possible, that new growth areas on the metropolitan Adelaide fringe and in townships are connected to, and make efficient use of, existing infrastructure, thereby discouraging “leapfrog” urban development.	The area affected forms a logical extension to existing residential land at Hallett Cove without requiring disproportionate augmentation of existing infrastructure, therefore making efficient use of this infrastructure and avoiding ‘leap frog’ development.
<b>Design Quality</b>	
<b>P26</b> - Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide’s changing housing needs, reflects its character and climate, and provides a diversity of price points.	The DPA seeks to encourage a range of housing forms in the area affected that responds to topographical conditions and takes advantage of coastal views and access to the coast.  Preliminary design concepts prepared for the site have identified opportunities to develop both traditional detached housing forms as well as more compact and efficient housing forms such as townhouses/row dwellings adjacent the coast and public reserves. This will assist in achieving a choice of housing and opportunities for a range of price points to meet market demand.
<b>P28</b> - Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.	As identified above, preliminary design concepts prepared for residential development in the area affected identify opportunities to connect the area to adjacent residential areas in Hallett Cove to the north, public bus services and existing walking trails along the coast through a permeable, connected network of streets, footpaths and reserves.
<b>P29</b> - Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.	The DPA includes policies that will encourage these connections as part of future subdivision and infrastructure works and ensure that future residential

Policy / Action	Comment
<p><b>P30</b> - Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.</p> <p><b>P31</b>- Recognise the unique character of areas by identifying their valued physical attributes.</p>	<p>development is consistent with the character of adjacent residential areas and contributes to a broader neighbourhood.</p>
<p><b>Housing mix, affordability and competitiveness</b></p>	
<p><b>P36</b> - Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.</p>	<p>The DPA seeks to facilitate housing in an established area already serviced by public transport and with ready access to employment and services at Hallett Cove and Noarlunga.</p>
<p><b>P37</b> - Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</p> <ul style="list-style-type: none"> <li>• ancillary dwellings such as granny flats, laneway and mews housing</li> <li>• dependent accommodation such as nursing homes</li> <li>• assisted living accommodation</li> <li>• aged-specific accommodation such as retirement villages</li> <li>• small lot housing types</li> <li>• in-fill housing and renewal opportunities.</li> </ul>	<p>The DPA proposes to expand the existing Residential Zones in the Marion Council and Onkaparinga Council Development Plans over portion of the area affected proposed for residential development and ensure a consistent approach to adjacent residential areas to the north at Hallett Cove.</p> <p>The Residential Zone provides a flexible policy framework to encourage a range of housing types and sizes to meet demand and encourage diversity of housing and choice.</p> <p>While the DPA also proposes a more localised policy approach that recognises local topography and steeper sites closer to the coast, the average gradient of privately owned land in the area affected is such that it could better enable a more compact and efficient form of housing that may not otherwise be achievable on the sloping land which characterises much of Hallett Cove. This may also improve affordability through allowing a range of price points and potential reduced need for extensive earthworks and retaining walls.</p> <p>Preliminary design concepts for the site have specifically identified opportunities for mix of conventional and coastal housing, and park-front town or row houses.</p>
<p><b>P43</b> - Increase the supply of affordable housing through the provision of 15 percent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</p>	<p>The State Government's Affordable Housing policy sets a 15 percent affordable housing target for all significant new developments.</p> <p>The DPA proposes to apply the Affordable Housing Overlay over the affected area in both the Marion and Onkaparinga Council Development Plans to facilitate delivery of affordable housing options.</p>
<p><b>P46</b> - Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).</p>	<p>While latest land supply monitoring has confirmed that there is some 8,115 hectares of zoned broadhectare land available across the Greater Adelaide Region that will meet targets for a 15 year supply, only 635 hectares is available in Southern Adelaide region and is diminishing fast.</p>

Policy / Action	Comment
	Rezoning proposed by the DPA will therefore assist in ensuring a greater supply of zoned, 'development-ready' land is available in Southern Adelaide, contributing to supply targets across the Greater Adelaide Region.
<b>Health, wellbeing and inclusion</b>	
<p><b>P47</b> - Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:</p> <ul style="list-style-type: none"> <li>• diverse housing options that support affordability</li> <li>• access to local shops, community services and facilities</li> <li>• access to fresh food and a range of food services</li> <li>• safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity</li> <li>• diverse areas of quality public open space (including local parks, community gardens and playgrounds)</li> <li>• sporting and recreation facilities</li> <li>• walkable connections to public transport and community infrastructure.</li> </ul>	<p>The DPA will facilitate a range of housing options in the area affected dependant on land gradient as an extension to an existing urban area with ready access to district-level shopping, community facilities and services and sporting and recreation facilities at Hallett Cove.</p> <p>Preliminary design concepts for the site also identify opportunities to enhance walkability through creating safe cycling and pedestrian links to existing areas and destinations to the north and public transport, as well as pedestrian connections to the coastal reserve to the west. These concepts also identify opportunities to create new public open spaces for the enjoyment of residents and to maximise views to the coast.</p>
<p><b>P48</b> - Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.</p>	<p>Development of land in the area affected for residential development provides opportunities for new residents to connect to existing coastal walking trails in the adjacent coastal reserve, including the Marion Coastal Walking trail which extends from the adjacent Hallett Headland Reserve to Marino, walking trails along parts of the Field River, and the Kauri Interpretive Walking Trail located to the south and running alongside the Adelaide Desalination Plant.</p>
<p><b>P49</b> - Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</p>	<p>Infrastructure and stormwater management investigations undertaken to support the DPA have identified opportunities to incorporate precinct-level water sensitive design features in the area affected, including opportunities for stormwater detention in new open spaces that could be used for local irrigation. Given the general allotment sizes proposed in the preliminary design concepts, opportunities also exist for additional water sensitive design features at the individual site level.</p> <p>Existing streetscapes developed by the land owner to the north also include new street trees and green verges, which is likely to be extended through the area affected, enhancing urban cooling.</p>
<p><b>P50</b> - Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and</p>	<p>As identified above, preliminary design concepts for the site have identified opportunities to create new local parks in the area affected, linking with existing parks and coastal reserves. The location of the area affected adjacent an established urban area will also provide wider access to parks, reserves, sporting</p>

Policy / Action	Comment
support access to nature within our urban environment.	facilities and the Hallett Cove beach to the north, supporting active lifestyles and access to natural areas and interpretive facilities along the coast.
<b>The economy and jobs</b>	
<p><b>P55</b> - Promote certainty to undertake development while at the same time providing scope for innovation.</p>	<p>The DPA will provide new opportunities for housing on underutilised land within southern Adelaide, including opportunities for innovative housing designs adjacent the coast to capture coastal views.</p> <p>An economic report (Hudson Howells July 2018) prepared in support of proposed residential development in the area affected has also confirmed a number of direct and indirect economic and employment benefits resulting from development of the land, including:</p> <ul style="list-style-type: none"> <li>• \$64.8 million investment over 4 years (Subdivision and House Construction)</li> <li>• \$68.6 million contribution to Gross State Product (average of \$17.15 m per annum)</li> <li>• 468 FTE jobs directly/indirectly over 4 years (average of 117 FTEs per annum).</li> </ul>
<p><b>P56</b> - Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</p>	<p>While portion of the area affected by the DPA was recently zoned as Urban Employment by the City of Onkaparinga as part of its <i>Employment Lands DPA</i>, investigations that supported the DPA at the time identified that the site has limited appeal for future industrial use and future rezoning to support residential use may have merit subject to appropriate investigations.</p> <p>Further, these investigations also identified that the City of Onkaparinga has significant vacant employment land supply that could cater for the next 24-36 years and alternative sites within other industry, commercial and centre zones are better located and have further capacity for future employment generating uses.</p> <p>Retention of the affected area for employment activities is therefore not considered critical to the future supply of well-located, accessible employment lands in the Onkaparinga Council area, nor considered the highest and best use of the site.</p>
<p><b>P64</b> - Protect existing mineral resource operations by:</p> <ul style="list-style-type: none"> <li>• preserving adequate separation distances between mining activities, housing and other incompatible development</li> <li>• ensuring buffers are contained within mine sites wherever possible</li> <li>• mitigating potential interface issues</li> <li>• maintaining access to freight networks.</li> </ul>	<p>The Reynella Quarry is identified on Map 6 of the <i>30-Year Plan</i> as a key active mine and mineral deposit. Operations at the quarry are located just over 1 kilometre to the east of the affected area, although a number of existing residential areas are located in closer proximity to the quarry in other parts of Hallett Cove (east of Lonsdale Road), Sheidow Park and Reynella.</p>

Policy / Action	Comment
<p><b>P66</b> - Define and protect undeveloped strategic mineral resources from urban encroachment and other incompatible development (see Map 6).</p>	<p>The DPA has considered potential impacts of new residential uses in the area affected on quarrying activities at the Reynella Quarry, which is identified as a strategic mineral resource. The area affected is located sufficiently further from the quarry than other residential areas at Hallett Cove, Reynella and Sheidow Park and is therefore unlikely to impact on operations.</p> <p>Further, traffic investigations have identified that development in the area affected for primarily low-density residential development will have minimal impact on the wider road network, with the potential increase in traffic volumes readily catered for given the existing sparse capacity on the adjacent road network. Consequently, there should be no discernible impacts on Lonsdale Road that would therefore impact on current traffic flows, including any quarry freight movements.</p>
<p><b>P73</b> - Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.</p>	<p>While the area affected is located adjacent the Lonsdale industrial and urban employment area and Lonsdale Road freight route, the DPA includes buffering requirements between industrial and employment activities at Lonsdale and future residential development to ensure their ongoing operation and viability.</p> <p>This includes requirements for an acoustic buffer along the southern boundary of privately-owned land in the area affected where it interfaces with industrial activities at Lonsdale, as well as introduction of the <i>Noise and Air Emissions Overlay</i> from the SAPPL over areas where new buildings will be required to be designed and sited to mitigate potential noise and air emissions.</p>
<p><b>Transport</b></p>	
<p><b>P74</b> - Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).</p>	<p>Traffic analysis undertaken to inform the DPA has confirmed that development of the subject site for residential development will have minimal impact, with the potential increase in traffic volumes readily catered for given the existing spare capacity on the adjacent road network. Further, no road upgrade or intersection upgrades are anticipated.</p> <p>Development of the land is therefore unlikely to result in any movement impacts to Lonsdale Road, which is identified as a major traffic and/or freight route in the 30-Year Plan (Map 7).</p>
<p><b>P76</b> - Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</p>	<p>The DPA will facilitate development of additional housing around existing public bus stops in Freebairn Drive, potentially increasing surveillance in and around these stops and service patronage.</p>

Policy / Action	Comment
<p><b>P77</b> - Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.</p>	<p>The DPA proposes to apply the <i>Noise and Air Emissions Overlay</i> to portion of the area affected adjacent the Adelaide-Seaford railway line to ensure that new residential buildings are designed and sited to minimise noise and air emission impacts.</p> <p>While areas further north in Hallett Cove are affected by airport building height referrals, these do not extend over the area affected.</p>
<p><b>P78</b> - Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).</p>	<p>Map 8 identifies the proposed Coast Park connections along the metropolitan Adelaide coast line, and walking trails in the coastal reserve, which will be directly accessible for new residents. The DPA provides an opportunity to enhance these trails for access by a new resident population.</p> <p>As identified above, preliminary design concepts for residential development in the area affected identify opportunity to provide walking and cycling links through a series of local streets to key destinations to the north, including the Hallett Cove direct-level activity centre, additional open space and rail stations on the Adelaide-Seaford rail line.</p> <p>Public buses also operate in Freebairn Drive and are therefore in easy walking distance for future residents in the area affected.</p>
<p><b>P81</b> - Protect current and future road and rail for strategic requirements, such as ensuring adequate access to ports and other major facilities (see Map 7).</p>	<p>Lonsdale Road is identified as a major traffic and/or freight route on Map 7 of the 30-Year Plan.</p> <p>A traffic impact statement prepared in relation to development of land in the area affected for residential development has confirmed that there is adequate capacity within the existing road network to cater for the development without the need for any major upgrades. Therefore, anticipated traffic volumes are likely to have a negligible impact on Lonsdale Road.</p> <p>Further, no direct connections are proposed from the area affected to Lonsdale Road.</p>
<p><b>Infrastructure</b></p>	
<p><b>P83</b> - Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.</p>	<p>The area affected by the DPA lies adjacent the Adelaide Desalination Plant, which is specifically identified on Map 9 – <i>Major Infrastructure</i> of the 30-Year Plan. This map also identifies a number of other major infrastructure sites located nearby in Lonsdale, including composting and transfer stations/materials recycling facilities. SA Power Networks' temporary power generators are also located in close proximity to the area affected at Christie/Chrysler roads. These activities are also generally licensed under the <i>Environment Protection Act 1993</i>.</p> <p>The DPA has investigated potential impacts of residential development in the area affected on these strategic infrastructure sites to ensure their continued functionality and has generally confirmed that noise</p>
<p><b>P85</b> - Provide for adequate buffer zones around water and waste treatment plants and identify complementary activities that generate economic or community benefits that can occur in these areas (See Map 9).</p>	

Policy / Action	Comment
	<p>impacts from these strategic infrastructure sites can be appropriately mitigated in all operating scenarios. The DPA has also identified that appropriate separation is provided to chemical storage facilities the Desalination Plant and most composting and transfer stations/materials recycling facilities within the Lonsdale area.</p> <p>The DPA has, however, identified potential for waste stockpiling activities associated with a nearby landfill/resource recovery operation to be brought closer to the area affected and existing residential areas as part of a current development application being considered by the City of Onkaparinga and the EPA. Ultimately, however, assessment of this application will need to ensure that dust or other air quality impacts are appropriately managed to mitigate any further off-site impacts, including to existing residential areas located in similar proximity to this facility as the area affected. The DPA also includes a policy framework to ensure potential air emission impacts from this and other sources are considered in the design of future residential development.</p>
<p><b>P86</b> - Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> <li>• walking and cycling paths and facilities</li> <li>• local stormwater and flood management including water sensitive urban design</li> <li>• public open space</li> <li>• sports facilities</li> <li>• street trees</li> <li>• community facilities, such as child care centres, schools, community hubs and libraries.</li> </ul>	<p>As identified above, the DPA will provide opportunities to enhance connections to existing walking trails along the adjacent coastline, as well as provide new pedestrian and cycling connections to existing open spaces and community and sporting facilities at Hallett Cove.</p> <p>The Hallett Cove area is already supported by a range of community and emergency services as well as local schools at Hallett Cove and south in the Onkaparinga Council area.</p> <p>Existing streetscapes developed by the land owner to the north also include new street trees and green verges, which is likely to be extended through the area affected.</p>
<p><b>P88</b> - Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.</p>	<p>Further, infrastructure and stormwater management investigations have identified opportunities to incorporate water sensitive design features at both the precinct/neighbourhood level down to the individual site level, providing opportunities to enhance the overall greening of the area.</p>
<b>Biodiversity</b>	
<p><b>P91</b> - Protect coastal features and biodiversity including:</p> <ul style="list-style-type: none"> <li>• habitats that are highly sensitive to the direct impacts of development</li> <li>• important geological and/or natural features of scientific, educational or cultural importance</li> <li>• landscapes of very high scenic quality.</li> </ul>	<p>Hallett Cove's coastal clifftop environment is an area of unique geology and considered the most significant and highest quality area of remnant native vegetation in the City of Marion.</p> <p>The adjacent Hallett Headland Reserve is specifically recognised in the City of Marion's <i>Remnant Native Vegetation Plan</i> as the most important parcel of remnant native vegetation owned and managed by Marion Council. Notably, the reserve has over 100</p>
<p><b>P92</b> - Support the enhancement of the urban biodiversity of metropolitan Adelaide through the</p>	

Policy / Action	Comment
development of greenways in transit corridors, along major watercourses, linear parks and the coast and in other strategic locations.	<p>native plants species, and over 30 of these are considered to be of conservation significance in the Mount Lofty Ranges. The DPA therefore proposes to include the reserve in the Coastal Conservation Zone to better ensure its ongoing conservation and protection.</p> <p>The DPA also provides an opportunity to enhance connections with walking trails and interpretive areas within the adjacent coastal reserve, and potential enhancement of the coastal reserve itself to maximise this natural asset.</p> <p>Preliminary design concepts for the area affected have also identified potential green links from internal roads through to the coastal reserve, which could be planted with native vegetation to enhance biodiversity.</p> <p>An assessment of native vegetation in portion of the area affected proposed to support future residential development has also identified that no rare, vulnerable or endangered vegetation exists on the land.</p> <p>Further, the DPA proposes to retain an appropriate buffer between future development in the area affected and the adjacent coastal cliff-top.</p>
<p><b>P93</b> - Ensure that greenways are landscaped with local indigenous species where possible to contribute to urban biodiversity outcomes.</p>	
<p><b>P95</b> - Support the enhancement of the urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure.</p>	
<p><b>P97</b> - Minimise or offset the loss of biodiversity where this is possible and avoid such impacts where these cannot be mitigated (for areas not covered by the Native Vegetation Act 1991).</p>	<p>While the <i>Native Vegetation Act 1991</i> does not apply to the portion of the area affected in the City of Marion, it does apply to portion of the area located within the City of Onkaparinga as well as to coastal areas west of the site. Any future clearance of native vegetation on this portion of the land would therefore require approval under the Act.</p> <p>Notwithstanding this, privately owned land in the area affected by the DPA is predominantly cleared of vegetation due to previous farming activities, although some scattered vegetation remains.</p> <p>Preliminary design concepts for development of the site clarify opportunities to enhance landscape planting and biodiversity, particularly through links to the adjacent coastal reserve.</p>
<p><b>Open space, sport and recreation</b></p>	
<p><b>P98</b> - Provide for a Greater Adelaide open-space framework that builds on the Metropolitan Open Space System (MOSS) to create quality open space across the region. The open space will feature urban forests and parks, watercourse and coastal linear parks, trails, greenways, shared use paths and green buffers, and sustainable recreation and sporting facilities (See Map 11).</p>	<p>Development of privately owned land in the area affected provides opportunities to link communities with Marion's Coastal Walking Trail developed as part of the Coast Park, as well as other MOSS land along the coast and Field River to the north, including the Hallett Cove Conservation Park which is specifically identified on Map 11 of the <i>30-Year Plan</i>.</p> <p>Opportunities also exist to enhance adjacent MOSS land and the coastal reserves through green connections from residential land in the area affected.</p>

Policy / Action	Comment
<p><b>P99</b> - Ensure quality open space is within walking distance of all neighbourhoods to:</p> <ul style="list-style-type: none"> <li>• link, integrate and protect biodiversity assets and natural habitats</li> <li>• provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres</li> <li>• be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time</li> <li>• incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity</li> <li>• contain appropriate and low-maintenance species and locate trees to maximise shade</li> <li>• encourage unstructured recreation opportunities such as the provision of a variety of paths and children’s play equipment</li> <li>• foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities.</li> </ul>	<p>As identified above, preliminary design concepts prepared for residential development in the area affected identify opportunities for enhanced pedestrian and cyclist movements through the area and linking to adjacent open space, transport, recreational facilities, shopping, local schools and other key destinations – as well as new open spaces and green links to the adjacent coastal reserve, fostering a connection to the natural environment and potentially enhancing biodiversity.</p> <p>The nearby Chatswood Court Reserve to the north also provides children’s play equipment for structured play, and is in easy walking distance to the area affected. Opportunities also exist to create new open spaces and enhance adjacent green spaces and reserves to foster nature play.</p> <p>The preliminary design concepts also identify opportunities to develop more compact housing forms such as row or terrace housing adjacent open space areas to enhance casual surveillance and public safety.</p>
<p><b>P103</b> - Ensure that public open space is adequately greened and irrigated (where appropriate) to act as a natural cooling system to reduce heat island effects in urban areas.</p>	<p>Street plantings and green roadside verges are a feature of the existing residential enclaves to the north, which add to the overall cooling of the area. Cooling is also enhanced by the site’s proximity to the coast.</p> <p>Grassed swales also exist along roadsides adjacent the area affected, which could be extended to enhance overall greening of the area and reduce water use, while also acting as a natural cooling system.</p> <p>Infrastructure and stormwater investigations have also identified potential for stormwater detention in local reserves that could be used for irrigation purposes.</p>
<p><b>P104</b> - Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.</p>	<p>Given the proximity of the area affected to the coast and MOSS land, the area has ready access to a range of coastal reserves and linear spaces as well as recently upgraded reserves at Hallett Cove beach.</p> <p>Preliminary design concepts have also identified opportunities to develop new local open space areas for future residents, including a potential park overlooking the coast.</p> <p>The projected population increase in the area affected is also not, however, considered to warrant development of significant new open space areas.</p>
<p><b>Climate change</b></p>	
<p><b>P105</b> - Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> <li>• protect valuable primary production land</li> <li>• reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas</li> <li>• conserve areas of nature protection areas</li> </ul>	<p>The DPA seeks to facilitate housing development on an underutilised site with southern Adelaide’s existing urban footprint, thereby reducing carbon emissions and delivering a more compact urban form while reducing pressure on the metropolitan fringe.</p>

Policy / Action	Comment
<ul style="list-style-type: none"> <li>• safeguard the Mount Lofty Ranges Watershed</li> <li>• reduce vehicle travel and associated greenhouse gas emissions.</li> </ul>	
<p><b>P106</b> - Protect key coastal areas where critical infrastructure is at risk from sea level rise, coastal erosion and storm surges, and ensure new coastal development incorporates appropriate adaptation measures.</p>	<p>The existing Hallett Headland Reserve and coastal reserve will provide a buffer from future residential development in the area affected to sensitive coastal areas. Elevation of these areas will also limit the impacts of sea level rise on future development in the area affected.</p> <p>General policies are contained in both the Marion and Onkaparinga Developments Plans, in particular under 'Coastal Areas' and 'Hazards' to ensure that new development is appropriately designed to mitigate coastal and climate change impacts.</p> <p>Geotechnical investigations have not identified any potential landslip issues or impediments to future development in the area affected as a result of this coastal location.</p> <p>Further, the DPA also proposes to maintain a buffer between the coastal clifftop and new residential development to protect development from potential coastal hazards. Setbacks to the coastal cliffs will be similar to those at the Adelaide Desalination Plant and critical infrastructure to the south.</p>
<p><b>P111</b> - Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.</p>	<p>As identified above, preliminary design concepts prepared for residential development in the area affected identify opportunities for enhanced walkability and cycling connections, including green links to the adjacent coastal reserve. Opportunities for new open space is also envisaged, including spaces to capitalise on the coastal outlook. An opportunity also exists to extend existing tree-lined streets and grassed verges to enhance urban cooling.</p>
<p><b>P113</b> - Promote energy efficiency, the use of renewable energy sources and neighbourhood level alternative energy supplies and storage in new developments to reduce energy costs and carbon footprint.</p>	<p>Both the Marion and Onkaparinga Development Plans contain policies to promote energy efficient building designs (including through appropriate orientation of buildings and associated private open space areas, minimising shading and overshadowing from adjacent development, etc) as well as on-site power generation where feasible, including through use of solar photovoltaic cells on new dwellings.</p> <p>New dwellings in the area affected will be required to achieve contemporary requirements in respect to energy efficiency.</p> <p>There are also opportunities for new home owners to take advantage of contemporary rebate and subsidy schemes such as the recent SA Home Battery Scheme during new home builds within the affected area to reduce energy costs and Adelaide's carbon footprint.</p>

Policy / Action	Comment
<b>Water</b>	
<p><b>P115</b> - Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.</p>	<p>Infrastructure investigations used to inform this DPA have proposed new infrastructure and use of existing infrastructure to attenuate stormwater to 'pre-development' flows and incorporate opportunities for water sensitive design in the area affected, while ensuring appropriate water quality given the area's proximity to the coast.</p>
<p><b>P117</b> - Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</p> <ul style="list-style-type: none"> <li>• run-off from infill development</li> <li>• urban flooding from increased short-duration intense rainfall events associated with climate change</li> <li>• pollution from roads and other developed areas.</li> </ul>	<p>Development in the area affected also provides an opportunity to build on and extend existing water sensitive design features in the locality, including grassed roadside swales.</p> <p>Infrastructure investigations have also identified opportunities to incorporate water sensitive design features at the site or building level, including use of rainwater tanks.</p>
<b>Emergency management and hazard avoidance</b>	
<p><b>P118</b> - Minimise risk to people, property and the environment from exposure to hazards (including bushfire, terrestrial and coastal flooding, erosion, dune drift and acid sulphate soils) by designing and planning for development in accordance with a risk hierarchy of:</p> <ul style="list-style-type: none"> <li>• avoidance</li> <li>• adaptation</li> <li>• protection.</li> </ul>	<p>General policies are contained in both the Marion and Onkaparinga Developments Plans, in particular under 'Hazards' to ensure that new development is appropriately designed and located to minimise risk of hazards. While geotechnical investigations have identified footing design requirements based on soil and geological conditions, there are no identified impediments to development in the area affected for residential development.</p> <p>The general elevation of privately owned land in the area affected from sea-level will also limit risks of coastal flooding. Also, as identified above, a coastal buffer is proposed to be maintained between the area affected and the coastal cliff top to the west.</p> <p>While the area affected is not in a bushfire prone area, the former Port Stanvac Oil Refinery site is identified as having a Medium Bushfire Risk in the Onkaparinga Development Plan (BPA Map Onka/6). This risk does not, however, extend to the Adelaide Desalination site or existing industrial sites adjacent the affected area, which has been identified as a 'bushfire safer place' in the metropolitan area.</p>
<p><b>P119</b> - Improve the integration of disaster risk reduction and hazard avoidance policies and land use planning.</p>	<p>Both the Marion and Onkaparinga Development Plans have been formatted to include the SAPPL, and therefore include up to date, best-practice policies to mitigate hazards to new development – and ensure that any risks are appropriately considered in land use planning.</p> <p>With regard to the area affected by the DPA, both Plans contain a raft of General policies under 'Hazards' to ensure that development is protected from a range of potential hazards, including flooding, bushfire, salinity, acid sulphate soils, site</p>

Policy / Action	Comment
	<p>contamination, landslip, and containment of chemicals and hazardous materials.</p> <p>The DPA has investigated potential impacts of adjacent industrial and EPA-licensed activities on future sensitive residential development in the area affected, including potential hazards arising from chemical storage at the adjacent Adelaide Desalination Plant and ResourceCo landfill. Necessary controls are understood to be in place in order to safely manage the storage of chlorine and other chemicals at the Desalination Plant and the EIS response Document for the Plant discounted the risk of explosion that may impact on adjacent uses, including in the area affected. Further, the EPA has determined that the risk of landfill gas having an off-site impact from ResourceCo's landfill and resource recovery facility to be low.</p> <p>The DPA investigations and Map 13 in the <i>30-Year Plan</i> also identifies that both MFS and SES services are located in close proximity to the area affected, as well as police and ambulance services in the event of an emergency.</p>
<p><b>P121</b> - Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.</p>	<p>Preliminary site investigations undertaken for the area affected by this DPA have found that there is no evidence of site contamination from past land use activities (predominantly farming) or from adjacent activities that would impact on use of the site for residential purposes.</p>
<p><b>P122</b> - Mitigate the impact of extreme heat events by designing development to create cooler communities through the use of green infrastructure.</p>	<p>As identified above, preliminary design concepts prepared for residential development in the area affected have identified opportunities to create green linkages through the area to the adjacent coastal reserve, as well as opportunities to cluster housing adjacent public open spaces areas. Opportunities also exist to extend the existing network of tree-lined streets and grassed verges in the adjacent residential areas at Hallett Cove through the area affected to enhance urban cooling.</p>

## Local Government

### City of Marion

#### Strategic Directions Report (2014)

Potential rezoning investigations for privately-owned land in the area affected were identified in Marion Council's last Strategic Directions Report (Section 30 Development Plan Review) in 2014, albeit as a 'low priority' predominantly due to resource limitations at the time. However, the Report also identified that a DPA could be prioritised as part of a privately funded DPA to minimise resource impacts for Council.

## DPA Response

This DPA was specifically identified as part of Marion Council's last Strategic Directions Report. However, given that the area affected straddles two separate council areas, it is more appropriate that rezoning investigations are considered as part of a Ministerial DPA process to ensure a consistent approach to future development of the land.

## Marion Strategic Plan 2017-2027

The City of Marion Strategic Plan has been developed around a shared community vision. This community vision (Towards 2040) identifies six themes to represent the shared values and aspirations that will guide how the City of Marion develops in line with the community's vision. These six themes and how the DPA aligns with them are discussed in the **Table** below.

**Table 2 – Marion Community Vision > Towards 2040**

Themes	Comment
<b>Liveable</b>	<p>Proposed rezoning of land in the area affected for residential purposes provides opportunities to create a high quality living environment as logical extension to the existing suburb of Hallett Cove, which affords a high level of amenity and function for its residents. This includes ready access to coastal views, recreational and walking trails, public transport and existing community and shopping services in Hallett Cove.</p> <p>The policy framework proposed by the DPA will also encourage a more diverse range of housing than has traditionally been provided for in Marion's southern residential areas, providing greater housing choice and affordability and contributing to the City's growing and diverse population.</p>
<b>Valuing Nature</b>	<p>Proximity of privately-owned land in the area affected to valued coastal reserves, including the Hallett Headland Reserve, Marion Coastal Walking Trail and walking trails and wetland areas to the south adjacent the Adelaide Desalination Plant, will enhance residents' connection with nature. The DPA also proposes to include the remaining portion of the Open Space Zone, which includes southern extent of the Hallett Headland Reserve, in the Coastal Conservation Zone to ensure its ongoing conservation for the enjoyment of residents and visitors.</p> <p>Opportunities also exist to design new development in response to climate change, including opportunities for more energy and water efficient designs and integration of water sensitive design systems at the neighbourhood and individual site level.</p> <p>Future development will also be appropriately setback from coastal reserves and sensitive areas to ensure the preservation and enhancement of these areas into the future.</p>
<b>Engaged</b>	<p>The DPA will be subject to appropriate community engagement as required by the <i>Development Act 1993</i> and new <i>Community Engagement Charter</i> prepared under the <i>Planning, Development and Infrastructure Act 2016</i>.</p>
<b>Prosperous</b>	<p>Proposed residential development in the area affected would offer new residents access to a range of leisure and cultural experiences within the existing Hallett Cove area.</p> <p>Development of the land would also result in both direct and indirect economic benefits over time, while providing opportunities for new residents to locate near jobs and major urban employment lands, particularly at Lonsdale.</p> <p>Investigations supporting Onkaparinga Council's recent <i>Employment Lands DPA</i> have also confirmed that the area affected has limited appeal for future industry use. Therefore, the proposed residential use of the land is considered the highest and best use.</p>

Themes	Comment
<b>Innovative</b>	The coastal location provides an opportunity for innovative coastal housing designs in the area affected that are appropriately designed for land gradients (e.g. split level) and to maximise coastal views. The area affected also has ready access to high speed information technology services, including the NBN.
<b>Connected</b>	The area affected by this DPA provides a logical extension to existing infrastructure and services with Hallett Cove, including a network of roads and footpaths and public transport (bus and rail). This will assist in ensuring appropriate levels of mobility within the community, together with access to high speed broadband internet access via the NBN that can be provided to each new home.

## City of Onkaparinga

### Strategic Directions Report (2013)

While potential rezoning of land in the area affected for residential development was not specifically identified in Onkaparinga Council's last Strategic Directions Report (Section 30 Development Plan Review) prepared in 2013, the Review identified a City-wide *Employment Lands DPA* as a priority. This included investigating changes in the Lonsdale area as a result of the closure and remediation of the former Port Stanvac Oil Refinery land.

The *Employment Lands DPA* was subsequently completed and consolidated into the Onkaparinga Council Development Plan on 6 February 2018 and included portion of the area affected by this DPA in the Onkaparinga Council area. Notably, investigations supporting the *Employment Lands DPA* identified that the area affected has limited appeal for employment and industrial activities. It therefore included the area affected within an 'interface area' until such time as more detailed investigations could be carried out as part of a separate process to determine the suitability or otherwise of rezoning the land for more sensitive residential purposes, particularly given a number of EPA licensed activities operating within the local vicinity.

### **DPA Response**

While this DPA was not specifically identified in Onkaparinga Council's last Strategic Directions Report, it furthers investigations undertaken as part of Council's recent *Employment Lands DPA*, which was identified as a priority in the Review.

More specifically, the DPA includes more detailed investigations to determine the suitability of land in the area affected to support residential development, including managing the interface with existing industrial and employment activities at Lonsdale.

### Onkaparinga 2035

The *Onkaparinga 2035* Plan is Onkaparinga Council's leading strategic plan and sets a future vision for the city to create strong, vibrant communities. The Plan is focused around three key themes of People, Place and Prosperity. Alignment of the DPA with these themes and relevant objectives is discussed in the **Table** below.

**Table 3 – *Onkaparinga 2035***

Theme	Relevant Objectives	Comment
<b>People</b>	An active, creative and learning city. A diverse city that celebrates cultural expression, respecting past and embracing future.	Rezoning of land in the area affected for residential development provides opportunities for new residents to engage in active lifestyles and local interpretation, including use of adjacent coastal walking trails and interpretive facilities to the north and south of the area.

Theme	Relevant Objectives	Comment
<b>Place</b>	<p>A well-planned, managed and maintained green city that enables and promotes sustainable and healthy lifestyles.</p> <p>A liveable and connected city with a rich mix of destinations, activities and experiences.</p> <p>A fun, safe and inclusive city that is attractive to live in, work in and visit.</p>	<p>The area also has access to a number of existing schools and education facilities and is accessible to high speed internet provided by the NBN, which can be readily provided to all new homes.</p> <p>The DPA has also considered cultural heritage and the significance of southern Adelaide's coastal area to Aboriginal people.</p> <p>The DPA seeks to facilitate residential development as a logical extension to existing residential areas at Hallett Cove in the adjacent Marion Council area, providing connections to a range of passive and active lifestyle and coastal experiences as well as to existing services and local destinations, promoting healthy lifestyles.</p> <p>The area is also located adjacent major urban employment lands at Lonsdale, providing local employment opportunities for new residents and reduced commuting times.</p>
<b>Prosperity</b>	<p>A prepared city that values natural resources, landscapes and sustainable management.</p> <p>A city with a prosperous, diverse and competitive economy.</p>	<p>The DPA provides an opportunity to increase residential land supply within an existing urban area in southern Adelaide without requiring disproportionate augmentation of existing infrastructure, contributing to a more carbon-efficient, sustainable urban footprint and reducing pressure on the urban fringe.</p> <p>Development of the land for residential use is also considered the highest and best use of the land, and would also result in both direct and indirect economic benefits over time while providing opportunities for new residents to locate near jobs and major urban employment lands, particularly at Lonsdale.</p>

# Development Plan Amendment

By the Minister

**Marion Council**  
**Onkaparinga Council**  
Development Plans

**Lonsdale Residential Development Plan  
Amendment**

The Amendment



Government of South Australia

Department of Planning,  
Transport and Infrastructure



<b>Amendment Instructions Table</b>				
<b>Name of Local Government Area:</b> City of Marion				
<b>Name of Development Plan:</b> Marion Council Development Plan				
<b>Name of DPA:</b> Lonsdale Residential DPA				
<p><b>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 15 August 2019.</b></p> <p><b>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.</b></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.  If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Land Division</b>				
1.	Replace	The entire 'Land Division' general module with the contents of <b>Attachment A</b> .	N	N
<b>Landscaping, Fences and Walls</b>				
2.	Replace	The entire 'Landscaping, Fences and Walls' general module with the contents of <b>Attachment B</b> .	N	N
<b>Open Space and Recreation</b>				
3.	Replace	The entire 'Open Space and Recreation' general module with the contents of <b>Attachment C</b> .	N	N
<b>Residential Development</b>				
4.	Replace	<p>In PDC 41, the words:</p> <p style="color: green;"><i>'Driveways serving hammerhead sites, or more than one dwelling, should satisfy the following:'</i></p> <p>with the words:</p> <p style="color: green;"><i>'Except where otherwise specified in a particular zone or policy area, driveways serving hammerhead sites, or more than one dwelling, should satisfy the following:'</i></p>	N	N

**Lonsdale Residential DPA**  
**by the Minister**  
**Marion Council Development Plan - Amendment Instructions Table**

<b>Supported Accommodation</b>				
5.	Replace	The entire 'Supported Accommodation' general module with the contents of <b>Attachment D</b> .	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Open Space Zone</b>				
6.	Delete	The entire 'Hallett Cove Buffer Policy Area 9'	N	N
7.	Delete	In the third line of the Non-complying Development table, the words:  <i>"Caravan park located within Hallett Cove Buffer Policy Area 9."</i>	N	N
8.	Delete	In line 25 of the Non-complying Development table relating to 'Shops or group of shops', the words:  <i>"...not located within Hallett Cove Buffer Policy Area 9..."</i>	N	N
<b>Residential Zone</b>				
9.	Replace	The 'Residential Zone' with the contents of <b>Attachment E</b> .	N	N
<b>Residential Zone - (New) Lonsdale Policy Area 9</b>				
10.	Insert	New 'Lonsdale Policy Area 9' in <b>Attachment F</b> immediately before Cement Hill Policy Area 10 in the Residential Zone.	N	N
<b>TABLES</b>				
Amendments required: <b>No</b>				
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>				
Amendments required: <b>Yes</b>				
<b>Map Reference Table</b>				
11.	Delete	In the <b>Zone Maps</b> Table in the Zone Map Numbers column adjacent the Open Space entry, the following:  Mar/15	N	N
12.	Replace	In the <b>Policy Area Maps</b> Table in the Policy Area Name column, the words:  <i>'Hallett Cove Buffer Policy Area 9'</i>  With the words:  Lonsdale Policy Area 9	N	N
13.	Insert	In the <b>Overlay Maps</b> Table in the Overlay Map Numbers column adjacent the Affordable Housing entry, the following in numerical order:  Mar/15	N	N
14.	Insert	In the <b>Overlay Maps</b> Table in the Overlay Map Numbers column adjacent the Noise and Air Emissions entry, the following in numerical order:  Mar/15	N	N

**Lonsdale Residential DPA  
by the Minister  
Marion Council Development Plan - Amendment Instructions Table**

<b>Map(s)</b>				
15.	Replace	<p>The following Maps:</p> <ul style="list-style-type: none"> <li>• Council Index Map</li> <li>• Location Map Mar/15</li> <li>• Overlay Map Mar/15 - Transport</li> <li>• Overlay Map Mar/15 – Development Constraints</li> <li>• Zone Map Mar/15</li> <li>• Policy Area Map Mar/15</li> </ul> <p>with the contents of <b>Attachment G</b>.</p>	N	N
16.	Insert	<p>New Overlay Maps 'Mar/15 Noise and Air Emissions' and 'Mar/15 Affordable Housing' in <b>Attachment H</b> immediately following Overlay Map Mar/15 – Development Constraints'</p>	N	N



**ATTACHMENT A**

**(Replacement) General *Land Division* Module**

*(\*Text in red denotes new or amended policy)*



## Land Division

### OBJECTIVES

- 1 Land division that occurs in an orderly sequence allowing efficient provision of new infrastructure and facilities and making optimum use of existing under utilised infrastructure and facilities.
- 2 Land division that creates allotments appropriate for the intended use.
- 3 Land division layout that is optimal for energy efficient building orientation.
- 4 Land division that is integrated with site features, including landscape and environmental features, adjacent land uses, the existing transport network and the availability of infrastructure.
- 5 Land division restricted in rural areas to ensure the efficient use of rural land for primary production and avoidance of uneconomic infrastructure provision.

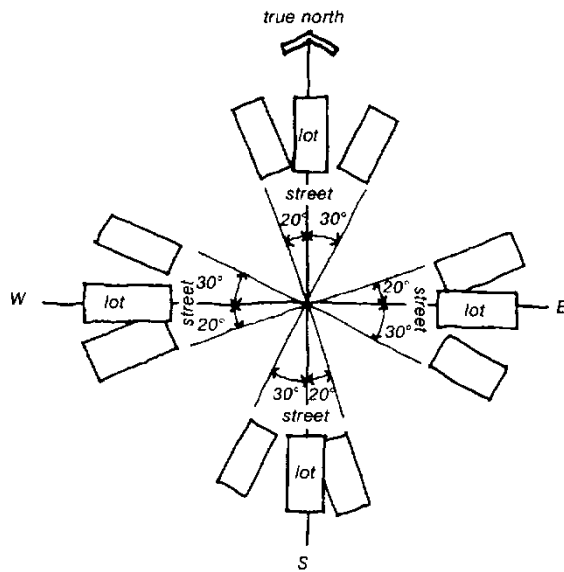
### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 When land is divided:
  - (a) stormwater should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land in an environmentally sensitive manner
  - (b) a sufficient water supply should be made available for each allotment
  - (c) provision should be made for the disposal of wastewater, sewage and other effluent from each allotment without risk to health
  - (d) proposed roads should be graded, or be capable of being graded to connect safely and conveniently with an existing road or thoroughfare.
- 2 Land should not be divided if any of the following apply:
  - (a) the size, shape, location, slope or nature of the land makes any of the allotments unsuitable for the intended use
  - (b) any allotment will not have a frontage to one of the following:
    - (i) an existing road
    - (ii) a proposed public road
    - (iii) access to a public road via an internal roadway in a plan of community division
  - (c) the intended use of the land is likely to require excessive cut and/or fill
  - (d) it is likely to lead to undue erosion of the subject land or land within the locality
  - (e) the wastewater treatment plant to which subsequent development will be connected does not have sufficient capacity to handle the additional wastewater volumes and pollutant loads generated by such development
  - (f) the area is unsewered and cannot accommodate an appropriate waste disposal system within the allotment to suit the intended development
  - (g) the intended use of the land would be contrary to the zone objectives

- (h) any allotments will straddle more than one zone, policy area or precinct
- (i) the allotments unreasonably restrict access to publicly owned land such as recreation areas.

**Design and Layout**

- 3 Except within the **Regional Activity Zone** and **Suburban Activity Node Zone**, residential allotments should have a depth of no more than four times the width of the frontage or four times the average width of the allotment.
- 4 Allotments fronting South Road, Marion Road, Cross Road, Morphett Road, Daws Road, Diagonal Road, Sturt Road, Seacombe Road, Lonsdale Highway or Landers Road and having no alternative vehicle access from a side or rear street should have a minimum frontage of 16 metres and a minimum depth of 32 metres.
- 5 Land divisions should be designed to ensure that areas of native vegetation and wetlands:
  - (a) are not fragmented or reduced in size
  - (b) do not need to be cleared as a consequence of subsequent development.
- 6 Land divisions creating more than 20 additional allotments should provide for the following:
  - (a) at least 80 per cent of allotments should be oriented so that their long axis conforms with the following figure:



Orientated lots for solar access in temperate and hot-arid climates

- (b) allotments with a primary road frontage of less than 14 metres should be oriented in a north/south alignment
  - (c) a maximum of 20 per cent of allotments should be located on the south side of east-west aligned streets.
- 7 The design of a land division should incorporate:
    - (a) roads, thoroughfares and open space that result in safe and convenient linkages with the surrounding environment, including public and community transport facilities, and which, where necessary, facilitate the satisfactory future division of land and the inter-communication with neighbouring localities

- (b) new road and allotment access points providing appropriate separation distances from existing road junctions or level crossings
  - (c) safe and convenient access from each allotment to an existing or proposed public road or thoroughfare
  - (d) areas to provide appropriate separation distances between potentially conflicting land uses and/or zones
  - (e) suitable land set aside for useable local open space
  - (f) public utility services within road reserves and where necessary within dedicated easements
  - (g) the preservation of significant natural, cultural or landscape features including State and local heritage places
  - (h) protection for existing vegetation and drainage lines
  - (i) where appropriate, the amalgamation of smaller allotments to ensure co-ordinated and efficient site development
  - (j) the preservation of significant trees.
- 8 Land division should result in allotments of a size suitable for their intended use.
- 9 Land division should facilitate optimum solar access for energy efficiency.
- 10 Allotments in the form of a battleaxe configuration should:
- (a) have an area, that meet the minimum allotment sizes for the proposed form of dwelling, (excluding the area of the 'handle' of such an allotment)
  - (b) contain sufficient area on the allotment for a vehicle to turn around to enable it to egress the allotment in a forward direction
  - (c) not be created where it would lead to multiple access points onto a road which would dominate or adversely affect the amenity of the streetscape
  - (d) be avoided where their creation would be incompatible with the prevailing pattern of development.
- 11 Access ways serving allotments in the form of a battleaxe configuration should:
- (a) provide for an access onto a public road, with the driveway 'handle' being not more than 35 metres in length and the width being not less than one of the following:
    - (i) 4 metres for an allotment that accommodates no more than 3 dwellings
    - (ii) 6.1 metres for the first 6 metres and 4.6 metres thereafter for an allotment that accommodates up to 7 dwellings
    - (iii) 8 metres for the first 6 metres and 7 metres thereafter for an allotment that accommodates more than 7 dwellings.
- 12 Allotments should have an orientation, size and configuration to encourage development that:
- (a) minimises the need for earthworks and retaining walls
  - (b) maintains natural drainage systems
  - (c) faces abutting streets and open spaces

**Marion Council  
General Section  
Land Division**

- (d) does not require the removal of existing native vegetation to facilitate that development
- (e) will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality.

~~13—The layout of a land division should provide for efficient solar access.~~

- 14 Where the land to be divided borders a river, lake, wetland or creek, the land adjoining the bank should become public open space and linked with an existing or proposed pedestrian or transport network.
- 15 Land division should make provision for a reserve or an area of open space that is at least 30 metres wide from the top of the bank of a watercourse and that incorporates land within the 1-in-100 year average return interval flood event area.
- 16 Where land which has a boundary abutting Sturt River or Field River, is divided, a reserve at least 30 metres wide, when measured from the top of the bank, should be provided along that boundary.
- 17 The layout of a land division should keep flood-prone land free from development.
- 18 The arrangement of roads, allotments, reserves and open space should enable the provision of a storm drainage system that:
  - (a) contains and retains all watercourses, drainage lines and native vegetation
  - (b) enhances amenity
  - (c) integrates with the open space system and surrounding area.

**Roads and Access**

- 19 Road reserves should be of a width and alignment that can:
  - (a) provide for safe and convenient movement and parking of projected volumes of vehicles and other users
  - (b) provide for footpaths, cycle lanes and shared-use paths for the safety and convenience of residents and visitors
  - (c) allow vehicles to enter or reverse from an allotment or site in a single movement allowing for a car parked on the opposite side of the street
  - (d) accommodate street tree planting, landscaping and street furniture
  - (e) accommodate the location, construction and maintenance of stormwater drainage and public utilities
  - (f) provide unobstructed, safe and efficient vehicular access to individual allotments and sites
  - (g) allow for the efficient movement of service and emergency vehicles.
- 20 Roads intended to accommodate bus routes should be of an alignment and width that will:
  - (a) allow for the efficient movement of buses
  - (b) provide a reasonably direct route through the middle of residential areas and linking through to adjoining residential areas.
- 21 The design of the land division should facilitate the most direct route to local facilities for pedestrians and cyclists and enable footpaths, cycle lanes and shared-use paths to be provided of a safe and suitable width and reasonable longitudinal gradient.

- 22 The layout of land divisions should result in roads designed and constructed to ensure:
- (a) that traffic speeds and volumes are restricted where appropriate by limiting street length and/or the distance between bends and slow points
  - (b) there are adequate sight distances for motorists at intersections, junctions, pedestrian and cyclist crossings, and crossovers to allotments to ensure the safety of all road users and pedestrians
  - (c) that existing dedicated cycling and walking routes are not compromised.
- 23 The design of the land division should provide space sufficient for on-street visitor car parking for the number and size of allotments, taking account of:
- (a) the size of proposed allotments and sites and opportunities for on-site parking
  - (b) the availability and frequency of public and community transport
  - (c) on-street parking demand likely to be generated by nearby uses.
- 24 A minimum of one on-street car parking space should be provided for every 2 allotments unless separately defined shared visitor parking spaces exist on-site and at the same ratio (e.g. for group dwellings or residential flat buildings).
- 25 The layout of land divisions should incorporate street patterns designed to enhance the efficient movement of traffic and minimise trip lengths.

### **Land Division in Rural Areas**

- 26 Rural land should not be divided if the resulting allotments would be of a size and configuration likely to impede the efficient use of rural land for any of the following:
- (a) primary production
  - (b) value adding industries related to primary production
  - (c) protection of natural resources.
- 27 Rural land should not be divided where new allotments would result in any of the following:
- (a) fragmentation of productive primary production land
  - (b) strip development along roads or water mains
  - (c) prejudice against the proper and orderly development of townships
  - (d) removal of native vegetation for allotment boundaries, access roads, infrastructure, dwellings and other buildings or firebreaks.



**(Replacement) General *Landscaping, Fences and Walls* Module**

*(\*Text in red denotes new or amended policy)*



## Landscaping, Fences and Walls

### OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping in order to:
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
  - (b) enhance the appearance of road frontages
  - (c) screen service yards, loading areas and outdoor storage areas
  - (d) minimise maintenance and watering requirements
  - (e) enhance and define outdoor spaces, including car parking areas
  - (f) provide shade and shelter
  - (g) assist in climate control within buildings
  - (h) minimise heat absorption and reflection
  - (i) maintain privacy
  - (j) maximise stormwater re-use
  - (k) complement existing native vegetation
  - (l) contribute to the viability of ecosystems and species
  - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
  - (a) include the planting of locally indigenous species where appropriate
  - (b) be oriented towards the street frontage
  - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaped areas along road frontages should have a width of not less than 2 metres and be protected from damage by vehicles and pedestrians.
- 4 Landscaping should not:
  - (a) unreasonably restrict solar access to adjoining development

- (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
  - (c) introduce pest plants
  - (d) increase the risk of bushfire
  - (e) remove opportunities for passive surveillance
  - (f) increase ~~autumnal leaf fall in waterways~~ leaf fall in watercourses
  - (g) increase the risk of weed invasion
  - (h) obscure driver sight lines
  - (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 5 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
  - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
  - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
  - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
  - (e) assist in highlighting building entrances
  - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
  - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
  - (h) be constructed of non-flammable materials.

**(Replacement) General *Open Space and Recreation* Module**

*(\*Text in red denotes new or amended policy)*



## Open Space and Recreation

### OBJECTIVES

- 1 The creation of a network of linked parks, reserves and recreation areas at regional and local levels.
- 2 Pleasant, functional and accessible open spaces providing a range of physical environments.
- 3 A wide range of settings for active and passive recreational opportunities.
- 4 The provision of open space in the following hierarchy:
  - State
  - Regional
  - District
  - Neighbourhood
  - Local.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Urban development should include public open space and recreation areas.
- 2 Public open space and recreation areas should be of a size, dimension and location that:
  - (a) facilitate a range of formal and informal recreation activities to meet the needs of the community
  - (b) provide for the movement of pedestrians and cyclists
  - (c) incorporate existing vegetation and natural features, watercourses, wildlife habitat and other sites of natural or cultural value
  - (d) link habitats, wildlife corridors, public open spaces and existing recreation facilities
  - (e) enable effective stormwater management
  - (f) provides for the planting and retention of large trees and vegetation.
- 3 Open space should be designed to incorporate:
  - (a) pedestrian, cycle linkages to other open spaces, centres, schools and public transport nodes
  - (b) park furniture, shaded areas and resting places to enhance pedestrian comfort
  - (c) safe crossing points where pedestrian routes intersect the road network
  - (d) easily identified access points
  - (e) frontage to abutting public roads to optimise pedestrian access and visibility
  - (f) re-use of stormwater for irrigation purposes
  - (g) recreational trails where appropriate.
- 4 Where practical, access points to regional parks should be located close to public transport.

- 5 District level parks should be at least 3 hectares in size, and provided within 2 kilometres of all households that they serve.
- 6 Neighbourhood parks should be at least 0.5 hectares and generally closer to 1 hectare in size, and provided within 500 metres of households that they serve.
- 7 Local parks should generally be a minimum of 0.2 hectares in size, and should be centrally located within a residential area, close to schools, shops and generally within 300 metres of households that they serve.
- 8 No more than 20 per cent of land allocated as public open space should:
  - (a) have a slope in excess of 1-in-4
  - (b) comprise creeks or other drainage areas.
- 9 Signage should be provided at entrances to and within public open space to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes and park activities.
- 10 Buildings in open space, including structures and associated car parking areas, should be designed, located and of a scale that is unobtrusive and does not detract from the desired open space character.
- 11 Development in open space should:
  - (a) be clustered where practical to ensure that the majority of the site remains open
  - (b) where practical, be developed for multi-purpose use
  - (c) be constructed to minimise the extent of hard paved areas.
- 12 Open spaces and recreation areas should be located and designed to maximise safety and security by:
  - (a) ensuring that within urban areas, their edges are overlooked by housing, commercial or other development that can provide effective informal surveillance
  - (b) ensuring fenced parks and playgrounds have more than one entrance or exit when fenced
  - (c) locating play equipment where it can be informally observed by nearby residents and users during times of use
  - (d) clearly defining the perimeters of play areas
  - (e) providing lighting around facilities such as toilets, telephones, seating, litter bins, bike storage and car parks
  - (f) focusing pedestrian and bicycle movement after dark along clearly defined, adequately lit routes with observable entries and exits.
- 13 Landscaping associated with open space and recreation areas should:
  - (a) not compromise the drainage function of any drainage channel
  - (b) provide shade and windbreaks along cyclist and pedestrian routes, around picnic and barbecue areas and seating, and in car parking areas
  - (c) maximise opportunities for informal surveillance throughout the park
  - (d) enhance the visual amenity of the area and complement existing buildings
  - (e) be designed and selected to minimise maintenance costs

- (f) provide habitat for local fauna.
- 14 Development of recreational activities in areas not zoned for that purpose should be compatible with surrounding activities.
- 15 Recreation facilities development should be sited and designed to minimise negative impacts on the amenity of the locality.



**ATTACHMENT D**

**(Replacement) General *Supported Accommodation* Module**

*(\* Text in red denotes new or amended policy)*



## **Supported Accommodation, Housing for Aged Persons and People with Disabilities**

### **OBJECTIVES**

- 1 Provision of well designed supported accommodation for community groups with special needs.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Supported accommodation (including nursing homes, hostels, retirement homes, retirement villages, residential care facilities and special accommodation houses) **and housing for aged persons and people with disabilities** should be:
  - (a) located within walking distance of essential facilities such as convenience shops, health and community services and public and community transport
  - (b) located where on-site movement of residents is not unduly restricted by the slope of the land
  - (c) sited and designed to promote interaction with other sections of the community, without compromising privacy
  - (d) of a scale and appearance that reflects the residential style and character of the locality
  - (e) provided with public and private open space and landscaping to meet the needs of residents.
- 2 Supported accommodation **and housing for aged persons and people with disabilities** should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents that include:
  - (a) ground-level access or lift access to all units
  - (b) internal communal areas and private spaces
  - (c) an interesting and attractive outlook from units and communal areas for all residents, including those in wheelchairs
  - (d) useable recreation areas for residents and visitors, including visiting children
  - (e) adequate living space allowing for the use of wheelchairs with an attendant
  - (f) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry
  - (g) storage areas for items such as boats, trailers and caravans
  - (h) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles
  - (i) mail boxes and waste disposal areas within easy walking distance of all units.
- 3 **Dwellings comprising of supported accommodation should provide a minimum area of private open space of 30 square metres, one part of which should be capable of containing a rectangle of at least 3 metres by 5 metres.**
- 4 Access roads within supported accommodation **and development incorporating, housing for aged persons and people with disabilities** should:

**Marion Council**  
**General Section**  
***Supported Accommodation, Housing for Aged Persons and People with Disabilities***

- (a) not have gradients of more than 1-in-6
  - (b) provide convenient access for emergency vehicles, visitors and residents
  - (c) provide space for manoeuvring cars and community buses
  - (d) include kerb ramps at pedestrian crossing points
  - (e) have level-surface passenger loading areas.
- 5 Car parking associated with supported accommodation and housing for aged persons and people with disabilities should:
- (a) be conveniently located on site within easy walking distance of resident units
  - (b) be adequate for residents, staff, service providers and visitors
  - (c) include private parking spaces for independent living units
  - (d) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles
  - (e) include covered and secure parking for residents' vehicles
  - (f) have slip-resistant surfaces with gradients not steeper than 1-in-40
  - (g) allow ease of vehicle manoeuvrability
  - (h) be designed to allow the full opening of all vehicle doors
  - (i) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise
  - (j) be appropriately lit to enable safe and easy movement to and from vehicles.

**ATTACHMENT E**

**(Replacement) Residential Zone**

*(\*Text in red denotes new or amended policy)*



## Residential Zone

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

### OBJECTIVES

- 1 An attractive residential zone comprising a range of dwelling types including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public and community transport routes and public open spaces.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The following forms of development are envisaged in the zone:
  - affordable housing
  - outbuilding in association with a dwelling
  - domestic structure
  - dwelling including a residential flat building
  - dwelling addition
  - small scale non-residential uses that serve the local community, for example:
    - child care facilities
    - consulting rooms
    - health and welfare services
    - offices
    - open space
    - primary and secondary schools
    - recreation areas
    - shops
  - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, **offices** and consulting rooms should be of a nature and scale that:
  - (a) **primarily** serves the needs of the local community
  - (b) is consistent with the character of the locality
  - (c) does not detrimentally impact on the amenity of nearby residents.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

## Form and Character

6 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage where no established streetscape exists	8 metres from arterial roads shown on <i>Overlay Map – Transport</i> and any road within <b>Hills Policy Area 11</b> . 5 metres in all other circumstances.
Minimum setback from primary road frontage where an established streetscape exists	5 metres within <b>Medium Density Policy Area 12</b> and <b>Regeneration Policy Area 16</b> except where located on an arterial road. 8 metres from arterial roads shown on <i>Overlay Map – Transport</i> and any road within <b>Hills Policy Area 11</b> .
Minimum setback from secondary road frontage	2 metres within <b>Marion Plains Policy Area 8, Lonsdale Policy Area 9, Medium Density Policy Area 12, Northern Policy Area 13, Regeneration Policy Area 16, Foothills and Seaside Policy Area 23</b> and <b>Worthing Mine Policy Area 20</b> and <b>Southern Policy Area 18</b> . 3 metres in all other circumstances.
Minimum setback from side boundaries	Where the wall height is not greater than 3 metres: (a) 2 metres within <b>Hills Policy Area 11</b> (b) 0.9 metres in all other circumstances. Where the wall height is between 3 metres and 6 metres: (a) 3 metres if adjacent southern boundary (b) 2 metres in all other circumstances. Where the wall height is greater than 6 metres: (a) if not adjacent the southern boundary, 2 metres plus an additional setback equal to the increase in wall height above 6 metres (b) if adjacent the southern boundary, 3 metres plus an additional setback equal to the increase in wall height above 6 metres.
Maximum length and height when wall is located on side boundary	Not applicable in <b>Hills Policy Area 11</b> , that part of <b>Residential Character Policy Area 17</b> within the suburb of Marion, and <b>Watercourse Policy Area 19</b> , as walls on boundaries are generally not appropriate in these policy areas. In all other policy areas of the <b>Residential Zone</b> – (a) where the wall does not adjoin communal open space or a public reserve – 8 metres in length and 3 metres in height (b) where wall adjoins communal open space or a public reserve – 50 per cent of the length of the boundary and 4 metres in height.

Parameter	Value
Minimum setback from rear boundary	<ul style="list-style-type: none"> <li>(a) 6 metres for single storey parts of the dwelling (where no wall height exceeds 3 metres)</li> <li>(b) 8 metres for all other parts of the dwelling with a wall height greater than 3 metres</li> </ul> subject to the following variations: <ul style="list-style-type: none"> <li>(i) within <b>Hills Policy Area 11</b> – (a) is 8 metres</li> <li>(ii) within <b>Marion Plains Policy Area 8, Medium Density Policy Area 12, Northern Policy Area 13, Racecourse Policy Area 15, Regeneration Policy Area 16, Foothills and Seaside Policy Area 23, Southern Policy Area 18</b> for sites with an average site gradient less than 1-in-8 and <b>Worthing Mine Policy Area 20</b> - (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary</li> <li>(iii) within <b>Medium Density Policy Area 12</b> and <b>Regeneration Policy Area 16</b> - (b) is 6 metres.</li> <li>(ii) within <b>Lonsdale Policy Area 9</b> for sites with an average gradient less than 1-in-8 - (a) may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary.</li> </ul>
Maximum building height (from natural ground level)	Within: <ul style="list-style-type: none"> <li>(a) <b>Medium Density Policy Area 12:</b> <ul style="list-style-type: none"> <li>(i) 2 storeys of not more than 9 metres</li> <li>(ii) 2 storeys with an ability to provide a 3 storey addition within the roof space of not more than 10 metres</li> </ul> </li> <li>(b) <b>Regeneration Policy Area 16</b>, 3 storeys of not more than 12 metres</li> <li>(c) <b>Residential Character Policy Area 17:</b> <ul style="list-style-type: none"> <li>(i) within the suburb of Marion, 2 storeys of not more than 9 metres</li> <li>(ii) in all other areas, one storey with an ability to provide a 2 storey addition within the roof space subject to Principles of Development Control within the policy area of not more than 7 metres</li> </ul> </li> <li>(d) all other policy areas, 2 storeys of not more than 9 metres.</li> </ul>

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

Site area of dwelling	Minimum area of private open space	Provisions
Less than 175 square metres	20 per cent of the site area or 35 square metres, whichever is the greater	<p>Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres.</p> <p>One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.</p> <p>The remainder of the space should have a minimum dimension of 2.5 metres.</p>
175 square metres or greater	20 per cent of site area	<p>Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres.</p> <p>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.</p> <p>The remainder of the space should have a minimum dimension of 2.5 metres.</p>

- 8 Dwellings used for supported accommodation should have average site areas and site gradients not less than that shown in the following table:

Location	Average site area	Maximum site gradient
Lonsdale Policy Area 9, Foothills and Seaside Policy Area 23 and Worthing Mine Policy Area 20	250 square metres	1-in-20
Marion Plains Policy Area 8, Medium Density Policy Area 12, Northern Policy Area 13, Oaklands Park Policy Area 14, Regeneration Policy Area 16 and Southern Policy Area 18	200 square metres	n/a
All other areas	As set by the relevant policy area for dwellings generally	

### Site Coverage

- 9 Site coverage should not exceed the amount specified by the relevant policy area unless it is demonstrated that doing so:
- would not be contrary to the relevant setback and private open space provisions
  - would not adversely affect the amenity of adjoining properties
  - would not conflict with other relevant criteria of this Development Plan.

**Affordable Housing**

- 10 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 11 Affordable housing should be distributed throughout the zone and/or policy areas to avoid over-concentration of similar types of housing in a particular area.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	<p>Except where an advertisement and/or advertising hoarding satisfies all of the following:</p> <ul style="list-style-type: none"> <li>(a) the message contained thereon relates entirely to a lawful use of land</li> <li>(b) the advertisement is erected on the same allotment as the use it seeks to advertise</li> <li>(c) it does not exceed the following dimensions:               <ul style="list-style-type: none"> <li>(i) a display area or panel size of 4 square metres (2 square metres if double-sided)</li> <li>(ii) a maximum height of 4 metres if freestanding</li> </ul> </li> <li>(d) there will not be more than one advertisement on the allotment;</li> <li>(e) no part of it will be located above the eaves of any building on that allotment.</li> </ul>
Amusement machine centre	
Caravan park	
Cemetery	
Consulting room	Except where the gross leasable floor area is less than 150 square metres.
Crematorium	
Dairy	
Farming	
Fuel depot	
Funeral parlour	
Group dwelling where located within Racecourse Policy Area 15, Residential Character Policy Area 17 or Watercourse Policy Area 19	
Gymnasium	
Horse keeping	Except where located within Racecourse Policy Area 15.
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	

Form of Development	Exceptions
Intensive animal keeping	
Land division resulting in the creation of battle-axe or similar allotments where located within the <b>Residential Character Policy Area 17</b>	
Mortuary	
Motor repair station	
Multiple dwelling where located within <b>Coastal Policy Area 21, Racecourse Policy Area 15, Residential Character Policy Area 17, Watercourse Policy Area 19 or Hills Policy Area 11</b>	
Office	Except where the <b>gross leasable</b> floor area is less than 150 square metres.
Petrol filling station	
Public service depot	
Residential flat building where located within <b>Coastal Policy Area 21, Racecourse Policy Area 15, Residential Character Policy Area 17, Watercourse Policy Area 19 or Hills Policy Area 11</b>	
Restaurant	
Road transport terminal	
Row dwelling where located within <b>Coastal Policy Area 21, Racecourse Policy Area 15, Residential Character Policy Area 17, Watercourse Policy Area 19 or Hills Policy Area 11</b>	
Semi-detached dwelling where located within <b>Coastal Policy Area 21, Racecourse Policy Area 15, Watercourse Policy Area 19, Residential Character Policy Area 17</b> (within the suburb of Marion) or <b>Hills Policy Area 11</b>	
Service trade premises	
Shop or group of shops	Except where: <ul style="list-style-type: none"> <li>(a) the gross leasable area is less than 150 square metres; and</li> <li>(b) located outside of <b>Racecourse Policy Area 15</b>.</li> </ul>
Stadium	
Stock sales yard	
Stock slaughter works	

Form of Development	Exceptions
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

### Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. Further, the following forms of development (except where the development is non-complying) are assigned:

Category 1	Category 2
<p>Recreation area</p> <p>Retaining wall/s and/or earthworks which, in the opinion of the relevant authority, are of a minor nature only and will not unreasonably impact on owners or occupiers of adjacent land.</p>	<p>A residential building of 2 or more storeys on a battle-axe site.</p> <p>Demolition of a Local Heritage Place or State Heritage Place.</p> <p>Wall (excluding retaining wall) for residential development which exceeds a length of 8 metres and/or exceeds a height of 3 metres when measured from natural ground level where abutting a side or rear boundary (other than a common wall of semi-detached dwellings, row dwellings or residential flat buildings).</p> <p>Retaining wall/s and/or earthworks, other than where assigned Category 1.</p> <p>Horse keeping and associated facilities where located within Racecourse Policy Area 15 where the subject property is adjacent a property in a different residential policy area.</p>

**ATTACHMENT F**

**(New) Lonsdale Policy Area 9**



## Lonsdale Policy Area 9

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

### OBJECTIVES

- 1 A policy area primarily comprising low scale, low density housing.
- 2 Development which is sensitive to the particular topography of the locality
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area encompasses land at Lonsdale that formerly provided a landscape buffer between the operations of the (now closed) Port Stanvac Oil Refinery in the Onkaparinga Council area to existing residential areas in Hallett Cove.

This Policy Area will develop as an attractive residential community that includes a mix of housing types and densities, contiguous with the established residential area to the north at Hallett Cove. Development will comprise a mix of predominantly low density, single and two storey formats exhibiting a variety of architectural styles with large, open front gardens and access to public open spaces and the coast. Higher density dwellings are encouraged adjacent areas of public open space, considering the gradient of the land.

Development will be designed to integrate with the topography of the area and protect natural features, including the coast, with limited cut and fill and associated retaining walls. Footing design will consider any impacts from the batter slope which extends down to the existing coastal pathway in the coastal reserve to the west of the policy area.

The built form, siting, architectural and landscape design of individual sites will make a positive contribution to the streetscape and character of the locality. Building design will be of a high architectural standard and incorporate features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colour and materials, the provision of balconies and porticos and facade articulation. Buildings on sloping land will be considerate of the protection of privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

Undercroft car parking will be avoided on flat sites and sites that slope down from the street level.

Public open space will be designed and developed to support the needs of future residents, highlight natural features and link to the adjacent coastal reserve.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the policy area where practical. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways linking to the adjacent coastal reserve.

Potential noise and other impacts from activities within the wider Lonsdale area will be mitigated through development of a suitable acoustic barrier along the full extent of Sigma Road to a minimum height of 4 metres above natural ground level. The barrier will be constructed of solid material comprising earth mounding, masonry or sheet steel fencing, or a combination of these materials. Landscaping and plantings will be provided to improve amenity of this feature and contribute to noise mitigation. Upper storey windows of residences, except those facing north, will also incorporate measures to attenuate potential noise from adjacent industrial and employment activities. Upper storey windows within 75 metres of the Sigma Road

boundary, except those facing north, will also incorporate measures to attenuate potential noise from adjacent industrial and employment activities.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

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

- affordable housing
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling including a residential flat building
- dwelling addition
- small scale non-residential use that serves the local community, for example:
  - child care facility
  - health and welfare service
  - office
  - open space
  - primary and secondary school
  - recreation area
  - shop
- supported accommodation.

### **Form and Character**

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.
- 5 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan, including height, setbacks, building envelopes, building form and massing.
- 6 Development that would be prominently visible should:
- (a) achieve a profile that blends with the topography of the land
  - (b) avoid the use of bright and highly reflective external materials and finishes
  - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.
- 7 The visual dominance of garages and carports on the streetscape should be minimised.
- 8 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:
- (a) incorporating stepping in the design in accordance with the slope of the land
  - (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.

- 9 Residential development in a battle-axe configuration should not be developed unless all of the following can be satisfied:
- (a) a “handle” of at least 4.6 metres width is provided that gives access to the rear of the site, comprising a driveway of 3.0 metres minimum width and landscaping strips of 0.8 metres minimum width along both sides of the driveway
  - (b) all dwellings are sited to ensure that they are at least partially visible from the street frontage
  - (c) fencing along the battle-axe driveway between the primary road frontage and the main face of the dwelling closest to the street is avoided or minimised in height and constructed of a suitable material to maintain an open landscaped character
  - (d) dwellings are set back an appropriate distance from the battle-axe driveway.
- 10 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling Type	Average Site Gradient	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
			Other Road (metres)	Arterial Road (metres)	
Detached Semi-detached	Less than 1-in-8	350	10	12	20
	More than 1-in-8	400	12	12	20
Row	Less than 1-in-8	300	9	12	20
	More than 1-in-8	350	10	12	20
Group Residential flat building	Less than 1-in-8	300	20	20	45
	More than 1-in-8	400	20	20	45

- 11 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.

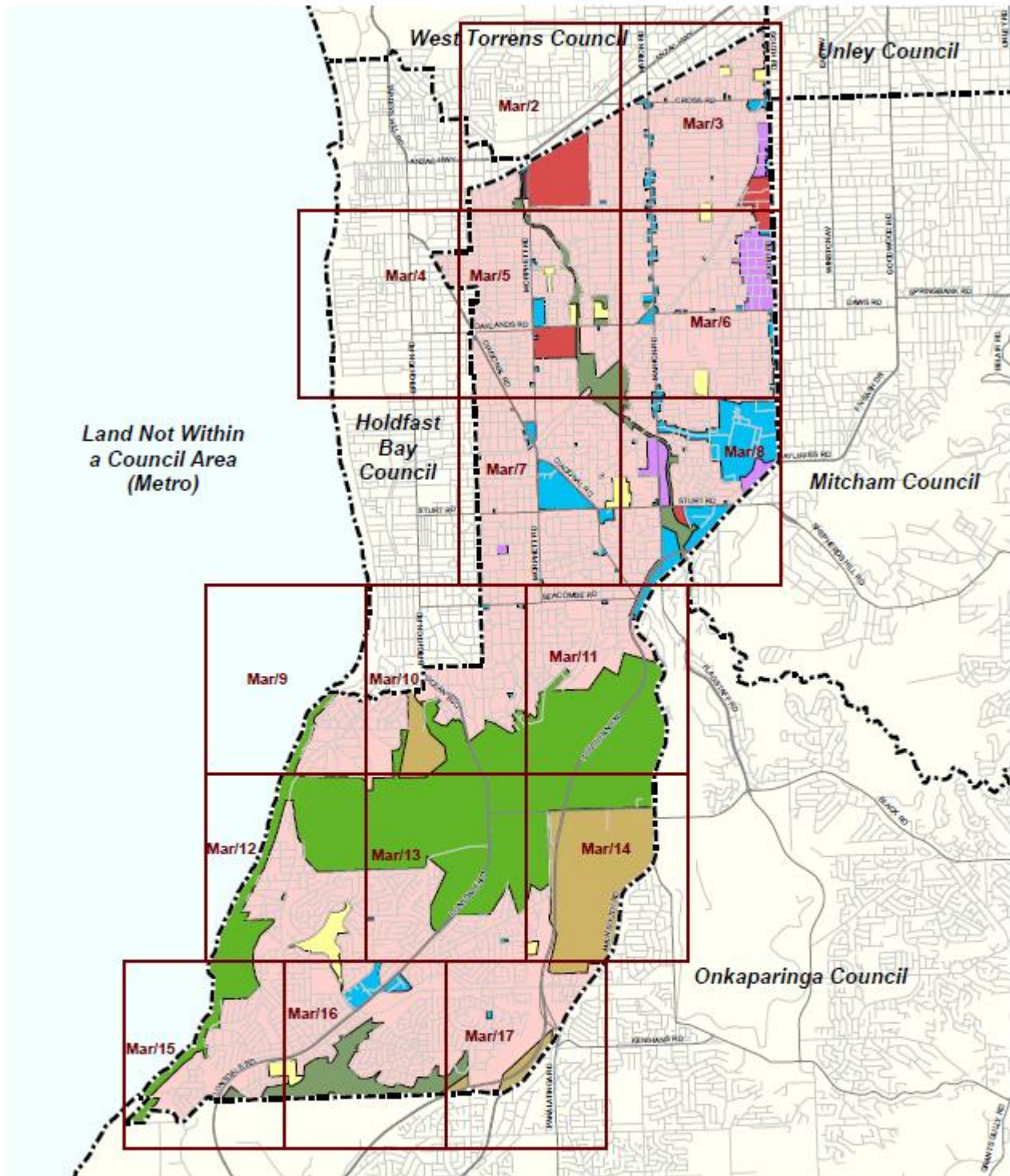


**ATTACHMENT G**

**(Replacement) Spatial Extent Maps**

- **Council Index Map**
- **Location Map Mar/15**
- **Overlay Map Mar/15 - Transport**
- **Overlay Map Mar/15 - Development Constraints**
- **Zone Map Mar/15**
- **Policy Area Map Mar/15**





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/15 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

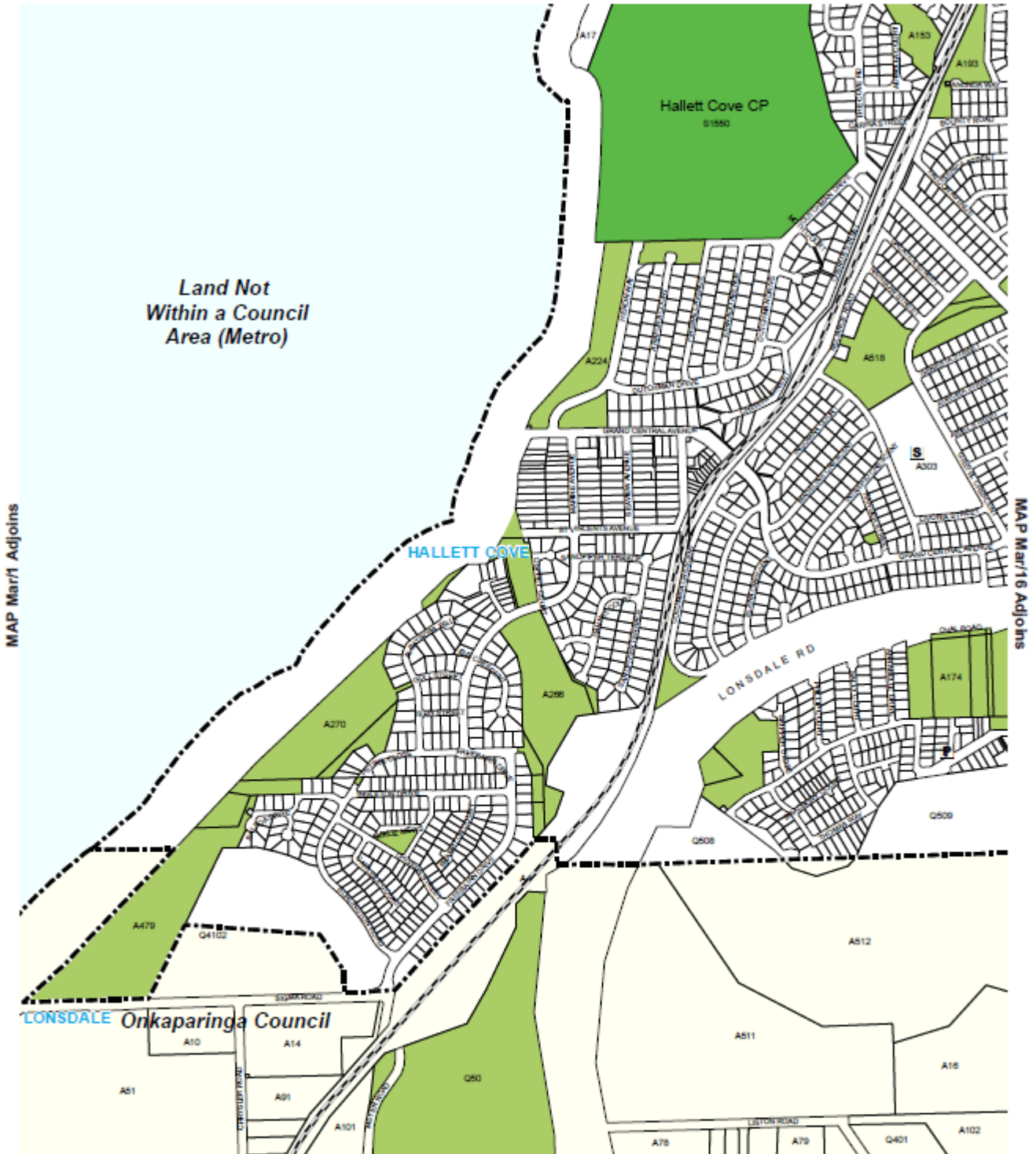


# Council Index Map

MARION COUNCIL

MAP Mar/1 Adjoins

MAP Mar/12 Adjoins



MAP Mar/1 Adjoins

MAP Mar/16 Adjoins

MAP Mar/1 Adjoins



0 500m

-  School
-  Post Office
-  Railways
-  Local Reserves
-  Conservation Park
-  Development Plan Boundary

# Location Map Mar/15

MARION COUNCIL

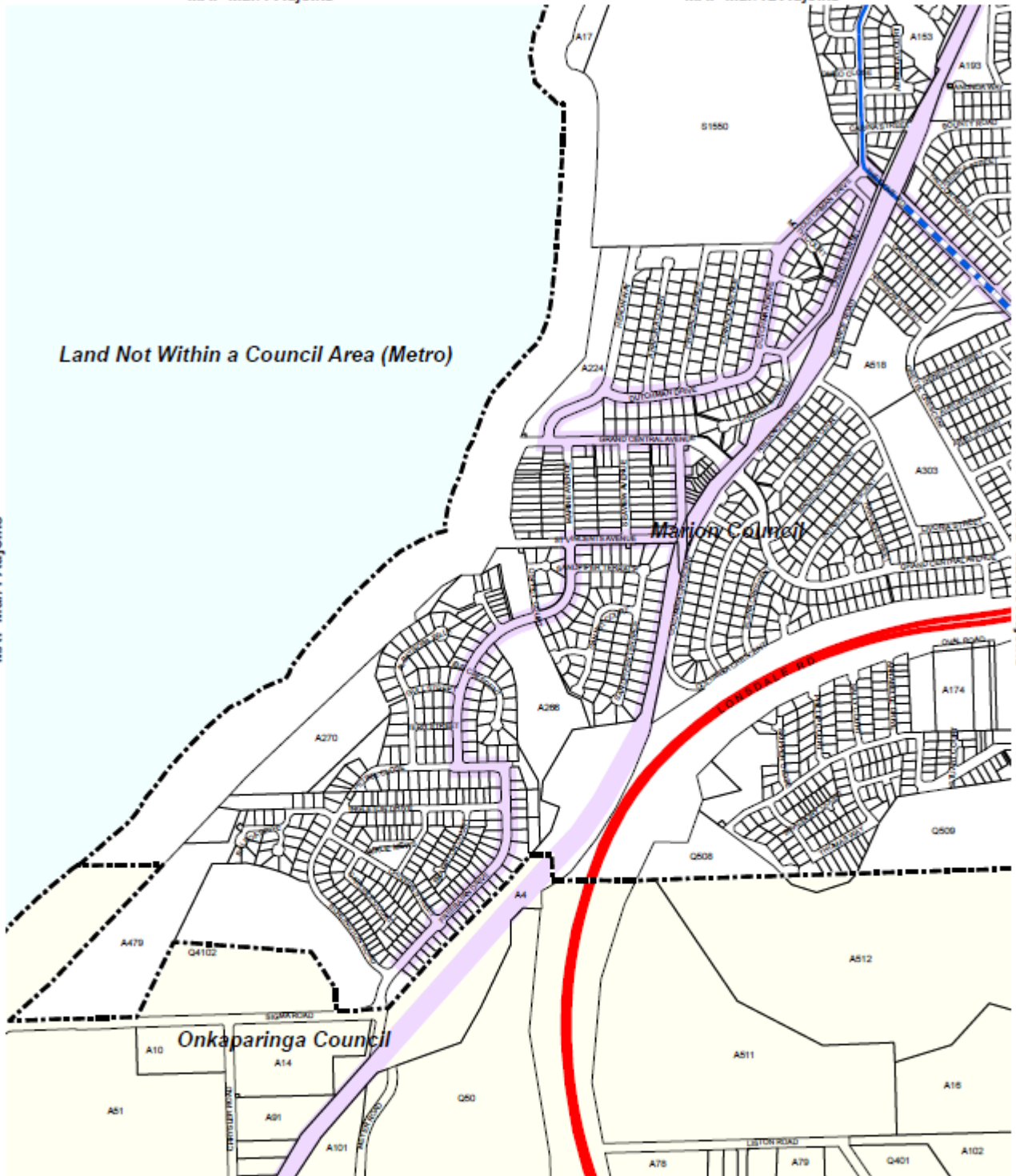
MAP Mar/1 Adjoins

MAP Mar/12 Adjoins

Land Not Within a Council Area (Metro)

MAP Mar/1 Adjoins

MAP Mar/16 Adjoins



MAP Mar/1 Adjoins



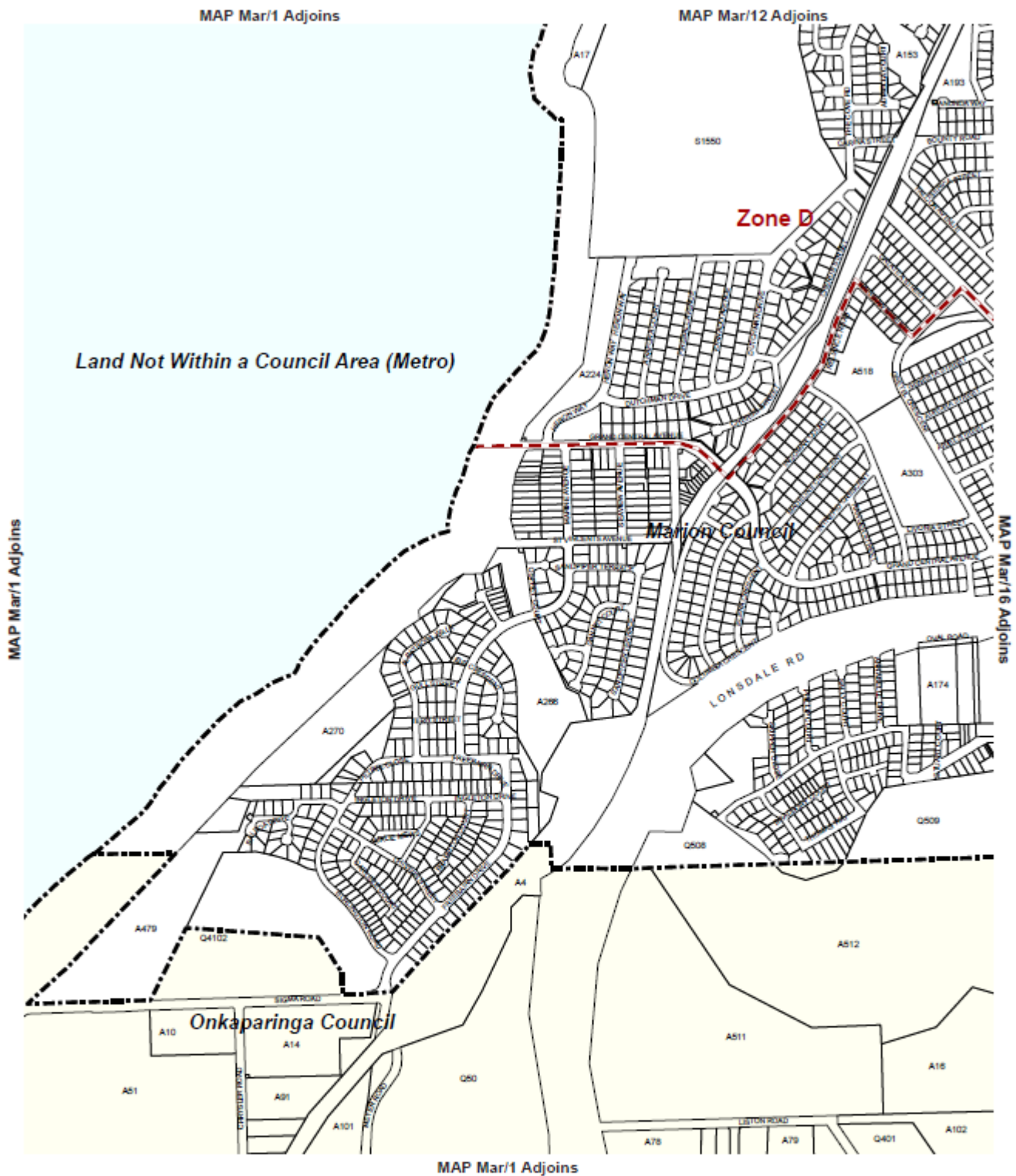
0 500m

- Primary Arterial Roads
- Bikedirect Network
- Secondary Road - Bike Lane
- Secondary Road
- Public Transport
- Development Plan Boundary

# Overlay Map Mar/15

## TRANSPORT

MARION COUNCIL



**Airport Building Heights**  
 Zone D All Structures Exceeding 45 metres above existing ground level



# Overlay Map Mar/15

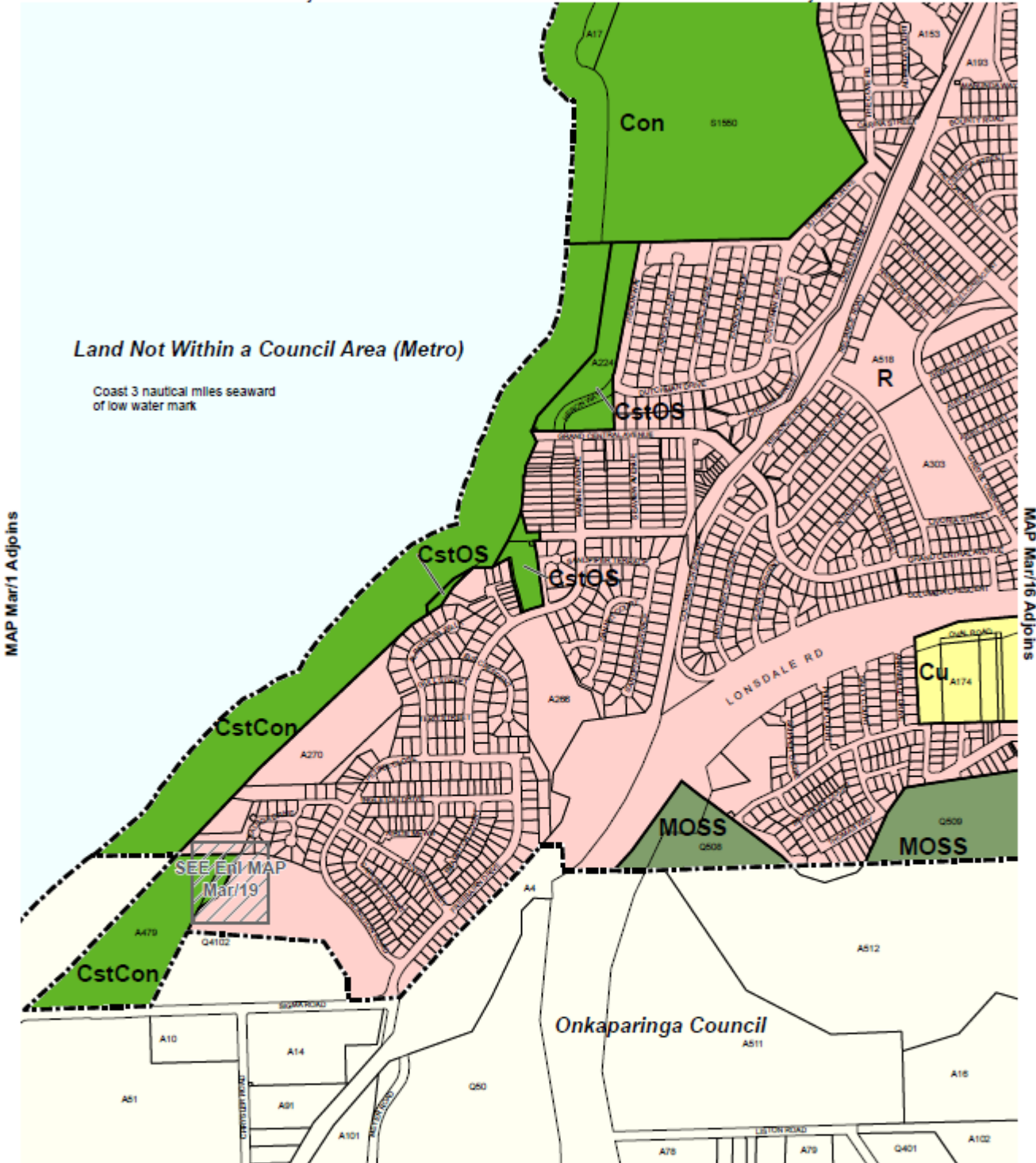
## DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

MARION COUNCIL

MAP Mar/1 Adjoins

MAP Mar/12 Adjoins



Lambert Conformal Conic Projection, GDA84

- Zones**
- CstCon Coastal Conservation
  - CstOS Coastal Open Space
  - Cu Community
  - Con Conservation
  - MOSS Metropolitan Open Space System
  - R Residential
  - Zone Boundary
  - Development Plan Boundary

# Zone Map Mar/15

MARION COUNCIL

MAP Mar/1 Adjoins

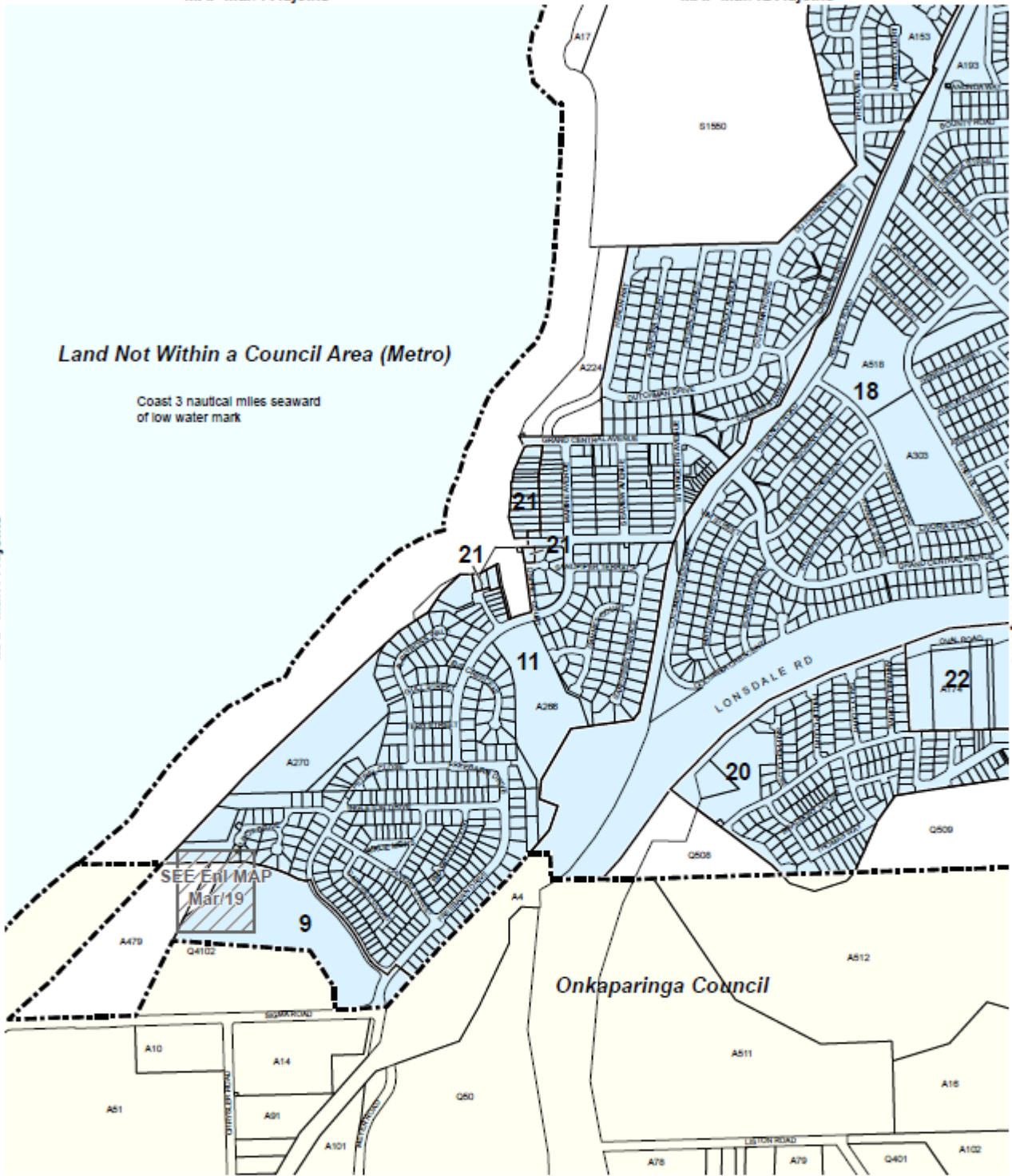
MAP Mar/12 Adjoins

Land Not Within a Council Area (Metro)

Coast 3 nautical miles seaward of low water mark

MAP Mar/1 Adjoins

MAP Mar/16 Adjoins



MAP Mar/1 Adjoins

Lamberts Conformal Conic Projection, QDA84

Policy Area

- 9 Lonsdale
- 11 Hills
- 18 Southern
- 20 Worthing Mine
- 21 Coastal
- 22 Recreation



# Policy Area Map Mar/15

- Policy Area Boundary
- Development Plan Boundary

MARION COUNCIL

**ATTACHMENT H**

**(New) Overlay Maps:**

- **Mar/15 Noise and Air Emissions**
- **Mar/15 Affordable Housing**



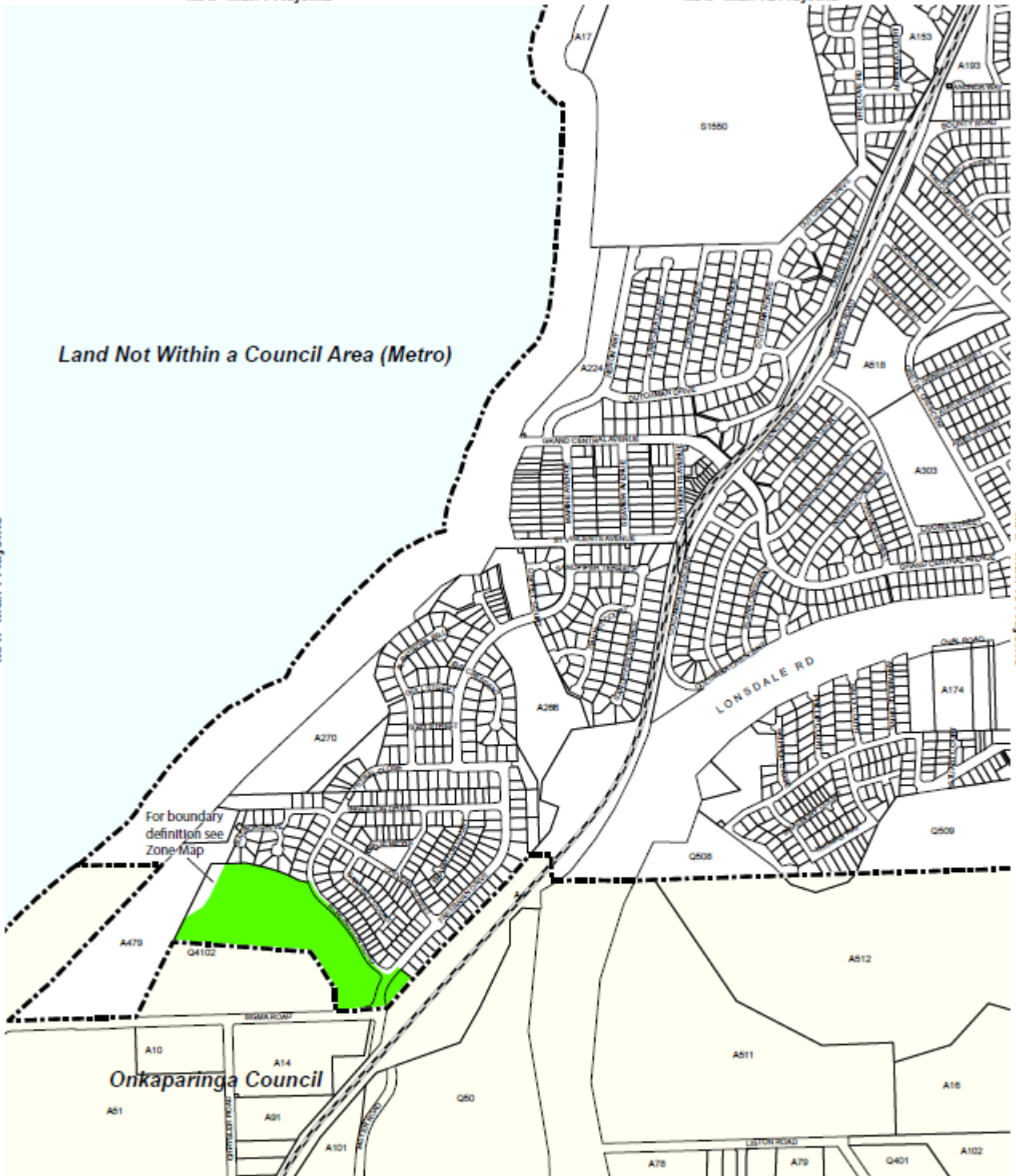
MAP Mar/1 Adjoins

MAP Mar/12 Adjoins

Land Not Within a Council Area (Metro)

MAP Mar/1 Adjoins

MAP Mar/16 Adjoins



For boundary definition see Zone Map

Onkaparinga Council

MAP Mar/1 Adjoins



0 500m

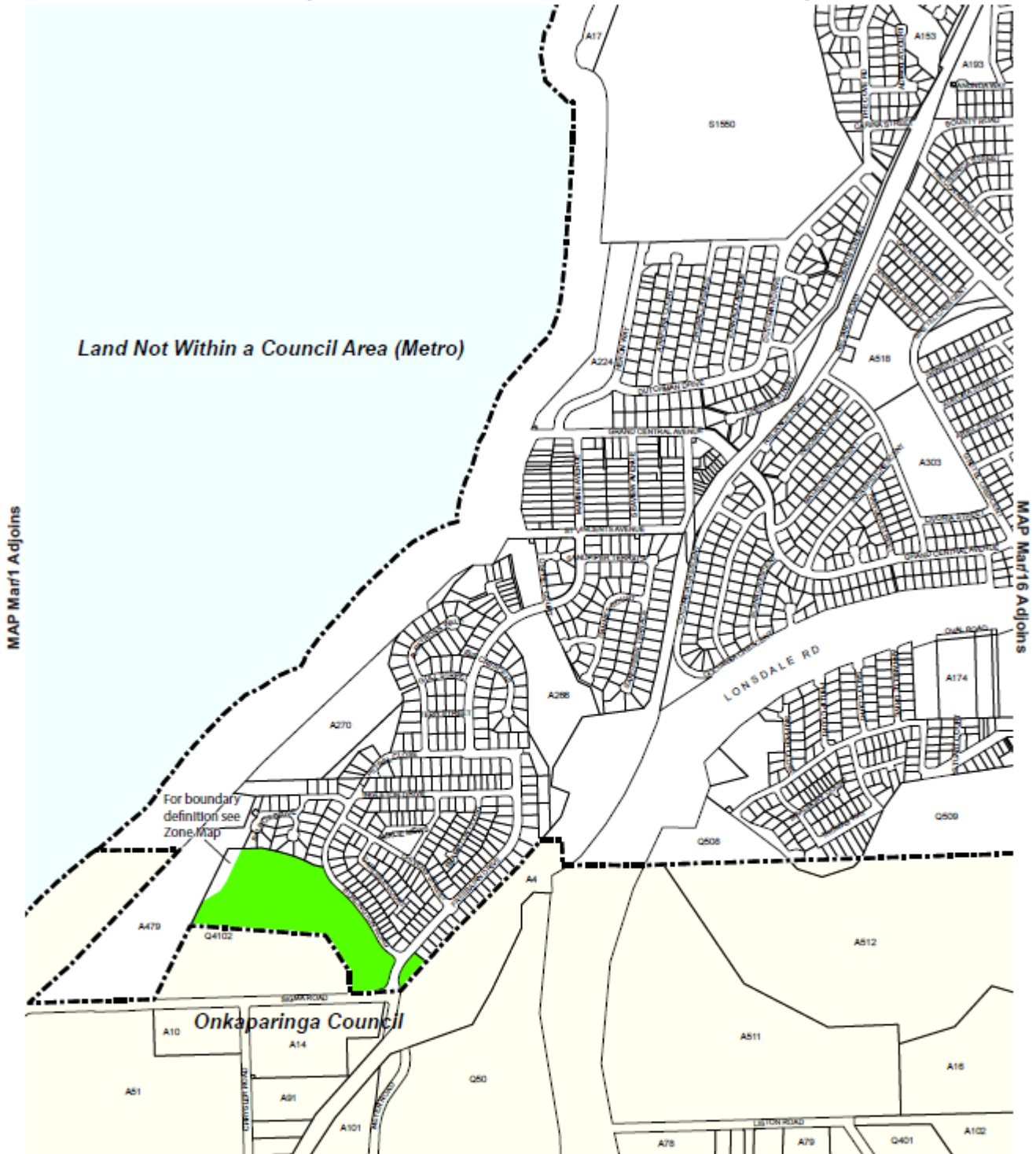
# Overlay Map Mar/15 NOISE AND AIR EMISSIONS

MARION COUNCIL

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

MAP Mar/1 Adjoins

MAP Mar/12 Adjoins



MAP Mar/1 Adjoins

MAP Mar/16 Adjoins

MAP Mar/1 Adjoins



# Overlay Map Mar/15

## AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

MARION COUNCIL

<b>Amendment Instructions Table</b>				
<b>Name of Local Government Area:</b> City of Onkaparinga				
<b>Name of Development Plan:</b> Onkaparinga Council Development Plan				
<b>Name of DPA:</b> Lonsdale Residential DPA				
<i>The following amendment instructions (at the time of drafting) relate to the Onkaparinga Council Development Plan consolidated on 20 December 2018.</i>				
<i>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.</i>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.  If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>No</b>				
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>				
Amendments required: <b>Yes</b>				
<b>Residential Zone</b>				
17.	Replace	The Residential Zone with the contents of <b>Attachment A</b> .	N	N
<b>Residential Zone – (New) Lonsdale Policy Area 69</b>				
18.	Insert	In the new Lonsdale Policy Area 69 in <b>Attachment B</b> immediately after Hart Road Policy Area 52 in the Residential Zone.	N	N
<b>TABLES</b>				
Amendments required: <b>No</b>				
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>				
Amendments required: <b>Yes</b>				
<b>Map Reference Table</b>				
19.	Insert	In the <b>Zone Maps</b> Table in the Map Numbers column adjacent the Residential Zone entry, the following in numerical order:  Onka/19	N	N

Lonsdale Residential DPA

by the Minister

**Onkaparinga Council Development Plan - Amendment Instructions Table**

20.	Insert	<p>In the <b>Policy Area Maps</b> Table under the Hepenstal Road Policy Area 68 entry, the following new entry:</p> <table border="1" data-bbox="347 286 1046 465"> <thead> <tr> <th data-bbox="347 286 724 376">Policy Area Name</th> <th data-bbox="724 286 1046 376">Map Numbers</th> </tr> </thead> <tbody> <tr> <td data-bbox="347 376 724 465">Lonsdale Policy Area 69</td> <td data-bbox="724 376 1046 465">Onka/19</td> </tr> </tbody> </table>	Policy Area Name	Map Numbers	Lonsdale Policy Area 69	Onka/19	N	N
Policy Area Name	Map Numbers							
Lonsdale Policy Area 69	Onka/19							
21.	Insert	<p>In the <b>Overlay Maps Table</b> in the Map Numbers column adjacent the Affordable Housing entry, the following in numerical order:</p> <p>Onka/19</p>	N	N				
22.	Insert	<p>In the <b>Overlay Maps Table</b> in the Map Numbers column adjacent the Noise and Air Emissions entry, the following in numerical order:</p> <p>Onka/19</p>	N	N				
<b>Map(s)</b>								
23.	Replace	<p>The following Maps:</p> <ul style="list-style-type: none"> <li>• Council Index Map</li> <li>• Location Map Onka/19</li> <li>• Overlay Map Onka/19 – Transport</li> <li>• Zone Map Onka/19</li> <li>• Policy Area Map Onka/19</li> <li>• Bushfire Protection Area BPA Map Onka/6 – Bushfire Risk</li> </ul> <p>with the contents of <b>Attachment C</b>.</p>	N	N				
24.	Insert	<p>New Overlay Maps 'Onka/19 Noise and Air Emissions' and 'Onka/19 Affordable Housing' in <b>Attachment D</b> immediately following Overlay Map Onka/19 – Transport'.</p>	N	N				
25.	Replace	<p>Concept Plan Map Onka/29 with the contents of <b>Attachment E</b>.</p>	N	N				

**ATTACHMENT A**

**(Replacement) Residential Zone**

*(\*Text in red denotes new or amended policy)*



## Residential Zone

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

### OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone covers large areas of the City of Onkaparinga and contains a diverse range of residential environments, topographic characteristics, housing types and locations. This variation ranges from low to very low density, leafy green, steeply undulating hills environment to be found in places including Aberfoyle Park, Chandlers Hill, Coromandel Valley, Flagstaff Hill, O'Halloran Hill and parts of Woodcroft, to less steeply undulating areas that are less heavily vegetated in Happy Valley, Lonsdale and the central areas of Christie Downs, Morphett Vale, Hackham, Huntfield Heights Seaford, Moana and Seaford Rise. South of Christies Beach the coastal and near coastal strip contains gently undulating areas and plains reaching to Maslins Beach. The zone also includes coastal flats and sensitive dune areas at Port Noarlunga and between Aldinga Beach and Sellicks Beach, and areas that possess their own distinct character, such as the coastal township character of Port Noarlunga and the country township character of McLaren Vale and Willunga.

The zone will accommodate an ever more diverse range of housing to meet the needs of the community and will be adaptable to change over time in response to cyclical changes in demographics and household as well as the condition of the housing stock. Older neighbourhoods will undergo progressive change through turnover in population and ageing of existing residents which will generate a need for more housing diversity and adaptability as well as changes in density and in addition to the provision of different services and facilities to complement these changes. Residential development will incorporate affordable housing to serve the wide range of housing needs within the community.

It is envisaged that the character, density and pattern of development across the zone will vary according to local conditions with lower densities and dwelling design that responds to the terrain, eco systems, vegetation and topography. There will be an emphasis on higher residential densities in locations in close proximity to shopping centres, public transport and public open space on land with moderate gradients and where impacts on native vegetation and the natural environment will be minimised.

Development will create attractive public streetscapes and open space with clear definition between public and private spaces and incorporate design features such as public lighting, passive surveillance opportunities and visually permeable public areas that create and maintain high levels of personal and community safety.

It is envisaged that further greenfields development will be undertaken in a manner which will provide for communities with walkable neighbourhoods that maximise land efficiency and provide a range of dwelling types and densities, creating attractive, liveable, versatile and interesting residential areas where the private and public realms interact positively from both social and urban design perspectives. These areas will be characterised by the need for greater housing affordability, a need for social, economic and environmental sustainability, and the ability to provide public transport as efficiently as possible.

Overall, individual dwellings in the zone will contribute to the desired character by incorporating elements of good design which include the establishment of visual and physical connections between the public realm of the streets, and private homes, with windows and entrances orientated to provide opportunities for eyes on the street and enhancing the perception of public safety felt throughout the zone. Individual building design will be expected to respond to the natural qualities of sites and take advantage of orientation opportunities to maximise privacy and internal/external relationships for the benefit of occupants. On steeper sites it is envisaged that dwelling designs will respond to topographic conditions by incorporating split-levels and be designed to minimise alteration of the prevailing landform and vegetation whilst managing the potential impact of visual bulk to public streets and to neighbouring properties.

It is envisaged that medium density forms of residential development will be undertaken within designated policy areas and precincts to take advantage of established infrastructure and community facilities. Redevelopment of large sites or sites created through aggregation of small allotments for medium density development will be done in a manner that reduces the impacts of increased densities on adjoining development by the retention of unbuilt space around the edges of the development and the scaling down of building height and bulk around those edges. Factors such as terrain, existing vegetation, accessibility to services, infrastructure, public transport, proximity to centres and enhancement of the positive elements of existing character will be taken into account when determining the suitability of urban infill proposals.

Development in the Aldinga Dunes area and around the dunes at Port Noarlunga will conserve and protect the particular low density, coastal dunes and highly vegetated scrubland character of these unique parts of the zone.

It is essential that all development within the zone establishes and maintains it as an attractive place in which to live and where the residential use of land is the primary function. Non-residential uses will be minor in scale and nature to serve the needs of the local community, or ancillary or incidental to the residential use of the land. Such non-residential uses will only be undertaken in a manner which does not adversely impact upon the amenity of the locality in which it is situated or on residential lifestyle enjoyed by the occupiers of other land within the zone.

Development undertaken at the interface of the zone and rural areas should be laid out and established in a manner which clearly limits the potential for conflict between urban and rural activities.

Development in the country townships of McLaren Vale and Willunga will be undertaken in a form and pattern of land division that is consistent with the early character established in those areas. Development of a kind, density and character that is typical of suburban areas within the metropolitan area will be avoided.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development are envisaged in the zone:
  - affordable housing
  - domestic outbuilding in association with a dwelling
  - domestic structure
  - dwelling
  - dwelling addition
  - small scale non-residential use that serves the local community, for example:
    - child care facility
    - health and welfare service
    - open space
    - primary and secondary school
    - recreation area
    - shop, office or consulting room
  - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.

- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
  - (a) serves the local community
  - (b) is consistent with the character of the locality
  - (c) does not detrimentally impact on the amenity of nearby residents.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

### Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Dwellings should be designed within the following parameters unless otherwise stated in a policy area:

Parameter	Value
Minimum setback from primary road frontage for local roads and streets	3 metres where located within one of the following precinct or policy areas: (a) <b>Precinct 36 Targeted Infill</b> of the <b>Medium Density Policy Area 40</b> (b) <b>Seaford Heights Policy Area 43</b> (c) <b>Seaford Meadows Policy Area 44.</b> 5 metres in <b>all other circumstances</b>
Minimum setback from secondary road frontage for local roads and streets	0.6 metres where located within one of the following precinct or policy areas: (a) <b>Precinct 36 Targeted Infill</b> of the <b>Medium Density Policy Area 40</b> (b) <b>Seaford Heights Policy Area 43</b> (c) <b>Seaford Meadows Policy Area 44.</b> 2 metres where located within <b>Lonsdale Policy Area 69</b> 1.5 metres in <b>all other circumstances</b>

Parameter	Value
Minimum setback from rear boundary (ground floor)	<p>0 metres where located within one of the following precinct or policy areas:</p> <p>(a) <b>Precinct 36 Targeted Infill of the Medium Density Policy Area 40</b></p> <p>(b) <b>Seaford Heights Policy Area 43</b></p> <p>(c) <b>Seaford Meadows Policy Area 44</b></p> <p>providing that both of the following are satisfied, the wall will not:</p> <p>(i) exceed 8 metres in length</p> <p>(ii) result in attributable walls or structures exceeding 50 per cent of the length of the boundary.</p> <p>6 metres on sites with an average gradient greater than 1-in-8 where located in <b>Lonsdale Policy Area 69</b></p> <p>3 metres for no more than 50 per cent of the width of the rear boundary for sites with an average gradient less than 1-in-8 where located in <b>Lonsdale Policy Area 69</b></p> <p>3 metres in <b>all other circumstances</b>.</p>
Minimum setback from rear boundary including balconies (second storey)	<p>7.5 metres where located within <b>Noarlunga Downs Policy Area 41</b> unless the rear boundary abuts an access laneway where the set back is 5 metres.</p> <p>3 metres where located within one of the following precinct or policy areas:</p> <p>(a) <b>Precinct 36 Targeted Infill of the Medium Density Policy Area 40</b></p> <p>(b) <b>Seaford Heights Policy Area 43</b></p> <p>(c) <b>Seaford Meadows Policy Area 44.</b></p> <p>0 metres if the rear boundary abuts a rear access laneway where located within <b>Seaford Heights Policy Area 43.</b></p> <p>8 metres where located in <b>Lonsdale Policy Area 69.</b></p> <p>5 metres in <b>all other circumstances</b>.</p>
Minimum setback from rear boundary including balconies (third storey)	<p><b>5 metres</b> plus an additional setback equal to the increase in wall and/ or screen height above 6 metres.</p>
Minimum setback from side boundary where wall height less than 3 metres above natural ground level	<p>(a) 0 metres providing that both of the following apply, the wall will not:</p> <p>(i) exceed 8 metres in length</p> <p>(ii) result in attributable walls or structures exceeding 50 per cent of the length of the boundary</p> <p>(b) 0.9 metre in all other circumstances.</p>
Minimum setback from side boundary where wall height (including balconies/ screens) is between 3 and 6 metres above natural ground level	<p>(a) 2.9 metres if adjacent southern boundary</p> <p>(b) 1.9 metres in all other circumstances.</p>
Minimum setback from side boundary where wall height (including balconies/ screens) is greater than 6 metres above natural ground level	<p>(a) if adjacent the southern boundary, 2.9 metres plus an additional setback equal to the increase in height above 6 metres</p> <p>(b) if not adjacent the southern boundary, 1.9 metres plus an additional setback equal to the increase in height above 6 metres.</p>

Parameter	Value
Maximum site coverage	<p>70 per cent where located within <b>Medium Density Policy Area 40</b>.</p> <p>40 per cent where located within <b>Lonsdale Policy Area 69</b>.</p> <p>No maximum parameter in all other circumstances.</p>
Maximum wall and building height above natural ground level	<p>3 storeys or 10.5 metre maximum building height within:</p> <p>(a) <b>Precinct 36 Targeted Infill</b> of the <b>Medium Density Policy Area 40</b></p> <p>(b) on land adjoining The Esplanade within <b>Medium Density Policy Area 40</b></p> <p>(c) on land that abuts the rear boundary of land adjoining The Esplanade and has direct frontage to a street parallel to The Esplanade within <b>Medium Density Policy Area 40</b></p> <p>(d) on land abutting public open space within <b>Medium Density Policy Area 40</b></p> <p>(e) on master planned sites envisaged within <b>Medium Density Policy Area 40</b></p> <p>2 storeys or 9 metre maximum building height within <b>Lonsdale Policy Area 69</b>.</p> <p>2 storeys or 6 metre wall height (whichever is lesser) in <b>all other circumstances</b>.</p>
8	<p>The side set back parameters may be reduced to 0 metres (excluding any external boundaries adjacent existing development) where a comprehensive development scheme is proposed over a master planned development area and building envelopes, indicate that the requirements for private open space, access to sunlight and other requirements associated with residential amenity can be achieved for new dwellings within the site.</p>
9	<p>Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.</p>
10	<p>Driveways should provide access to single or double garages or carports via a driveway crossover (the area between the property boundary and the kerb) not exceeding 4 metres in width.</p>
11	<p>Vehicle access to residential flat buildings and group dwellings from roads should be in accordance with either (a) or (b):</p> <p>(a) from a rear access lane</p> <p>(b) via a minimum number of common driveways.</p>
12	<p>Common driveways and driveways in a battle-axe configuration (or similar) where access is onto a local road should achieve both (a) and (b):</p> <p>(a) a minimum width of 3 metres and a maximum width of 4 metres plus:</p> <p>(i) a minimum 1 metre landscaping strip along the entire length of the driveway to the street boundary and fencing to soften the appearance of the driveway and allow for mature vegetation</p> <p>(ii) passing bays to allow for simultaneous two way vehicle movements on sites with three or more dwellings, with the bay located away from the front property boundary to maximise landscaping and minimise the extent of hard surfacing visible from the street</p>

(b) be positioned to maximise on street parking opportunities between driveways.

- 13 Common driveways and driveways in a battle-axe configuration (or similar) servicing more than three dwellings on allotments should be 6 metres or greater in width for the first 6 metres of the allotment where fronting arterial, distributor and collector roads.
- 14 Adequate access should be provided to the rear of any site for servicing purposes.
- 15 Domestic outbuildings, including garages and carports, should avoid the use of bright and highly reflective external materials and finishes.
- 16 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table unless otherwise stated in the policy area:

Dwelling type	Site area (excluding a battleaxe configuration) (square metres)	Minimum frontage (metres)
Detached	325 minimum	9
Semi-detached	325 minimum	9
Group dwelling	270 average	18
Residential flat building	270 average	18
Row dwelling	230 minimum	7

- 17 On steeper land an increased site area and frontage should be provided to:
- (a) minimise the extent of cut and fill
  - (b) allow for the provision of accessible and useable private open space
  - (c) allow for safe and convenient site access
  - (d) enable the retention of existing vegetation
  - (e) reduce the apparent bulk and scale of buildings
  - (f) provide an attractive outlook from living or habitable rooms (i.e. avoiding views of extensive retaining walling).
- 18 Unless otherwise stated in a policy area, dwellings should not be developed on sites with a battleaxe configuration unless served by a driveway with a minimum width of 3 metres and a maximum width of 4 metres onto a local road plus a 1 metre landscaping strip along the entire length of the driveway to the street boundary and satisfying (a) or (b):
- (a) the site fronts an area of public open space or a road not used for vehicle access (with access provided to the rear)
  - (b) the site provides a minimum of 400 square metres (excluding the driveway handle).
- 19 Where allotments are adjacent to public open space all of the following apply:

- (a) dwellings should be designed and oriented to ensure placement of doors, windows and balconies face onto public open space in order to create visual interest and maximise opportunity for passive surveillance
  - (b) landscaping, fences and walls should be visually permeable to the public area
  - (c) carports and garages should be located to avoid obscuring views to the public area
  - (d) direct pedestrian connections onto public open space should be provided.
- 20 Residential buildings on corner allotments or with dual frontages to roads or reserve areas should be designed to address all street frontages through the use of wrap around verandas and balconies, windows, materials and detailing that complement the front elevation.
- 21 Development should provide for conveniently located pedestrian/cycle creek crossings to connect residential areas south and north of Hackham Creek and designed to connect into a broader pedestrian/cycle network.
- 22 Development within Aldinga, Aldinga Beach and Port Willunga should be undertaken in accordance with [Concept Plan Map Onka/8 - Aldinga](#).
- 23 Buffers located adjacent to the Aldinga Scrub Conservation Park as shown on [Concept Plan Map Onka/8 - Aldinga](#) should be designed to achieve the following:
- (a) the convenient movement of vehicles, cyclists and pedestrians around the outer edge of the buffer
  - (b) clear paths of access to the Aldinga Scrub Conservation Park, but only in a manner which best attracts low-impact bushwalking
  - (c) the re-establishment or preservation of a solid belt of vegetation that consists of the same native vegetation communities found in the Aldinga Scrub
  - (d) groundwater recharge that best suits the ecology of the Aldinga Scrub.
- 24 Small-scale consulting rooms and child care centres should be developed along collector roads to minimise the impact of associated traffic upon surrounding residential development.

### **Affordable Housing**

- 25 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 26 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

### **Land Division**

- 27 Land division should create allotments with an area of 325 square metres or greater and a frontage of 9 metres or greater unless otherwise stated in a policy area.
- 28 **Unless otherwise stated in a policy area**, site areas should be increased:
- (a) by a minimum of the following to respond to site topography:
    - (i) 10 per cent where the site gradient (at any point) is greater than 1-in-10 but less than 1-in-5
    - (ii) 20 per cent where the site gradient (at any point) is greater than 1-in-5.
  - (b) where vegetation or heritage preservation is envisaged.

- 29 The land division of broad acre sites should be designed to achieve a minimum net density of 22 dwellings per hectare (density calculations will not consider the potential for mews dwellings above garages).
- 30 Land division should not result in the creation of sites with a battleaxe configuration unless served by a driveway with a minimum width of 3 metres and a maximum width of 4 metres plus a 1 metre landscaping strip along the entire length of the driveway to the street boundary and satisfying (a) or (b):
  - (a) the site fronts an area of public open space or a road not used for vehicle access (with access provided to the rear)
  - (b) the site provides a minimum of 400 square metres (excluding the driveway handle).
- 31 Slow points, traffic calming devices and warning signs should be constructed on roads where pedestrian and cycle paths cross roadways, including where roads intersect with the Coast to Vines Rail Trail.
- 32 Land division east of the Southern Expressway should include a connector road between Yeltana and Brodie Roads of sufficient width and alignment to accommodate bus movements.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of Development	Exceptions
Amusement machine centre	
Consulting room	Except where it achieves both (a) and (b): (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.
Crematorium	
Dairy	
Dwelling which: (a) is in <b>Coordinated Development Policy Area 67</b> ; and (b) would result in more than one dwelling on an allotment	Except where either (a) or (b) are satisfied: (a) all owners of the allotment upon which the dwelling(s) is to be developed have entered into a legally binding infrastructure contribution agreement with the council for the <b>Coordinated Development Policy Area 67</b> and: (i) the agreement(s) are operative; and (ii) no owner is in breach of the agreement(s) (b) the land upon which the dwelling(s) is to be developed was previously the subject of one or more legally binding infrastructure contribution agreement(s) executed in 2014 or later between the council for the <b>Coordinated Development Policy Area 67</b> and all owners of that land and such agreement(s) have been terminated because: (i) all contributions payable under the agreement have been paid; or (ii) the sunset date of the agreement has been reached.
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Industry	
Intensive animal keeping	

Form of Development	Exceptions
Land division which results in one or more allotments wholly or partly in <b>Coordinated Development Policy Area 67</b>	Except where either (a) or (b) are satisfied: <ul style="list-style-type: none"> <li>(a) all owners of the land proposed to be divided have entered into a legally binding infrastructure contribution agreement with the council for the <b>Coordinated Development Policy Area 67</b> and:               <ul style="list-style-type: none"> <li>(i) the agreement(s) are operative; and</li> <li>(ii) no owner is in breach of the agreement(s)</li> </ul> </li> <li>(b) all land proposed to be divided was previously the subject of one or more legally binding infrastructure contribution agreement(s) executed in 2014 or later between the council for the <b>Coordinated Development Policy Area 67</b> and all owners of that land and such agreement(s) have been terminated because:               <ul style="list-style-type: none"> <li>(i) all contributions payable under the agreement have been paid; or</li> <li>(ii) the sunset date of the agreement has been reached.</li> </ul> </li> </ul>
Motor repair station	
Office	Except where it achieves both (a) and (b): <ul style="list-style-type: none"> <li>(a) the total floor area is less than 100 square metres</li> <li>(b) the site does not front an arterial road.</li> </ul>
Petrol filling station	
Public service depot	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where it achieves both (a) and (b): <ul style="list-style-type: none"> <li>(a) the gross leasable area is less than 80 square metres</li> <li>(b) the site does not front an arterial road.</li> </ul>
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

## Public Notification

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

Category 1	Category 2
<p>Where located within the <b>Medium Density Policy Area 40</b>:</p> <ul style="list-style-type: none"> <li>(a) detached dwelling(s)</li> <li>(b) row dwelling(s) of two storeys or less</li> <li>(c) semi-detached dwelling(s) of two-storeys or less</li> <li>(d) single storey building(s) comprising dwelling(s)</li> </ul> <p>Within the <b>Precinct 36 Targeted Infill</b>:</p> <ul style="list-style-type: none"> <li>(e) two-storey building(s) comprising dwelling(s)</li> </ul> <p>or a combination of (a), (b), (c), (d), (e).</p> <p>Where located within the <b>Seaford Heights Policy Area 43</b>:</p> <ul style="list-style-type: none"> <li>(a) a building of two storeys comprising dwellings located within 400 metres of the <b>Seaford Heights Policy Area 24</b> (of the <b>Neighbourhood Centre Zone</b>)</li> <li>(b) land division including earthworks</li> <li>(c) retaining walls less than 2 metres in height.</li> </ul>	<p>Where located within the <b>Medium Density Policy Area 40</b>:</p> <ul style="list-style-type: none"> <li>(a) three-storey row dwelling(s)</li> <li>(b) three-storey semi-detached dwelling(s)</li> <li>(c) two-storey building(s) comprising dwelling(s) except where identified as a Category 1 form of development</li> </ul> <p>Within the <b>Precinct 36 Targeted Infill</b>:</p> <ul style="list-style-type: none"> <li>(d) three-storey building(s) comprising dwelling(s) except where identified as a Category 1 form of development</li> </ul> <p>or a combination of (a), (b), (c) or (d).</p> <p>Land division where located within the <b>Co-ordinated Development Policy Area 67</b>.</p> <p>Where located within the <b>Seaford Heights Policy Area 43</b>, a three storey dwelling located within 400 metres of the <b>Seaford Heights Policy Area 24</b> (of the <b>Neighbourhood Centre Zone</b>) that is adjoining either (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) an area of public open space</li> <li>(b) a road reserve which is greater than 10 metres wide.</li> </ul>



**ATTACHMENT B**

**(New) Lonsdale Policy Area 69**



## Lonsdale Policy Area 69

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

### OBJECTIVES

- 1 A policy area primarily comprising low scale, low density housing.
- 2 Development which is sensitive to the particular topography of the locality
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area encompasses land at Lonsdale that formerly provided a landscape buffer between the operations of the (now closed) Port Stanvac Oil Refinery in the Onkaparinga Council area to existing residential areas in Hallett Cove.

This Policy Area will develop as an attractive residential community that includes a mix of housing types and densities, contiguous with the established residential area to the north at Hallett Cove. Development will comprise a mix of predominantly low density, single and two storey formats exhibiting a variety of architectural styles with large, open front gardens and access to public open spaces and the coast. Higher density dwellings are encouraged adjacent areas of public open space, considering the gradient of the land.

Development will be designed to integrate with the topography of the area and protect natural features, including the coast, with limited cut and fill and associated retaining walls. Footing design will consider any impacts from the batter slope which extends down to the existing coastal pathway in the coastal reserve to the west of the policy area.

The built form, siting, architectural and landscape design of individual sites will make a positive contribution to the streetscape and character of the locality. Building design will be of a high architectural standard and incorporate features that reduce the bulk of the development and add visual interest, such as variations in height, roof form, colour and materials, the provision of balconies and porticos and facade articulation. Buildings on sloping land will be considerate of the protection of privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

Undercroft car parking will be avoided on flat sites and sites that slope down from the street level.

Public open space will be designed and developed to support the needs of future residents, highlight natural features and link to the adjacent coastal reserve.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the policy area where practical. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways linking to the adjacent coastal reserve.

Potential noise and other impacts from activities within the wider Lonsdale area will be mitigated through development of a suitable acoustic barrier along the full extent of Sigma Road to a minimum height of 4 metres above natural ground level. The barrier will be constructed of solid material comprising earth mounding, masonry or sheet steel fencing, or a combination of these materials. Landscaping and plantings will be provided to improve amenity of this feature and contribute to noise mitigation. Upper storey windows of residences, except those facing north, will also incorporate measures to attenuate potential noise from adjacent industrial and employment activities. Upper storey windows within 75 metres of the Sigma Road

boundary, except those facing north, will also incorporate measures to attenuate potential noise from adjacent industrial and employment activities.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development are envisaged in the policy area:
  - affordable housing
  - domestic outbuilding in association with a dwelling
  - domestic structure
  - detached dwelling
  - dwelling addition
  - group dwelling
  - row dwelling
  - semi-detached dwelling
  - small scale non-residential use that serves the local community, for example:
    - child care facility
    - health and welfare service
    - office
    - open space
    - primary and secondary school
    - recreation area
    - shop
    - supported accommodation
    - residential flat building.

### **Form and Character**

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.
- 4 Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.
- 5 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan, including height, setbacks, building envelopes, building form and massing.
- 6 Development that would be prominently visible should:
  - (a) achieve a profile that blends with the topography of the land
  - (b) avoid the use of bright and highly reflective external materials and finishes
  - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.
- 7 The visual dominance of garages and carports on the streetscape should be minimised.
- 8 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:
  - (a) incorporating stepping in the design in accordance with the slope of the land

- (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.
- 9 Residential development in a battle-axe configuration should not be developed unless all of the following can be satisfied:
- (a) a “handle” of at least 4.6 metres width is provided that gives access to the rear of the site, comprising a driveway of 3.0 metres minimum width and landscaping strips of 0.8 metres minimum width along both sides of the driveway
  - (b) all dwellings are sited to ensure that they are at least partially visible from the street frontage
  - (c) fencing along the battle-axe driveway between the primary road frontage and the main face of the dwelling closest to the street is avoided or minimised in height and constructed of a suitable material to maintain an open landscaped character
  - (d) dwellings are set back an appropriate distance from the battle-axe driveway.
- 10 A dwelling should have a minimum site area (and in the case of residential flat buildings and group dwellings, an average site area per dwelling) and a frontage to a public road and site depth not less than that shown in the following table:

Dwelling Type	Average Site Gradient	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
			Other Road (metres)	Arterial Road (metres)	
Detached Semi-detached	Less than 1-in-8	350	10	12	20
	More than 1-in-8	400	12	12	20
Row	Less than 1-in-8	300	9	12	20
	More than 1-in-8	350	10	12	20
Group Residential flat building	Less than 1-in-8	300	20	20	45
	More than 1-in-8	400	20	20	45

- 11 Dwellings should be designed to have a maximum site coverage of 40 per cent of the allotment area and a maximum floor area ratio of 0.6.

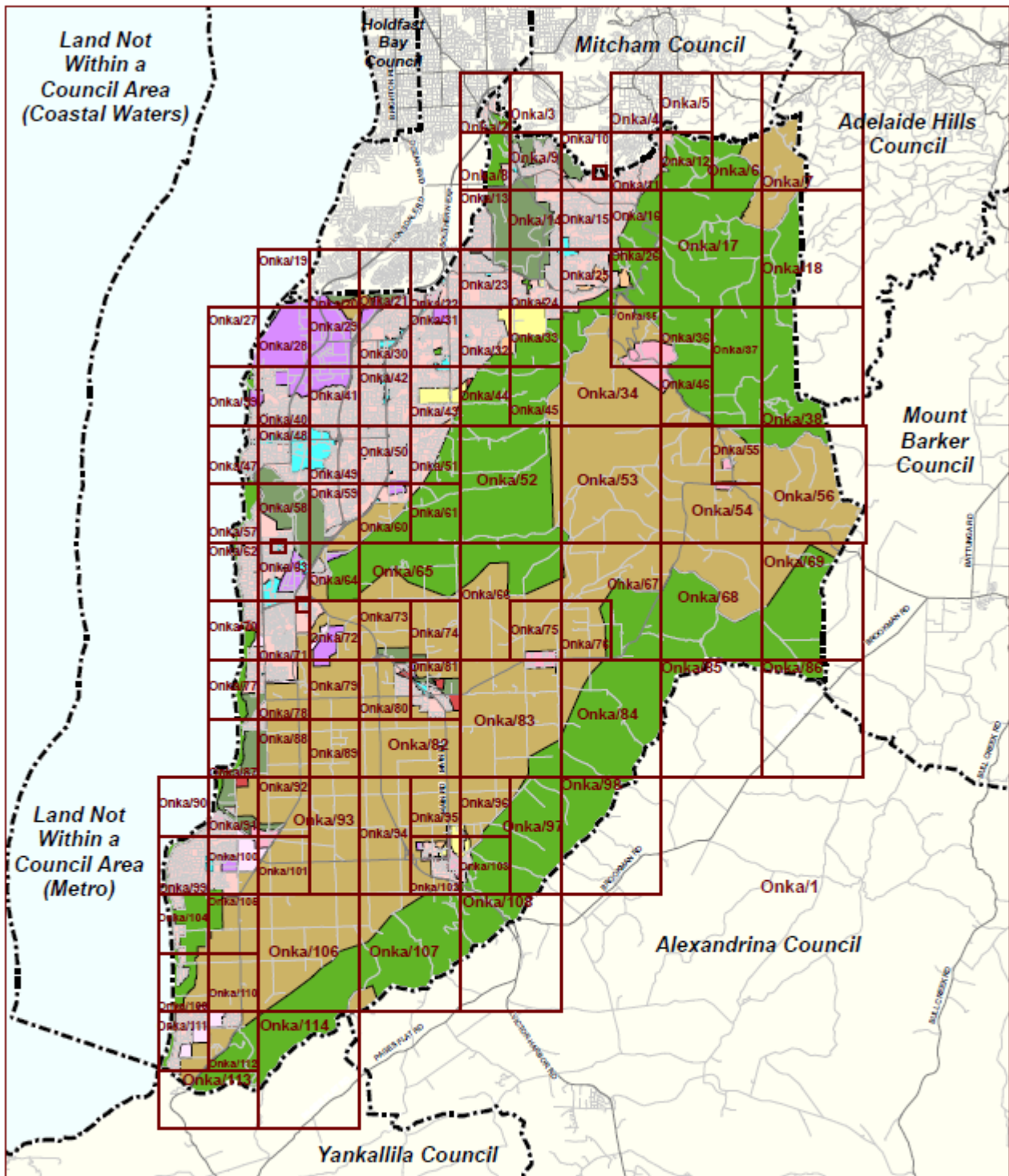


**ATTACHMENT C**

**(Replacement) Spatial Extent Maps**

- **Council Index Map**
- **Location Map Onka/19**
- **Overlay Map Onka/19 –  
Transport**
- **Zone Map Onka/19**
- **Policy Area Map  
Onka/19**
- **Bushfire Protection  
Area BPA Map Onka/6 –  
Bushfire Risk**





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



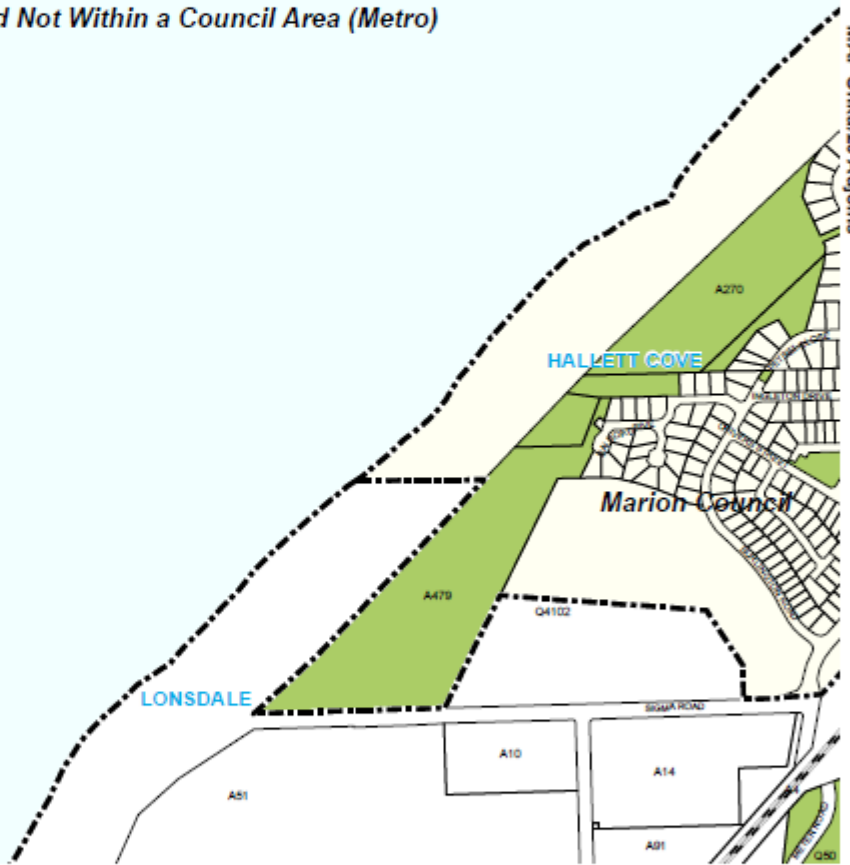
# Council Index Map

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins

Land Not Within a Council Area (Metro)

MAP Onka/20 Adjoins



# Location Map Onka/19

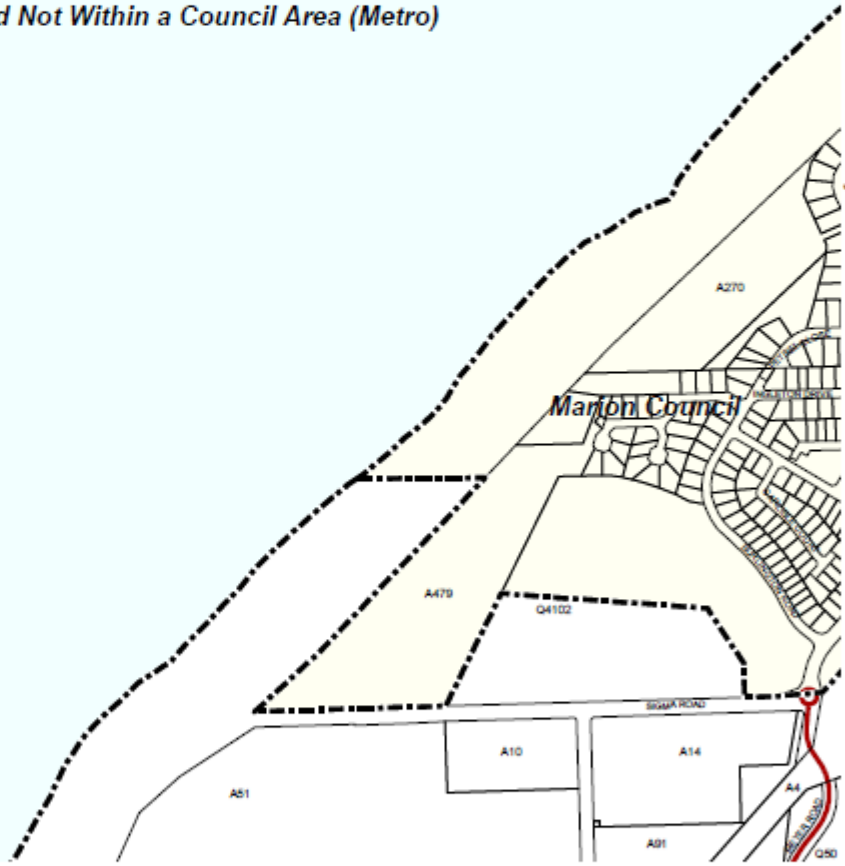
-  Railways
-  Local Reserves
-  Development Plan Boundary

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins

Land Not Within a Council Area (Metro)

MAP Onka/20 Adjoins



MAP Onka/28 Adjoins



# Overlay Map Onka/19

## TRANSPORT

- Collector Roads
- Development Plan Boundary

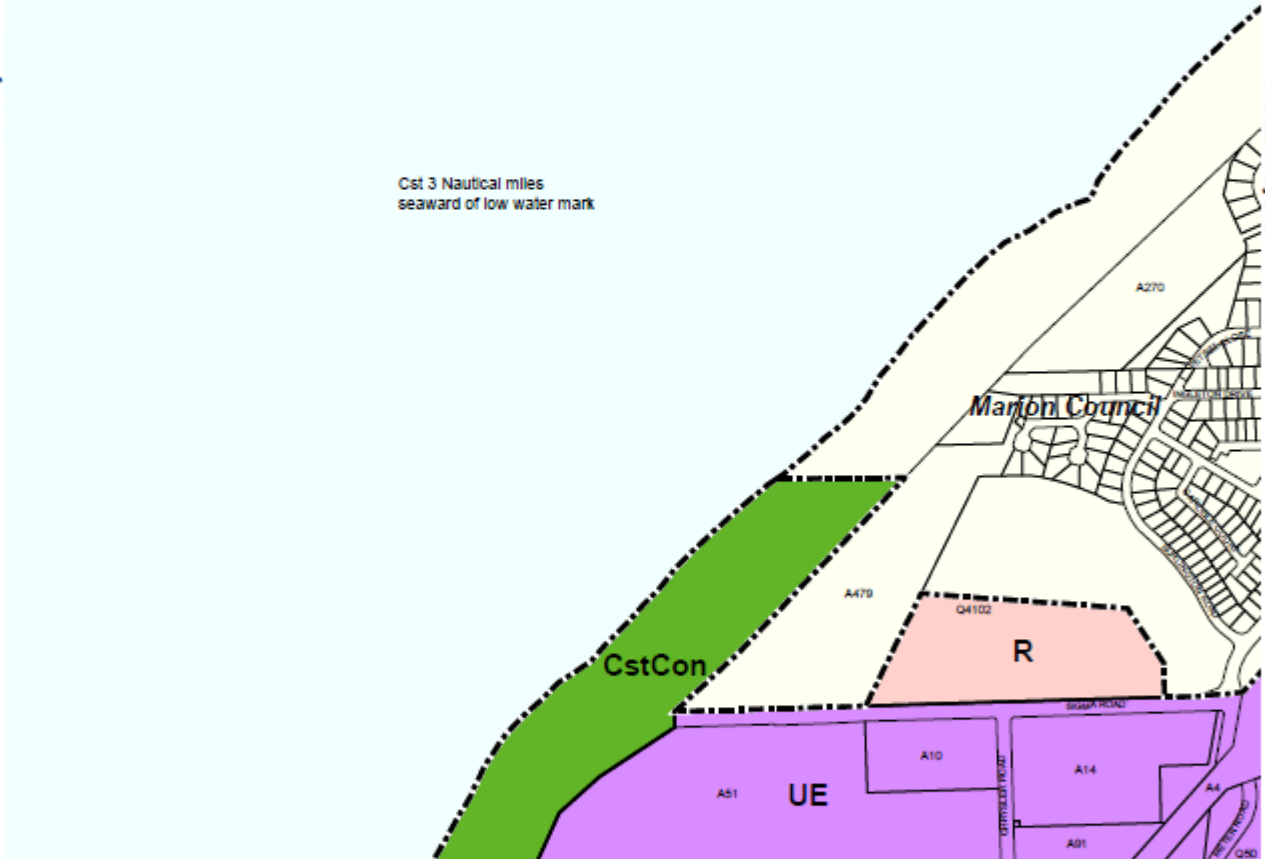
ONKAPARINGA COUNCIL

Land Not Within  
a Council Area  
(Metro)

MAP Onka/1 Adjoins

Cst 3 Nautical miles  
seaward of low water mark

MAP Onka/20 Adjoins



MAP Onka/28 Adjoins

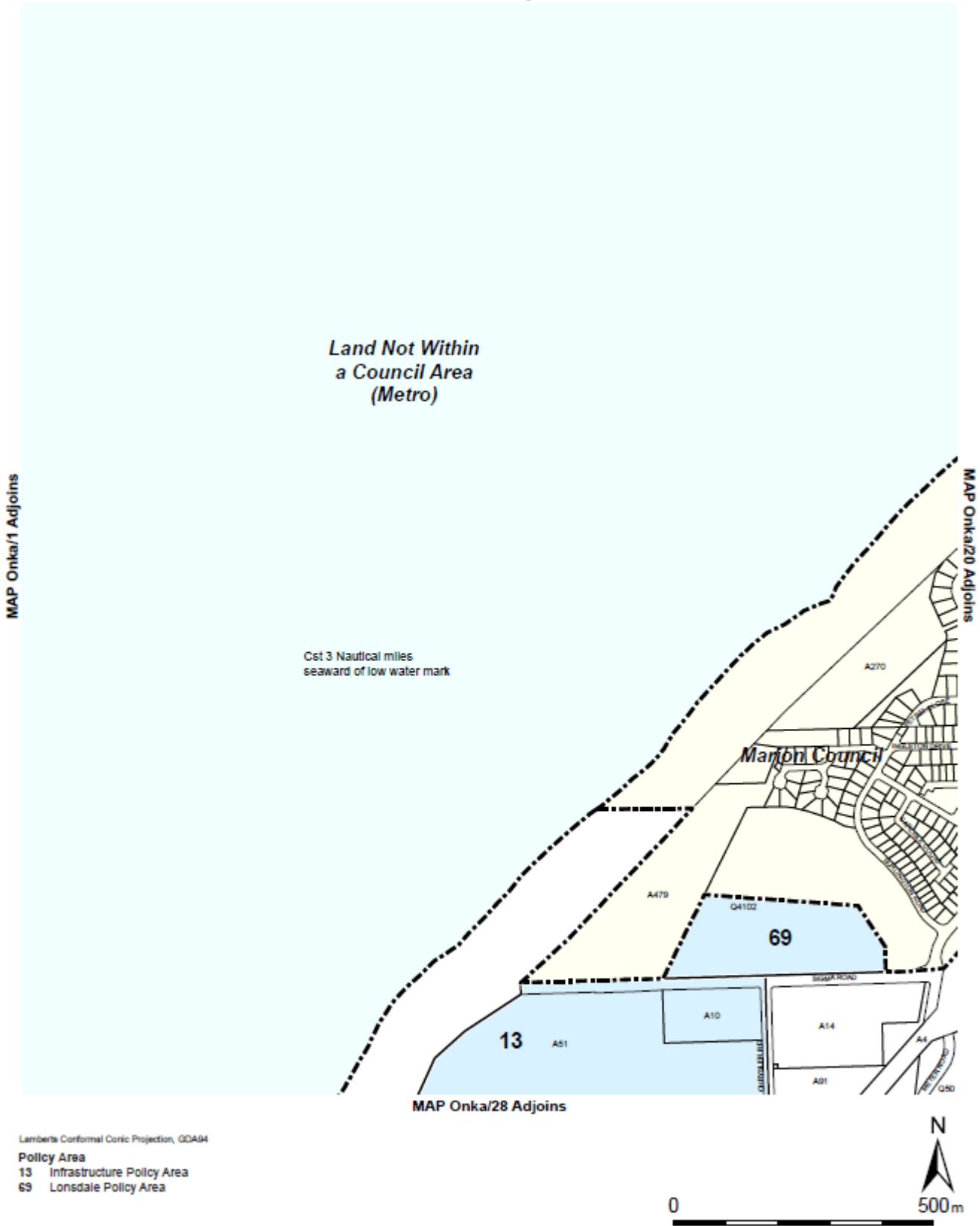
Lamberts Conformal Conic Projection, GD484



- Zones**
- CstCon Coastal Conservation
  - R Residential
  - UE Urban Employment
  - Zone Boundary
  - Development Plan Boundary

# Zone Map Onka/19

ONKAPARINGA COUNCIL



# Policy Area Map Onka/19

- Policy Area Boundary
- Development Plan Boundary

ONKAPARINGA COUNCIL



**ATTACHMENT D**

**(New) Overlay Maps:**

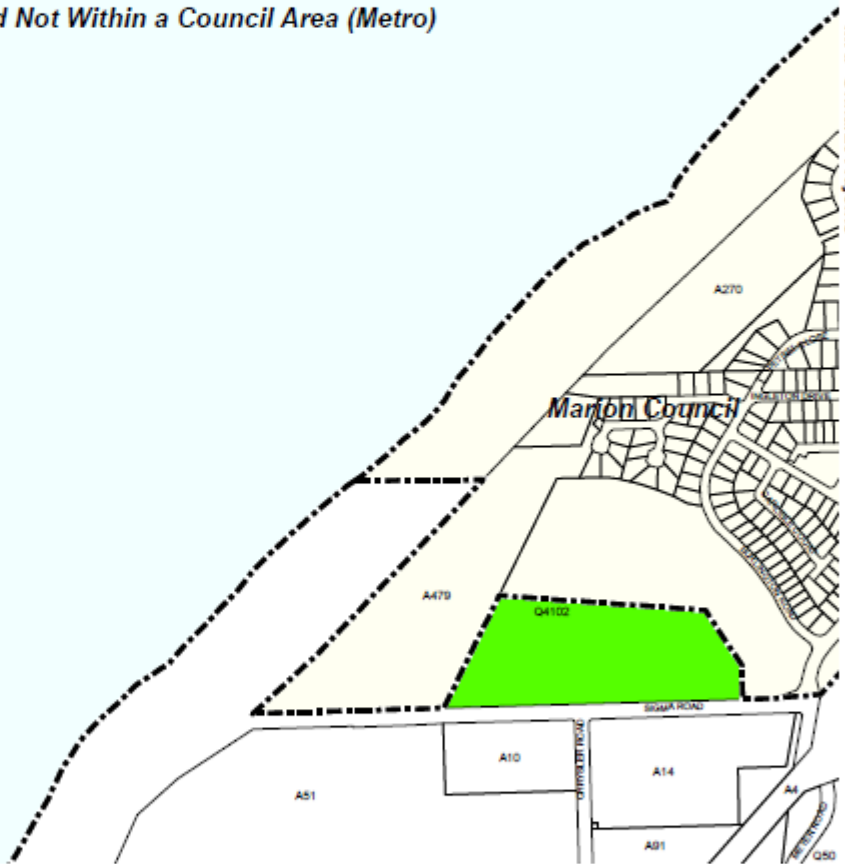
- **Onka/19 Noise and Air Emissions**
- **Onka/19 Affordable Housing**



MAP Onka/1 Adjoins

Land Not Within a Council Area (Metro)

MAP Onka/20 Adjoins



MAP Onka/28 Adjoins



# Overlay Map Onka/19

## NOISE AND AIR EMISSIONS

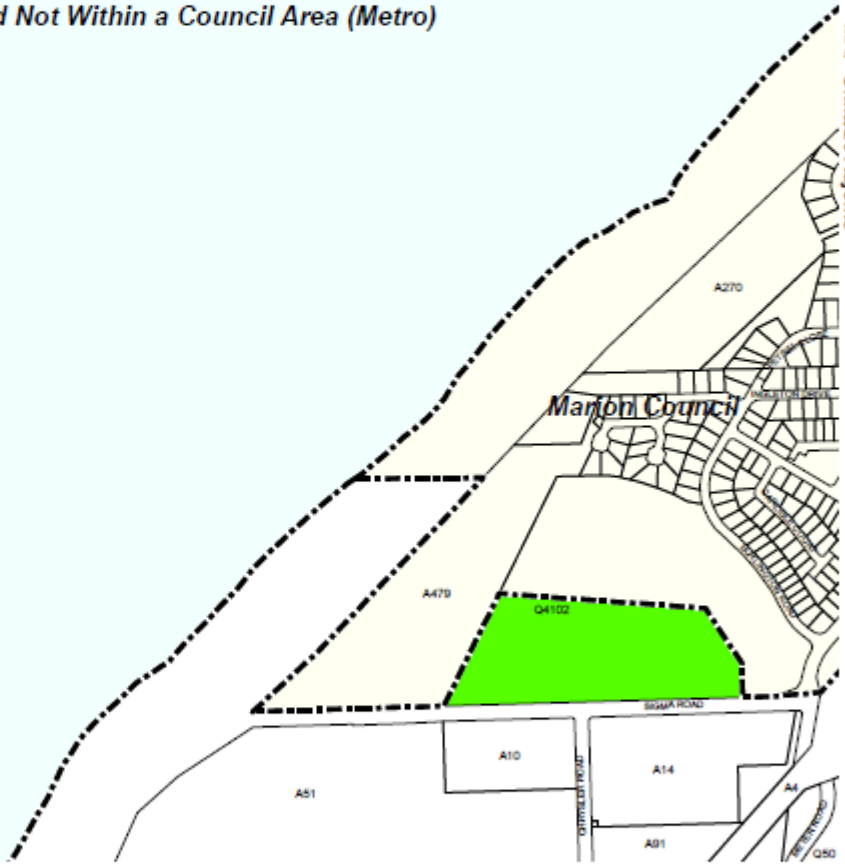
- Noise and Air Emissions Designated Area
- Development Plan Boundary

ONKAPARINGA COUNCIL

MAP Onka/1 Adjoins

Land Not Within a Council Area (Metro)

MAP Onka/20 Adjoins



MAP Onka/28 Adjoins



# Overlay Map Onka/19

## AFFORDABLE HOUSING

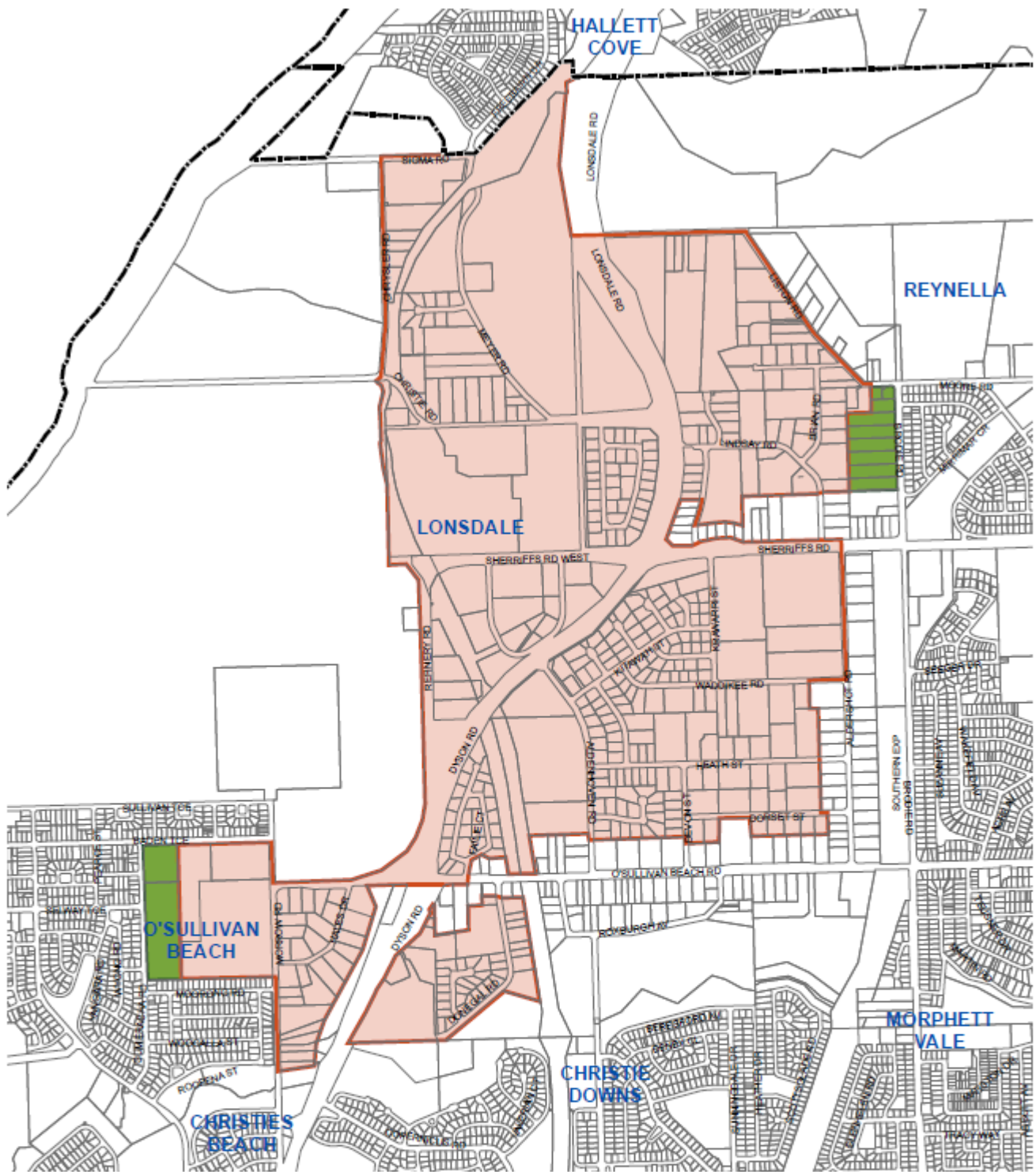
- Affordable Housing Designated Area
- Development Plan Boundary

ONKAPARINGA COUNCIL

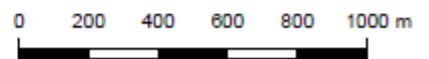
**ATTACHMENT E**

**(Replacement) Concept Plan Map Onka/29**





1:20,000



- Interface Area
- Core Industry Area
- Local Government Area Boundary

# Concept Plan Map Onka/29

## CORE INDUSTRY AND INTERFACE AREA

ONKAPARINGA COUNCIL