

## **SEPARATE COVER ATTACHMENT (132 pages)**

**Item 9.1 Old Reynella Former Winery Site DPA for  
approval and submission to the Minister for Planning**

**Attachment 1 – The 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.

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# Development Plan Amendment

By the Council

## Onkaparinga Council

### Old Reynella Former Winery Site Development Plan Amendment

**The Amendment**

*For Consultation*





Amendment Instructions Table				
Name of Local Government Area: City of Onkaparinga				
Name of Development Plan: Onkaparinga Council Development Plan				
Name of DPA: Old Reynella Former Winery Site –Development Plan Amendment				
<p><i>The following amendment instructions (at the time of drafting) relate to the Onkaparinga Council Development Plan consolidated on <b>20 December 2018</b>.</i></p> <p><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></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.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>No</b>				
<b>General Section</b>				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>Yes</b>				
<b>Residential Zone</b>				
1.	Insert	Within PDC 7 where the <b>Parameter</b> is:  Minimum setback from primary road frontage for local roads and streets  Under column <b>Value</b> , insert immediately after (c):  (d) <b>Old Reynella Policy Area 69</b>  5 metres in <b>all other circumstances</b> .	N	N
<b>Residential Zone - Old Reynella Policy Area 69</b>				
2.	Insert	After Noarlunga Downs Policy Area 41 of the Residential Zone insert the contents of <b>Attachment A</b>	Y	N
<b>Suburban Activity Node Zone</b>				
3.	Insert	After Rural Living Zone insert the contents of <b>Attachment B</b>	Y	N
<b>Suburban Activity Node Zone - Old Reynella Policy Area 70</b>				

Old Reynella Former Winery Site - Mixed Use Development Plan Amendment  
Onkaparinga Council  
**Amendment Instructions Table**

4.	Insert	After Suburban Activity Node Zone insert the contents of <b>Attachment C</b>	Y	N
<b>Urban Employment Zone - Old Reynella Policy Area 14</b>				
5.	Replace	Old Reynella Policy Area 14 with the whole of the contents contained in <b>Attachment D</b>	Y	N
<b>TABLES</b>				
Amendments required (Yes/No): <b>Yes</b>				
<b>Table Onka/3A</b>				
6.	Insert	Within Table Onka/3A – Off Street Vehicle Parking Requirements for Designated Areas, Designated Areas under the column heading <b>Designated Area</b> , immediately after:  Regional Centre Zone Insert: <b>Suburban Activity Node Zone</b>	N	N
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>				
Amendments required (Yes/No): <b>Yes</b>				
<b>Map Reference Table</b>				
<b>Zone Maps</b>				
7.	Insert	Within Zone Maps insert new Zone Name Suburban Activity Node Zone and under column heading <b>Map Numbers</b> insert:  Onka/22, Onka/31	Y	N
8.	Delete	Within Zone Maps where Zone Name is Urban Employment Zone under column heading <b>Map Numbers</b> :  Onka/22	Y	N
<b>Policy Area Maps</b>				
9.	Delete	Within Policy Area Maps where Policy Area Name is Old Reynella Policy Area 14 under column heading <b>Map Numbers</b> :  Onka/22		
10.	Insert	Within Policy Area Maps after Hepenstal Road Policy Area 68, under the column Policy Area Name  Old Reynella Policy Area 69  And under corresponding <b>Map Numbers</b>  Onka/22, Onka/31		
11.	Insert	Within Policy Area Maps after Old Reynella Policy Area 69, under the column Policy Area Name  Old Reynella Policy Area 70  And under corresponding <b>Map Numbers</b>  Onka/22, Onka/31		

**Old Reynella Former Winery Site - Development Plan Amendment**  
**Onkaparinga Council**  
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<b>Map(s)</b>				
12.	Replace	Council Index Map with the whole of the contents of <b>Attachment E</b>		
13.	Replace	Overlay Map Onka/1 Development Constraints with the whole of the contents of <b>Attachment F</b>		
14.	Replace	Overlay Map Onka/22 Development Constraints with the whole of the contents of <b>Attachment G</b>		
15.	Replace	Zone Map Onka/22 with the whole of the contents of <b>Attachment H</b>		
16.	Replace	Policy Area Map Onka/22 with the whole of contents of <b>Attachment I</b>		
17.	Replace	Overlay Map Onka/31 Development Constraints with the whole of the contents of <b>Attachment J</b>		
18.	Replace	Zone Map Onka/31 with the whole of the contents of <b>Attachment K</b>		
19.	Replace	Policy Area Map Onka/31 with the whole of contents of <b>Attachment L</b>		
20.	Replace	Concept Plan Map Onka/30 Old Reynella with the whole of contents of <b>Attachment M</b>		



## **Attachment A**

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## Old Reynella Policy Area 69

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

### OBJECTIVES

- 1 A residential policy area comprising a range of dwelling types and styles that demonstrates contemporary practices in urban design, building technologies, social opportunity and sustainability.
- 2 Development designed to integrate with public open space and surrounding areas.
- 3 Development that encourages interaction with services and facilities in the adjacent **Suburban Activity Node Zone**.
- 4 Development that provides transition along policy area boundaries with adjacent residential uses and the adjacent **Urban Employment Zone**.
- 5 Development that integrates high quality landscaping to improve residential amenity and streetscapes.
- 6 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area will deliver a master planned residential development with a diverse range of residential development to meet the needs of a changing community. Development will be of a high standard and deliver a positive visual impact incorporating innovative and sustainable design features, quality landscaping and materials, articulation, texture and colour.

Lower density and lower scale development will be located at the southern and western boundaries of the policy area to provide a complementary interface and act as a transition to adjacent low density residential development where indicated as 'Lower Density Residential Interface' as shown on *Concept Plan Map Onka/30 Old Reynella*.

Smaller allotments with dwellings provided at increased densities will be located and sited to take advantage of high amenity areas of the site including high quality public space and access to services and facilities in surrounding areas.

Development will achieve an efficient layout, minimise vehicle access points and provide a high amenity green streetscape for pedestrian walkability. The circulation and movement network will be designed to promote a low speed vehicle movement with pedestrian networks designed to provide permeability through the site with direct links to open space, cycling networks and public transport.

Development and landscaping should be designed to achieve a high quality public realm with an attractive and open interface between private and public spaces that enhances passive surveillance and fosters a pleasant walking environment.

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

The design and layout of the interface area between residential areas and the existing Urban Employment Zone is intended to minimise potential impacts from employment related activities and to allow their continuation. This will be achieved through the use of landscape buffers, open space and/or road networks (or a combination of) at the interface of the policy area and Urban Employment Zone.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

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

- aged care accommodation
- affordable housing
- detached dwelling
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling addition
- pergola in association with a dwelling
- retirement village
- row dwelling
- semi-detached dwelling
- small scale non-residential uses that serve the local community:
  - child care facility
  - health and welfare service
  - educational establishment
  - recreation area
  - shop, office or consulting room
- supported accommodation.

2 Development listed as non-complying is generally inappropriate.

### Form and Character

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

4 For sites abutting existing low density residential development to the west and the south of the policy area boundary and indicated as 'Lower Density Residential Interface' as shown on Concept Plan Map Onka/30 Old Reynella, a dwelling should have a minimum site area of 400 square metres or greater and a frontage of 12 metres or greater and dwellings should be designed within the following parameters:

- (a) 3 metre front boundary setback
- (b) 8 metre rear boundary setback
- (c) 6 metre maximum building height (one storey)
- (d) 9 metre maximum building height (two storey)

### Height and Scale

5 Development should respond to the character of the surrounding area and manage scale and contrast through:

- (e) placement of new buildings
- (f) well-designed building facades
- (g) utilisation of quality building finishes



- (h) setting in of upper storey building components
- (i) breaking up large buildings (including roofs) into smaller forms
- (j) landscaping and tree planting.

## **Design and Appearance**

- 6 Development should be of a high standard and deliver a positive visual impact incorporating innovative and sustainable design features, significant landscaping, articulation, high quality materials, texture and colour.
- 7 Development on corner allotments should:
  - (a) be designed to address all street frontages by incorporating elements such as verandas, balconies, windows and other articulation in the design of the building
  - (b) incorporate landscaping along both street frontages to soften the appearance of buildings and contribute to an attractive streetscape
  - (d) along street boundaries avoid large expanses of walls or fencing with no articulation.
- 8 Front fences will be minimised and large blank walls avoided to ensure visual permeability and to encourage passive surveillance, active streetscapes and a visually interesting public realm.
- 9 Development should provide internal roads that:
  - (a) provide access through the site from Panalatinga to Reynell Road
  - (b) limit the intrusion of commercial traffic through the policy area such that the amenity of the residential area is protected.
- 10 Landscaping, tree planting, lighting and open space should form an integral part of site design and be used to reinforce internal movement networks, enhance visual amenity, provide shade and reinforce transition at the policy area boundary.
- 11 Stormwater management measures including potential construction of detention basins throughout the subject land will ensure that stormwater flows to downstream areas do not result in inundation. Water Sensitive Urban Design (WSUD) techniques will be used to improve the quality of stormwater leaving the site.

## **Landscaping and Private Open Space**

- 12 Paving and other hard surfaces (including driveways) should not constitute more than 40 per cent of the area between the front property boundary and the main building line (excluding verandas and balconies) to provide opportunities for landscaping, reduce heat loading and improve streetscapes.
- 13 Where private open space associated with group dwellings and residential flat buildings is located forward of the main building line any screening or fencing should be setback from the front boundary to allow landscaping to soften appearance when viewed from the street or public open space.
- 14 Group dwellings and residential flat buildings that incorporate communal open space should:
  - (a) ensure the communal space is visually distinct from private open space in a development
  - (b) contain landscaping and facilities that are functional, attractive and encourage recreational use
  - (c) avoid a garage dominated view from the communal open space

- (d) include façade elements fronting the communal open space as appropriate for street frontages such as prominent entries, windows and architectural detail.
- 15 Development adjacent the Urban Employment Zone within the Old Reynella Policy Area 69 should incorporate a minimum 20 metre landscape buffer.

## Land Division

- 16 Land division should create allotments with an area of 325 square metres or greater and a frontage of 9 metres or greater.
- 17 Land division creating allotments directly adjacent dwellings in the Residential Zone to the south and west of the policy area in the 'Lower Density Residential Interface' area as shown on Concept Plan Map Onka/30 Old Reynella should create allotments with an area of 400 square metres or greater and a frontage of 12 metres or greater.
- 18 Land division should create allotments which have sufficient width to accommodate an individual single width driveway that is less than 50 per cent of the total frontage (excluding battleaxe allotments).
- 19 To minimise the impact of driveway crossovers on pedestrian amenity, land division should ensure medium density residential development is accessed via a rear laneway or a minimum number of shared-use driveways less than 40 percent of the total frontage.
- 20 Land division should be designed to accommodate street tree planting, landscaping, pedestrian paths and the passive surveillance of rear laneways (where applicable).

## **Attachment B**

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## Suburban Activity Node Zone

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

*Conversion note: This zone is likely to be supported by one or two concept plans. The first shows the general layout of the zone (including core and transition areas, open space, transport stops etc) and the second will show building heights and envisaged net residential site densities).*

### OBJECTIVES

- 1 A mixed use policy area comprising a mix of employment and living/residential opportunities supported by a mix of compatible land uses.
- 2 Well designed and functional mixed use areas with a walkable urban form, pedestrian and cyclist friendly streetscapes, and active street frontages that facilitate personal interaction and promote public transport use.
- 3 The design and layout of development to encourage walking and cycling and promote public transport use.
- 4 A mixed use area with a variety and concentration of activity close to a key focal point such as an activity centre or high quality open space.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

*(Conversion note: refer to the [Guide to Desired Character Statements](#) for advice on preparing Desired Character Statements. This zone requires the use of a Desired Character Statement to provide detail of the form and style of buildings and spaces between buildings as well as information about how the building should interact with the public realm).*

*Example (Conversion note: this is an example character statement, it may need to be amended to suit local circumstances)*

This zone will be developed as a medium to high density residential node with integrated mixed use development and quality public open spaces. This node is set within a wider suburban context and offers a focus for community scale activity. It is designed to foster an area with a sense of identity and uniqueness.

Residential development, primarily in the form of row dwellings and residential flat buildings is appropriate in the zone. Adaptable and diverse housing forms that cater for a range of household types, ages and life cycle stages are encouraged in the zone to take advantage of its proximity to nearby transport and facilities.

Land uses located at street level will include a mix of residential, shop, office and restaurant and cafés. Office uses may be appropriate on upper floors especially where they provide a buffer between more active ground floor and residential activity. Features and activities that attract people and add vitality to the street such as display windows, retail shopfronts and outdoor dining areas are desirable.

Development is within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design. Buildings at the interface of the zone with lower intensity zones will create an appropriate transition of development scale and massing.

Building setbacks provided in the zone will be critical in providing space for landscaping to soften the hard edge of new built form.

As development intensifies, some overlooking, overshadowing and noise impacts may occur within the

zone but this will be moderated through good design and noise attenuation techniques. Solar access may also be reduced. Any adverse impacts for adjacent zones will be minimised through appropriate building envelopes, transition of building heights, design and siting of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access.

To promote a compact pedestrian oriented development, building entrances will be oriented to the street, large parking areas will be minimised and on-site parking areas will be located behind buildings.

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

A high amenity public realm and pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Side streets will incorporate traffic calming measures.

The street system will be highly connected to surrounding areas and within the zone to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations (such as shops, schools and local parks).

Public spaces will be provided for community interaction and will include a range of forms and sizes including small pocket parks and formal squares, and the development of community facilities (such as community gardens to promote healthy eating), will aim to promote community interaction and compensate for reduced private open space.

Open space will be provided which is located in a quiet location away from the fixed public transit stop and any other potential noise sources.

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

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

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

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

- affordable housing
- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- nursing home
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops, excluding a bulky goods outlet or a retail showroom
- supported accommodation
- tourist accommodation.

2. Non-residential land uses should have a local or neighbourhood focus to their scale of activity and intended market catchment.
3. Development listed as non-complying is generally inappropriate.
4. Identified features should be developed in accordance with *Concept Plan Map Onka/30 Old Reynella*.
5. Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.
6. Except in areas where a higher intensity of development is envisaged, non-residential development should:
  - (a) have a local or neighbourhood focus to their scale of activity and intended market catchment
  - (b) encourage walking to local shopping, community services and other activities
  - (c) not detrimentally impact on the amenity of nearby residents.

### Form and Character

7. Development should be consistent with the desired character for the zone.
8. Garage top apartments that share the allotment and services of the main dwelling should:
  - (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
  - (b) front a street that provides rear access for vehicles
  - (c) complement the existing dwelling or mixed use building.
9. In areas where the highest intensity of uses are located:
  - (a) the ground and first floor of buildings of up to three storeys should be built to dimensions (including a minimum ceiling height of 4.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
  - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed.
10. Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density of *45-67 dwellings per hectare net*.
11. *Development up to three storeys (or 12.5 metres) can be accommodated in parts of the zone fronting public open space and where it transitions in height to address the scale and character of adjacent development.*
12. *Development should be sited with appropriate setbacks to allow for the prescribed amount of private open space, landscaping with deep soil zones, car parking, service areas, and access to sunlight associated with residential amenity.*
13. *Development should be setback from the primary road frontage to make adequate provision for landscaping and a wide footpath to accommodate street furniture and shade structures.*
14. *Residential buildings should be sited to contribute positively to the function and appearance of non-residential and heritage buildings.*

## Design and Appearance

- 15 Development of three storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
  - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space
    - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
  - (c) there is a transition in building height to reduce adverse impact on adjacent development.
- 16 Front fences should be of a low open style and large blank walls avoided to ensure visual permeability and to encourage passive surveillance, active streetscapes and a visually interesting public realm.

## Land Division

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

## PROCEDURAL MATTERS

### Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Onka/1 – Conditions for Complying Development](#) and [Table Onka/3A – Off-street Vehicle Parking Requirements for Designated Areas](#):

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

### Non-complying Development

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

Form of development	Exceptions
Fuel depot	
General Industry	
Public Service depot	
Road Transport terminal	
Special industry	

Form of development	Exceptions
Waste reception storage treatment or disposal	

## Public Notification

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

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

Category One	Category two
<p>All forms of development within the policy area except where a) and b) apply:</p> <p>a) the site of the proposed development is located within 60 metres of a Residential Zone boundary.</p> <p>b) The form of development is:</p> <ul style="list-style-type: none"> <li>• hotel</li> <li>• light industry</li> <li>• motor repair station</li> <li>• retail fuel outlet</li> <li>• service industry</li> </ul>	<p>All forms of development not listed as Category 1</p>



## Attachment C

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## Old Reynella Policy Area 70

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

*Conversion note: This zone is likely to be supported by one or two concept plans. The first shows the general layout of the zone (including core and transition areas, open space, transport stops etc) and the second will show building heights and envisaged net residential site densities).*

### OBJECTIVES

- 1 A mixed use policy area comprising a mix of employment, community, educational, and living/residential opportunities in a vibrant and dynamic precinct.
- 2 Maximise opportunities for the preservation and activation of the State and Local Heritage Places on the site through creative, adaptive and innovative re-use and re-purposing of these buildings and their surrounds.
- 3 Dwellings on the site will encompass a diversity of styles, typologies and forms that caters to a diverse range of households.
- 4 Commercial uses in the policy area may range in size and type but will provide a point of difference to the retail offering in the adjacent Old Reynella Town Centre Precinct. The policy area will become a destination as a recreation, business and meeting place given the opportunities to access and enjoy the public green space and heritage character of the site.
- 5 Development will enhance and protect significant trees and incorporate other landscaping to provide shade and enhance amenity. A significant public open space sited amongst the heritage buildings will provide community access to this part of the site.

### DESIRED CHARACTER

The range of land uses anticipated for the site is deliberately broad to enable a vibrant and dynamic precinct and in particular to maximise opportunities for the preservation of the heritage buildings through creative, adaptive and innovative re-use and re-purposing of these buildings. Where possible uses on the site will encourage people to interact with the heritage, this may be through (although not exclusively so) uses such as open space, education, cafes, shops, galleries, consulting rooms and offices.

Dwellings on the site will encompass a diversity of styles, typologies and forms to provide accommodation that caters to a diverse range of households and to take advantage of the proximity to nearby transport services and facilities.

Shops in the policy area may range in size and type but are intended to provide a point of difference to the retail offering in the Old Reynella Town Centre Precinct. It is envisaged that the policy area will be a destination for business as well as a recreation and meeting place, given the opportunities for the community to appreciate the green space and heritage character of the site.

Development will complement the heritage of the site in a contemporary manner. An active public open space sited amongst the heritage buildings will provide community access to this part of the site. Development will promote the adaptive re-use of these heritage buildings for community, cultural and commercial activities.

Retention of part of the vines fronting Reynell Rd will provide context to the heritage elements on the site and continue to provide amenity in this area for the wider community.

Development up to three storeys can be accommodated in parts of the policy area clustered around public open space and where buildings transition in height to address the scale and character of adjacent development.

Development is within defined building envelopes that manage the location and scale of buildings to achieve high quality urban design. Buildings at the interface of the zone with lower intensity zones will create an appropriate transition of development scale and massing.

The range of setbacks provided in the zone will be critical in providing space for landscaping to soften the hard edge of new built form.

To promote a compact pedestrian oriented development, building entrances will be oriented to the street and large parking areas will be shared and located behind buildings where possible.

A high amenity public realm and pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Side streets will incorporate traffic calming measures.

The street system will be highly connected to surrounding areas and within the policy area to maximise walkability and reduce local travel distances. Cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations (such as shops, schools and local parks).

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the area at the neighbourhood, site and building level.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

1 The following forms of development, or a combination thereof, are envisaged in the policy area:

- advertisement
- affordable housing
- aged persons' accommodation
- bulky goods outlet
- café
- car park
- cellar door
- child care facility
- community facility
- consulting room
- convention centre
- detached dwelling
- dwelling
- educational establishment
- group dwelling
- hotel
- indoor recreation centre
- institutional facility
- motel
- motor repair station
- multiple dwelling
- nursing home
- office
- open space
- pre-school
- recreation area
- residential flat building
- restaurant

- retail fuel outlet
- retirement village
- row dwelling
- semi-detached dwelling
- service trade premises
- shop or group of shops
- store
- stormwater detention/retention basin
- supported accommodation
- tourist development
- warehouse

## Form and Character

- 2 Development up to three storeys (or 12.5 metres) can be accommodated in parts of the policy area fronting public open space and where it transitions in height to address the scale and character of adjacent development.
- 3 A higher intensity of development is appropriate where development fronts Panalatinga Road or the Urban Employment Zone.
- 4 Low density residential development is inappropriate and should not be located within the policy area.
- 5 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density of 45-67 dwellings per hectare net.
- 6 A variety of architectural styles, building materials and colours is appropriate within the policy area and development should be designed to be complementary in respect of their massing, form, siting, design, landscaping and cohesiveness with heritage elements in the policy area.
- 7 Development with frontage onto a public road (other than Reynell Rd or Panalatinga Rd) should be sited to achieve an appropriate setback to make adequate provision for landscaping with deep soil zones and a wide footpath to accommodate street furniture and shade structures.
- 8 Development should be sited with appropriate setbacks to allow for the prescribed amount of private open space, landscaping with deep soil zones, car parking, service areas, and access to sunlight associated with residential amenity.

## Design and Appearance

- 9 A high amenity public realm and pedestrian environment will be achieved by activation of outdoor spaces, landscaping, surface treatments, street furniture and building design.
- 10 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- 11 Development should be designed to maximise surveillance by:
  - (a) providing front facing and legible entrances points and lobbies
  - (b) avoiding vast expanses of blank walls presenting flat surfaces without detailing, openings or activity
  - (c) providing low open style front fencing
  - (d) ensuring the building is designed to enable surveillance from public land to the inside of the building at all times of the day and night.

12 Development should be designed to ensure:

- (a) car parking should be located at the rear of buildings or screened from view by landscaping where reasonably possible
- (b) shared parking areas are established where possible
- (c) servicing areas are located internal to buildings or adjacent service lanes and appropriately screened from public view.

## Land Division

13 Land division should create allotments of a size and configuration to ensure the objectives of the zone can be achieved.

## Movement and Access

14 Development should provide internal roads that provide access through the site from Panalatinga to Reynell Road that are designed to limit the intrusion of commercial traffic through the policy area such that the amenity of the adjacent residential area is protected.

## PROCEDURAL MATTERS

### Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Onka/3A– Off-street Vehicle Parking Requirements for Designated Areas](#):

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

### Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding of a third party nature	
Amusement machine centre	
Fuel depot	
General industry	
Horse keeping	
Intensive animal keeping	
Prescribed mining operations	

Form of development	Exceptions
Special industry	
Stock sales yard	
Waste reception, storage, treatment or disposal	
Wrecking yard	

## Public Notification

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

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

Category 1	Category 2
<p>All forms of development within Old Reynella Policy Area 70 except where (a) and (b) apply:</p> <p>(a) the site of the proposed development is located within 60 metres of a Residential Zone boundary</p> <p>(b) the form of development is:</p> <ul style="list-style-type: none"> <li>(i) hotel</li> <li>(ii) light industry</li> <li>(iii) motor repair station</li> <li>(iv) retail fuel outlet</li> <li>(v) service industry.</li> </ul>	<p>All forms of development not listed as Category 1</p>

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## **Attachment D**

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## Old Reynella Policy Area 14

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

### OBJECTIVES

- 1 A mixed use policy area that accommodates a range of commercial, education and industrial land uses.
- 2 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity.
- 3 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area provides a unique opportunity for re-use of existing large floor plate buildings in adaptive and innovative ways.

The policy area will retain a strong employment focus, encouraging the continuation or establishment of commercial and light industry uses along with complementary new uses such as education, child care, indoor recreation centre, function centre or tourism related development. Retail ancillary to uses envisaged in the policy area and bulking goods retailing are appropriate.

New development will be designed and sited to minimise adverse impacts on adjacent residential development.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the policy area:
  - bulky goods outlet
  - cafe
  - consulting room
  - convention centre
  - education establishment
  - indoor recreation centre
  - industry (other than special or general industry)
  - office
  - restaurant
  - service trade premises
  - store
  - training facility
  - warehouse.

#### Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should be designed to ensure that existing mature vegetation is retained and augmented with additional landscaping.

- 4 Open space, buffers, vehicle access and pedestrian links are provided consistent with *Concept Plan Map Onka/30 Old Reynella* to further enhance the amenity of the policy area.

### **Movement and Access**

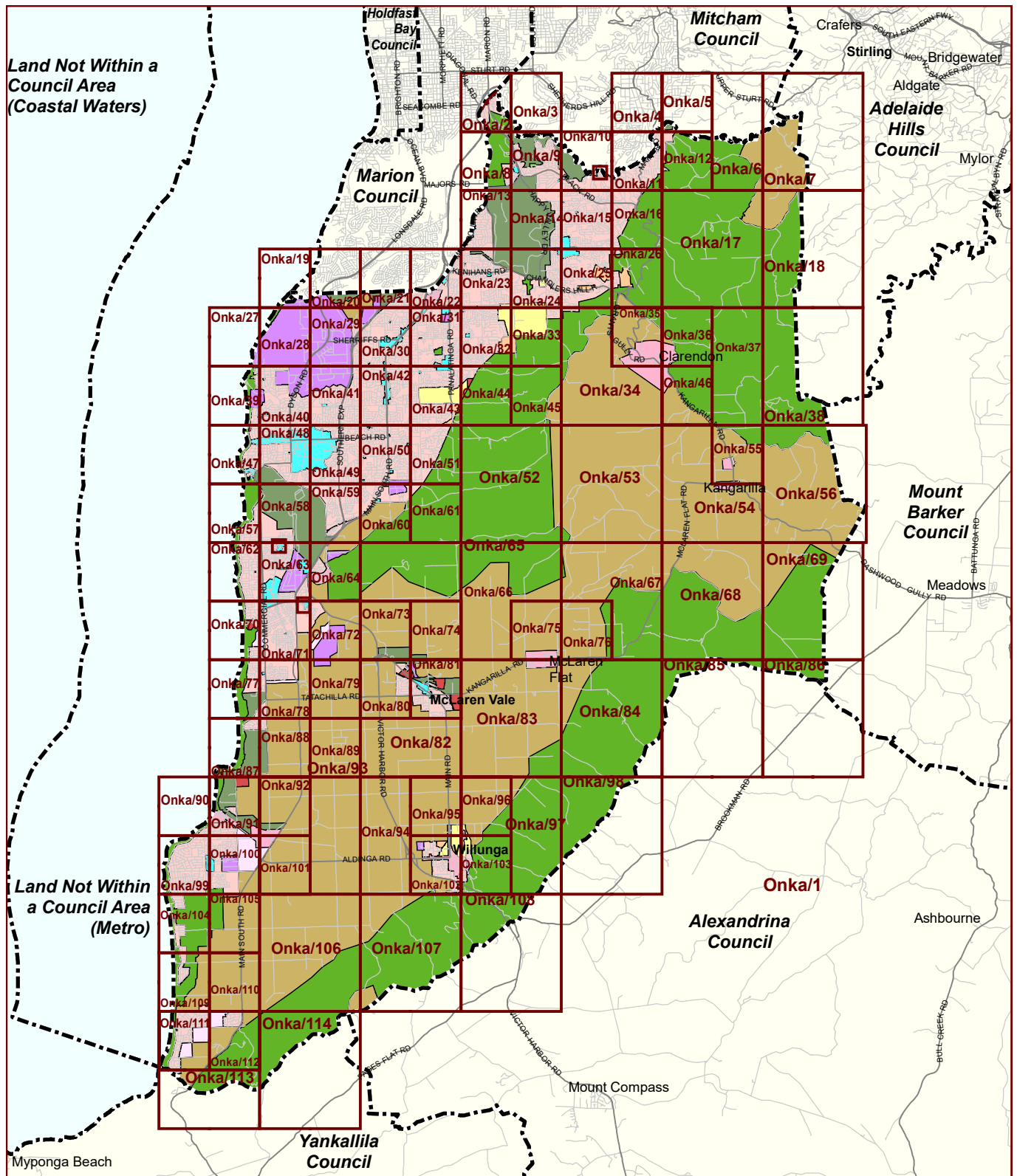
- 5 Development should provide internal roads that provide access through the site from Panalatinga to Reynell Road that are designed to limit the intrusion of commercial traffic through the policy area such that the amenity of adjacent residential area is protected.

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## **Attachment E**

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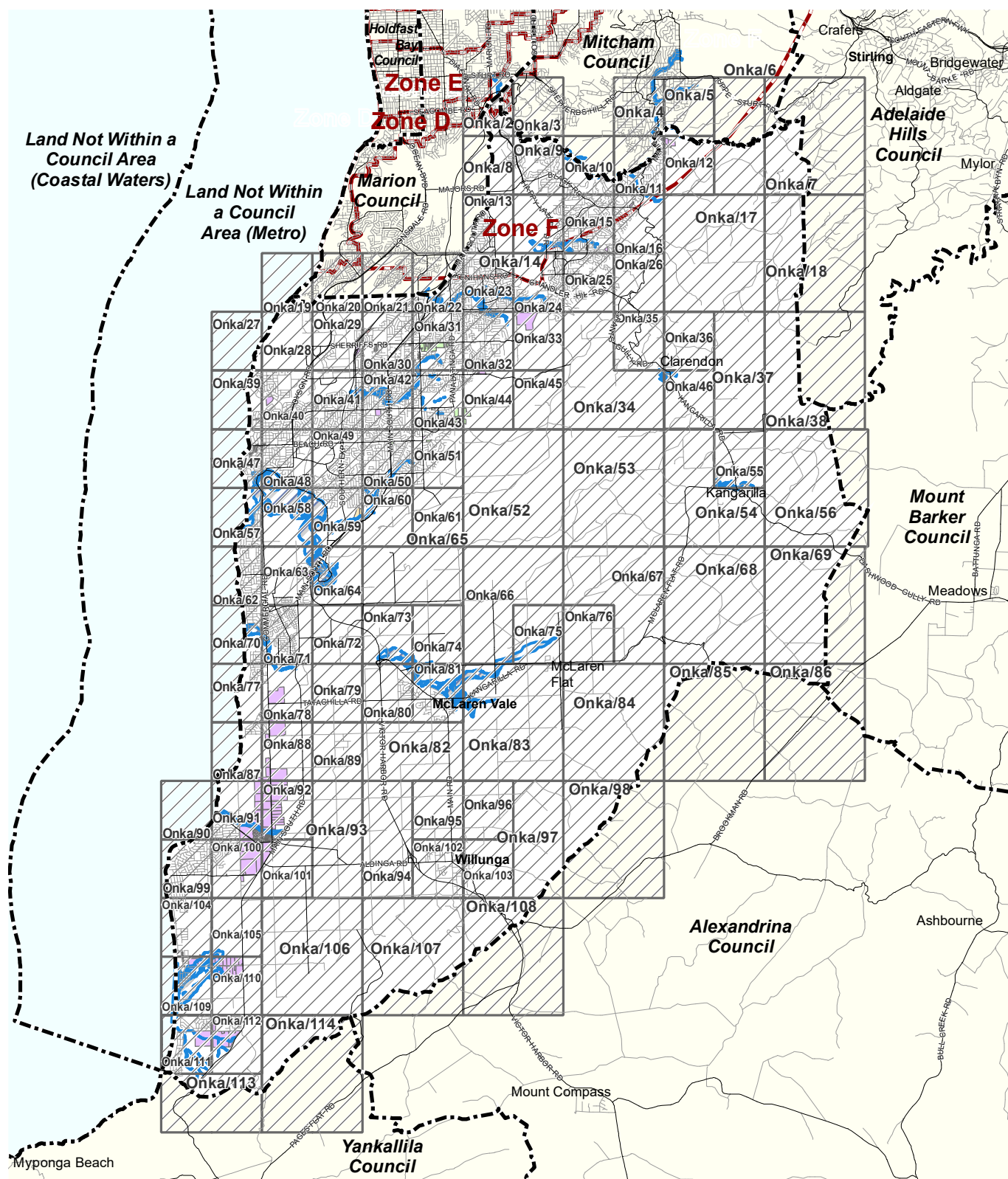
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Onka/1 to Map Onka/117 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to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



# Council Index Map

## **Attachment F**

DRAFT



#### Airport Building Heights

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

The road reserve distance required for future road widening for the identified allotments is detailed in Table Onka/2 – Building Set Backs from Road Boundaries and Road Widening

- Flood 100 A.R.I.
- Airport Building Heights
- Collector Major (parcel identified for future road widening)
- Collector Minor (parcel identified for future road widening)
- Distributor (parcel identified for future road widening)
- Secondary Arterial (parcel identified for future road widening)
- Development Plan Boundary

0



15 km



# Overlay Map Onka/1 DEVELOPMENT CONSTRAINTS

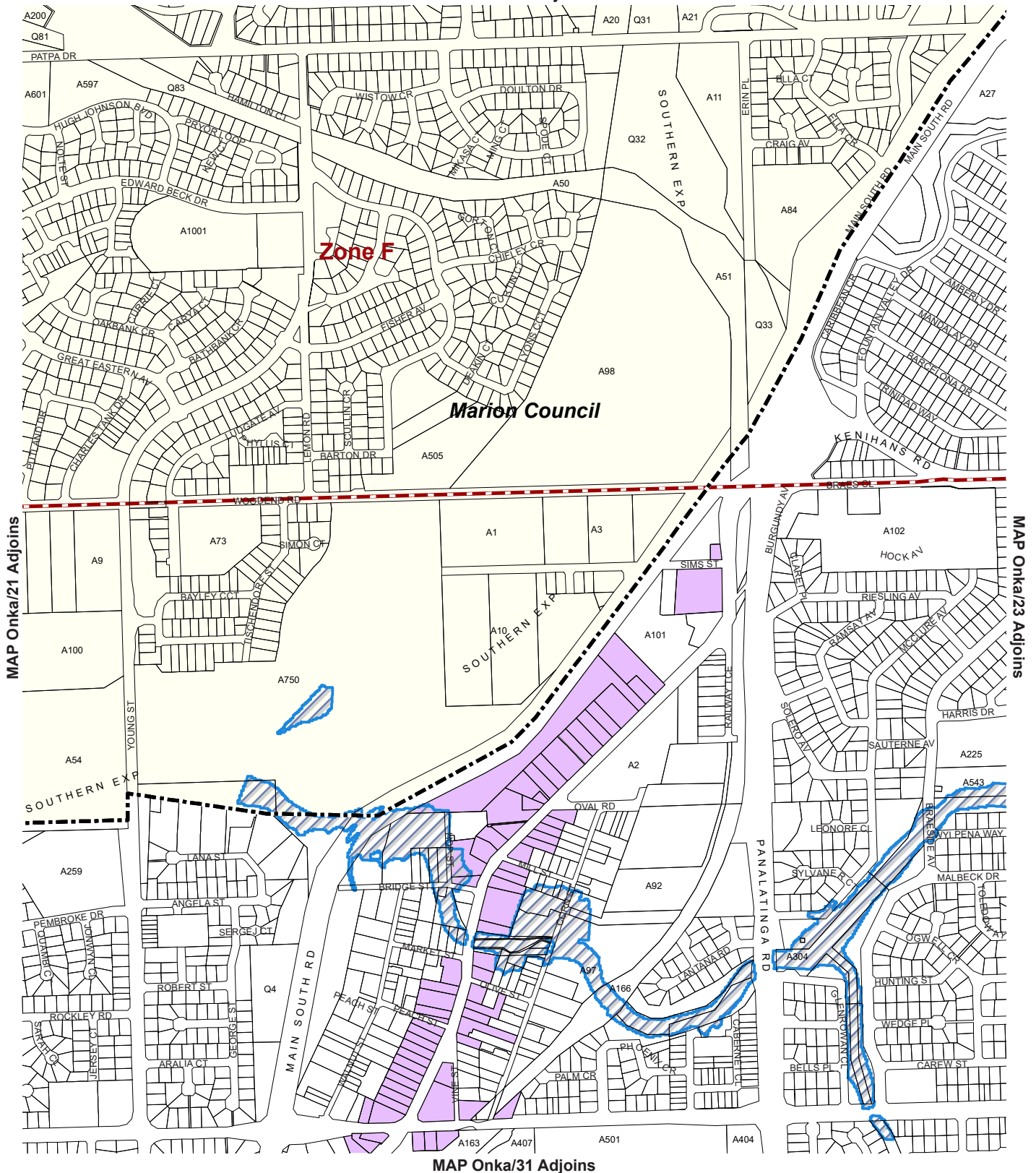
ONKAPARINGA COUNCIL



## **Attachment G**

DRAFT

# MAP Onka/1 Adjoins







## Airport Building Heights

**Zone F** APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

The road reserve distance required for future road widening for the identified allotments is detailed in Table Onka/2 – Building Set Backs from Road Boundaries and Road Widening



-  Flood 100 A.R.I.
-  Airport Building Heights
-  Distributor (parcel identified for future road widening)
-  Development Plan Boundary

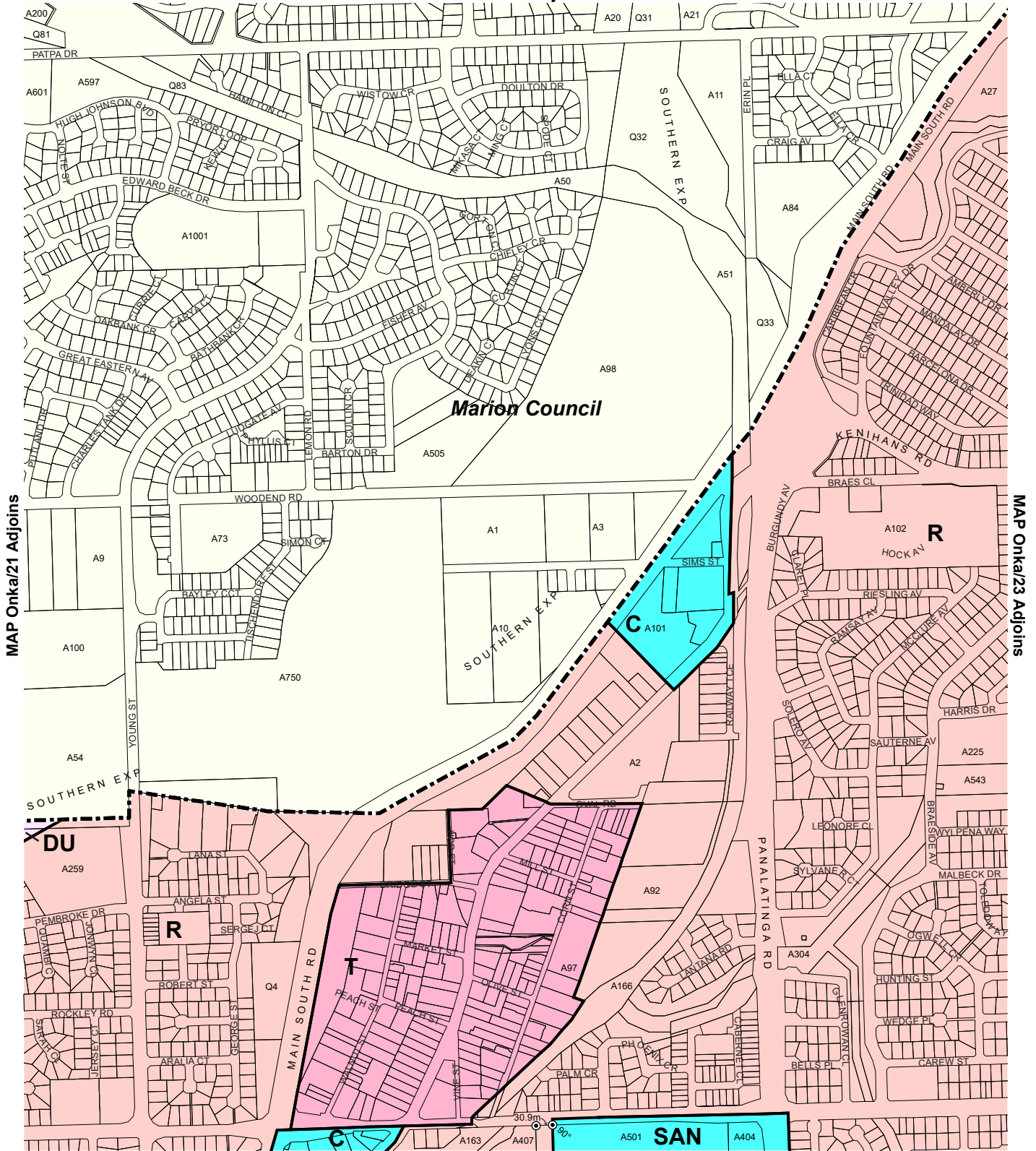
# Overlay Map Onka/22 DEVELOPMENT CONSTRAINTS

ONKAPARINGA COUNCIL

## **Attachment H**

DRAFT

# MAP Onka/1 Adjoins



Lamberts Conformal Conic Projection, GDA94



## Zones

- C** Commercial
- DU** Deferred Urban
- R** Residential
- SAN** Suburban Activity Node
- T** Township
- Zone Boundary**
- Development Plan Boundary**

# Zone Map Onka/22

ONKAPARINGA COUNCIL

## **Attachment I**

DRAFT



This map displays the boundaries of Marion Council area 61, which is shaded in light blue. The map includes numerous residential streets such as Wistow Cr, Doulton Dr, Peach St, and Main South Rd. It also shows adjacent council areas: MAP Onka/21 Adjoins to the west, MAP Onka/23 Adjoins to the east, and MAP Onka/31 Adjoins at the bottom. Key features include the Southern Expressway (Southern Exp) running diagonally across the center, and several smaller roads like Edward Beck Dr, Woodend Rd, and Simon Ct. A scale bar at the bottom indicates distances up to 90 meters.



500 m

Council agenda 18/2/20 Item 9.1 Att 1 Page 42 of 132

## **Attachment J**

DRAFT

[illegible]

- # Overlay Map Onka/31
- ## DEVELOPMENT CONSTRAINTS

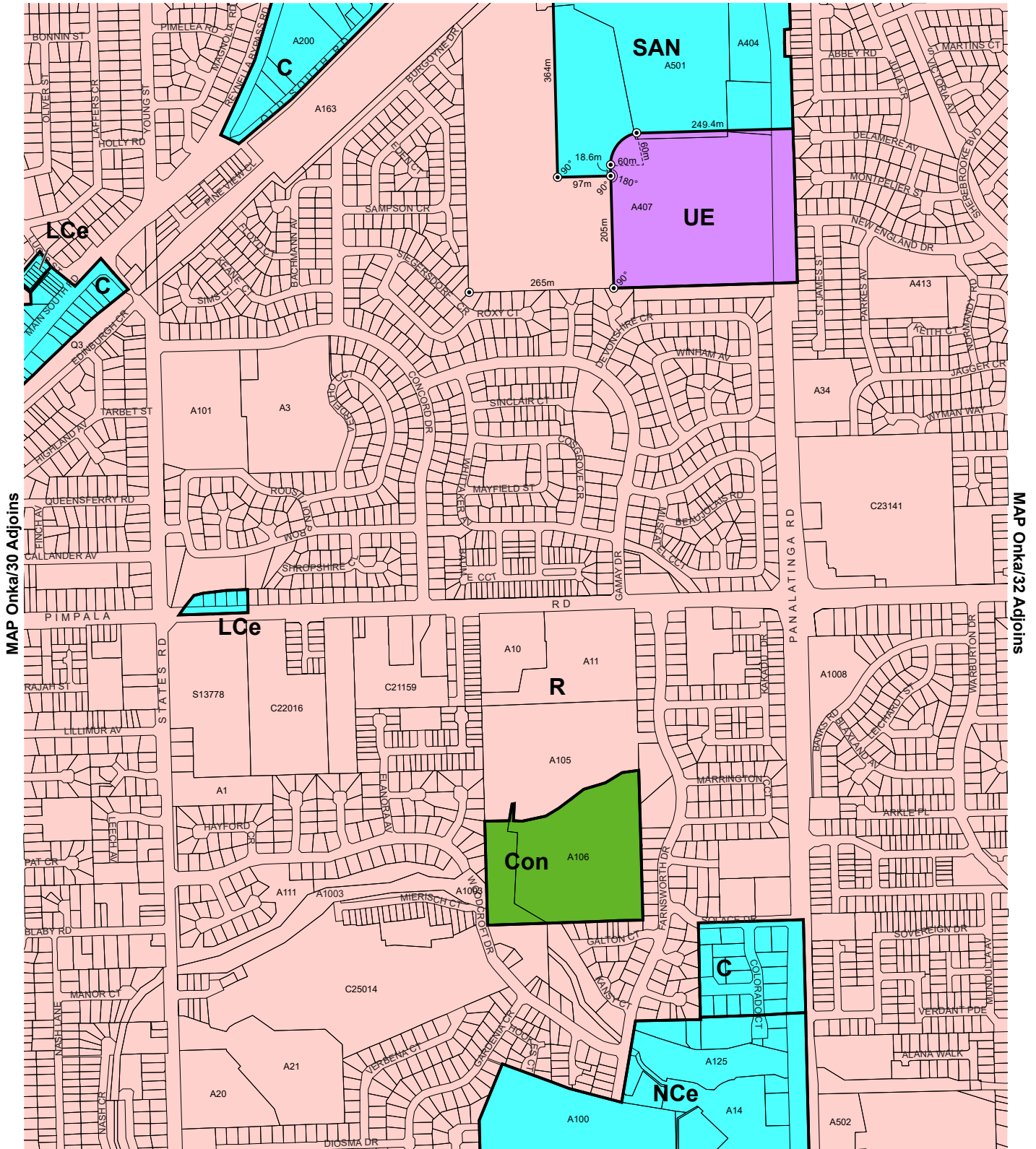
Council agenda 18/2/20 Item 9.1 Att 1 Page 44 of 132



## **Attachment K**

DRAFT

# MAP Onka/22 Adjoins



Lamberts Conformal Conic Projection, GDA94

## Zones

C	Commercial
Con	Conservation
LCe	Local Centre
NCe	Neighbourhood Centre
R	Residential
SAN	Suburban Activity Node
UE	Urban Employment
	Zone Boundary



0

500m

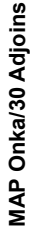
# Zone Map Onka/31

ONKAPARINGA COUNCIL

## **Attachment L**

DRAFT

### MAP Onka/43 Adjoins



### Policy Area

- |    |                            |
|----|----------------------------|
| 14 | Old Reynella Policy Area   |
| 40 | Medium Density Policy Area |
| 69 | Old Reynella Policy Area   |
| 70 | Old Reynella Policy Area   |



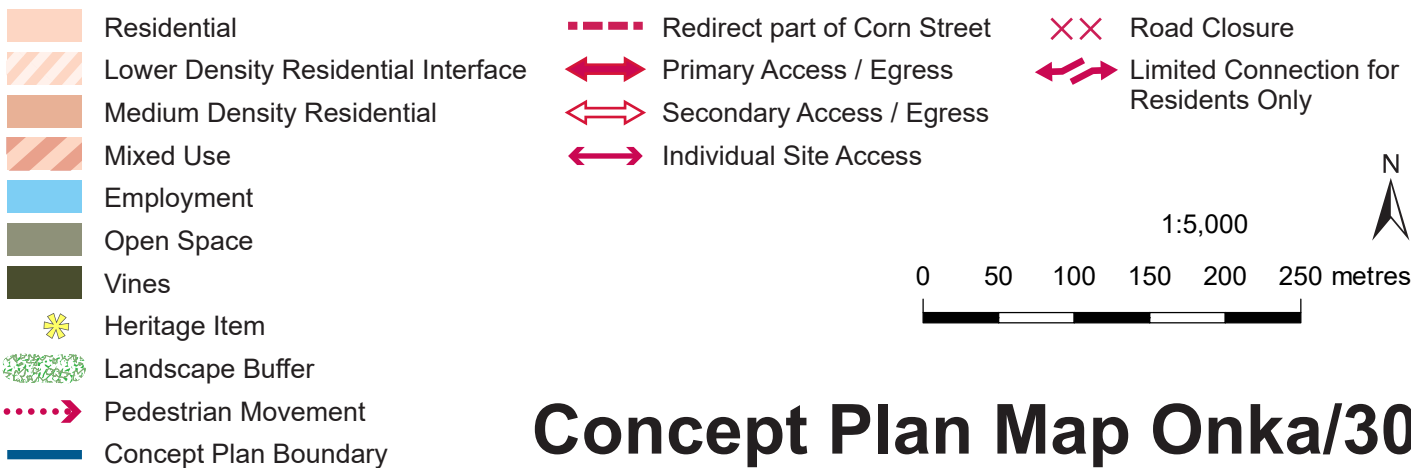
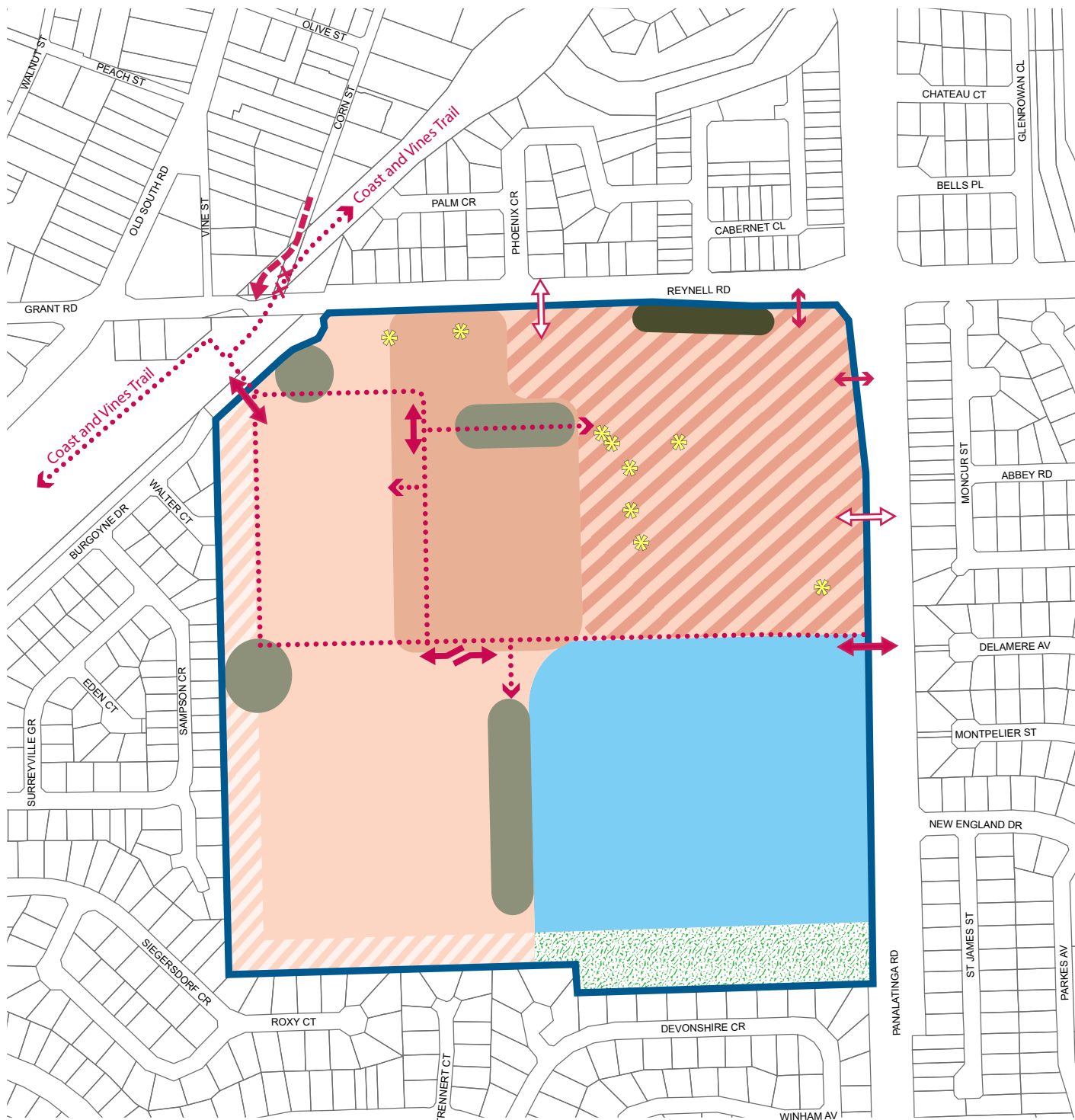
# Policy Area Map Onka/31



 Policy Area Boundary

**ONKAPARINGA COUNCIL**

DRAFT



# Concept Plan Map Onka/30

## OLD REYNELLA

ONKAPARINGA COUNCIL

# Development Plan Amendment

By the Council

## Onkaparinga Council

### Old Reynella Former Winery Site Development Plan Amendment

**Explanatory Statement and Analysis**

***For Consultation***

DRAFT



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## Explanatory Statement

### Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

### Need for the amendment

The subject land was historically known as the Hardy's Winery site and more recently as the headquarters for Accolade Wines Australia. In October 2016, Accolade Wines sold the site to Tarac Properties Pty Ltd (Tarac).

Tarac is a long-term investor with ongoing and deep links with the Australian Wine Industry. Tarac plans to become a long term corporate citizen in the City of Onkaparinga.

Tarac's vision for the site is:

*To create an interesting and vibrant place to live and work. A Place that acknowledges and respects the site's heritage through appropriate retention, adaption and re-use of key buildings. A Place that provides employment opportunities for the South through the creation of new jobs and industry via flexible buildings, infrastructure and zoning.*

Tarac recognises the unique opportunities and sensitivities associated with transforming the site and was attracted to it due to the opportunities that it presents. This site is similar to the successful Barossa development Beckwith Park at Nuriootpa also by Tarac that involved the successful redevelopment of a former winery facility. The project created jobs and now contributes significantly to industry, tourism and the local economy. Tarac remains an active member of the Barossa Valley community and has indicated that it also intends to be at Old Reynella.

As part of its planning for this site, Tarac engaged with a number of key stakeholders and community leaders to understand more fully the community's views and aspirations for Old Reynella and this has informed thinking to date.

Tarac plans to deliver its vision by:

- Protecting and re-using the heritage of the site (including improving public accessibility);

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Tarac plans to deliver its vision by:

- Protecting and re-using the heritage of the site (including improving public accessibility);

- Preserving areas of the site as green space and making that green space publicly accessible;
- Master planning a diversity of housing styles and price points; and
- Encouraging a range of employment generating activities.

This single ownership of such a large and important site provides a significant opportunity to rezone the site to enable considered and coordinated redevelopment of the land in a manner that achieves multiple benefits to all stakeholders.

The site is located in the Urban Employment Zone (Old Reynella Policy Area 14) as designated in the Onkaparinga Council Development Plan (consolidated 20 December 2018).

The Urban Employment Zone is primarily a zone that contemplates and encourages various forms of employment generating activities, encompassing land uses such as:

- bulky goods outlet (outside the Core Industry Area)
- consulting room (outside the Core Industry Area)
- electricity substation
- fuel depot
- indoor recreation centre (outside of the Core Industry Area)
- industry (other than special industry)
- general industry (within the Core Industry Area)
- motor repair station
- office
- petrol filling station
- prescribed mains
- public service depot
- road transport terminal
- service trade premises
- service industry
- shop or group of shops
- training facility
- store
- warehouse.

The Urban Employment Zone was introduced across the City of Onkaparinga as a replacement for the former Industry Zone as part of the Employment Lands DPA in 2018. Given the former Industry Zone extended across a number of industrial areas within the council area that exhibited a range of different characteristics, the policy has been further refined through the introduction of a range of policy areas.

The current Old Reynella Policy Area 14 envisages the land being developed with a mix of land uses that accommodate a range of commercial, educational, industrial and tourism type land uses. The Policy Area does not provide for residential development but instead identifies the western side of the site as requiring more detailed investigations and master planning that addresses land use, access, stormwater and interface matters prior to development.

This is supported by the Policy Area's PDC 4 and Concept Plan Map Onka/30 Old Reynella in Figure 1 below.

The combination of this policy direction with the Concept Plan requiring completion effectively means that a zone amendment to accommodate residential development requires a DPA for any residential development to occur.

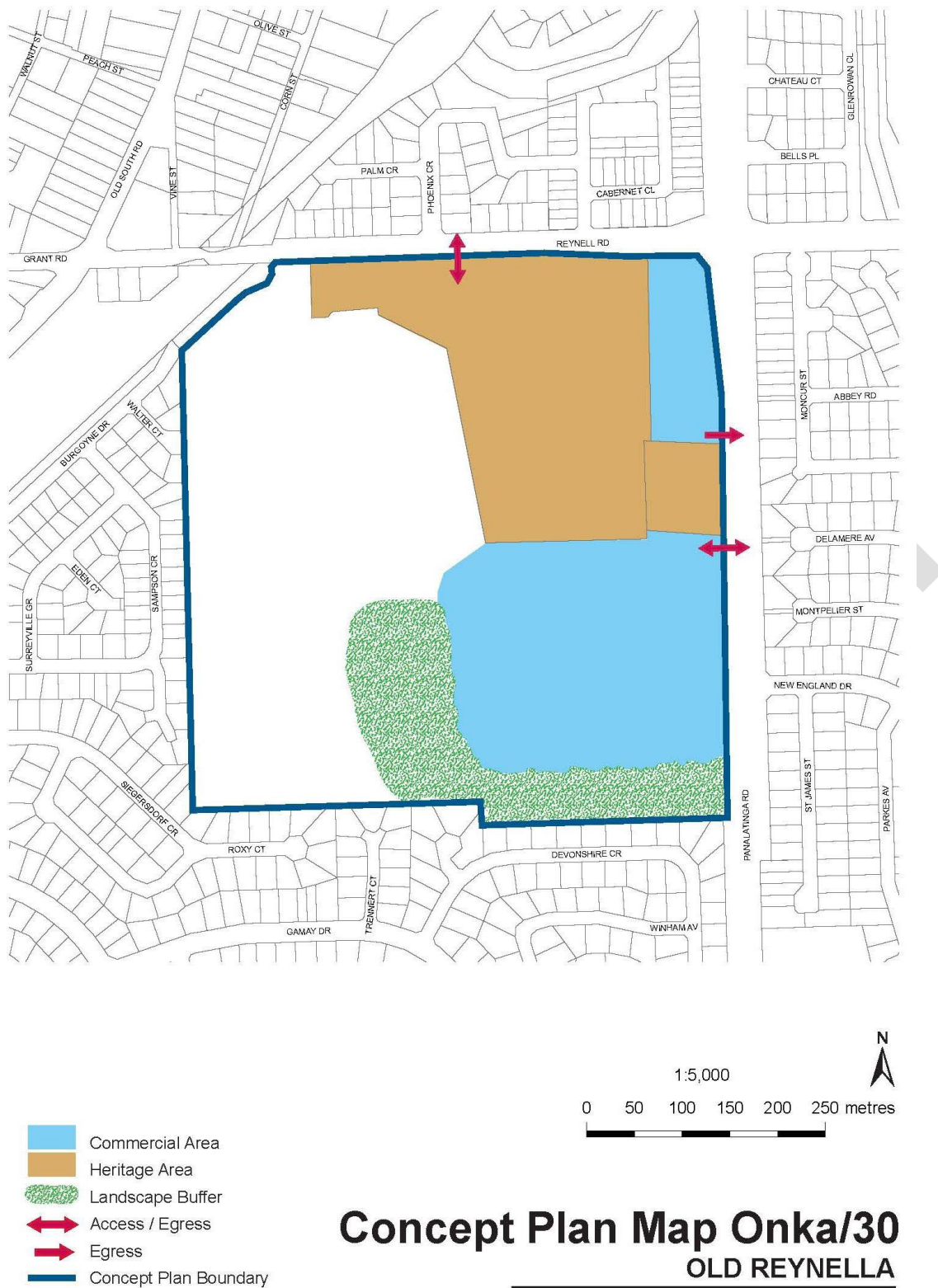


Figure 1 Development Plan Concept Plan Map Onka/30 Old Reynella

## Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister's delegate on 28 July 2018.

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

## Affected area

The area affected by the proposed DPA is the former Accolade Wines site. The land comprises the following four Certificates of Title as illustrated in Figure 2 below.

- CT Volume 5072 Folio 629;
- CT Volume 5074 Folio 61;
- CT Volume 6192 Folio 195; and
- CT Volume 6192 Folio 196.



Figure 2 Affected Area Map

The subject land comprises 32 hectares and is bound by Panalatinga Road to the east, Reynell Road to the north, and abuts residential land to its west and south.

Colloquially known as the Hardy's winery site, the site currently houses a number of buildings some of which are subject to state and local heritage listing (all heritage listings are proposed to remain unaltered by this DPA), along with large-scale warehouses, production, distribution facilities, offices, car parking, and associated support facilities. Progressively buildings on the site are being reused as and where appropriate. The site also houses grape vines however these are largely ornamental. The vines do not have historic significance and accordingly are not local or state heritage listed.

There are a number of significant and regulated trees existing on the site along with non-significant vegetation. Vegetation is largely clustered around buildings and car parks on the site, having been used singularly and/or in conjunction with a screening mound to buffer the impacts of former industrial uses on the site to nearby dwellings.



Accolade Wines continues to occupy the north-east corner of the site primarily for office, marketing, and related activities. Winemaking activities have not taken place on the site for many years, with grape crushing ceasing in the 1980s. The large warehouse that directly fronts Panalatinga Road has been partially leased and redeveloped as a Bunnings Warehouse to enable reuse of the site. Vines are still retained on the subject land primarily within the western portion of the site and a small section fronting Reynell Road. The grapes are not currently harvested.

The balance land of the central and southern parts of the site remains largely undeveloped.

## Summary of proposed policy changes

The DPA proposes the following policy changes to the Onkaparinga Development Plan based on the investigations of this DPA:

### Zone

- Rezone the western portion of the affected area, currently zoned Urban Employment, to Residential Zone.
- Rezone the north-eastern portion of the affected area, currently zoned Urban Employment, to Suburban Activity Node Zone.
- Insert a new Suburban Activity Node Zone including Objectives, Desired Character, and Principles of Development Control and Procedural Matters for Category 1 and Category 2 Public Notification in Old Reynella to support the adaptive reuse and preservation of historic buildings and to provide a mix of local employment and living/residential opportunities.

### Policy Area

- Insert new Old Reynella Policy Area 69 in the Residential Zone including new Objectives, Desired Character, and Principles of Development Control to support residential development of the land with a range of housing integrated with public open space and surrounding areas and with low density housing at the south and west boundary.
- Insert new Old Reynella Policy Area 70 in the Suburban Activity Node Zone including new Objectives, Desired Character, and Principles of Development Control and Procedural Matters for Category 1 and Category 2 Public Notification in Old Reynella to support the adaptive reuse and preservation of historic buildings and to provide a mix of local employment and living/residential opportunities.
- Amend Old Reynella Policy Area 14 in the Urban Employment Zone in response to zoning amendments.

### Tables

- Insert new Designated Area for Suburban Activity Node Zone - Old Reynella.

### Mapping

- Amend Map Reference Tables, replace existing relevant Overlay Maps, Zone Maps, Policy Area Maps and Concept Plan Map Onka/30 Old Reynella.



## Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

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

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

## Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

### Agencies

- Department of Planning, Transport and Infrastructure (DPTI) Planning
- DPTI Transport
- DPTI Roads
- Renewal SA
- Department of Environment, Water and Natural Resources (DEW)
- Environment Protection Authority (EPA)
- Department of Primary Industries and Regions (PIRSA)
- Department for Education and Child Development (DEC)
- Heritage Council
- ElectraNet Pty Ltd
- Epic Energy
- SA Power Networks
- APA Group
- South East Australia Gas Pty Ltd
- SA Water

### Members of Parliament

- Ms Amanda Rishworth MP Member for Kingston
- Mr David Spiers Member for Black
- Mr Chris Picton Member for Kaurna
- Ms Nat Cook Member for Hurtle Vale
- Hon Leon Bignell Member for Mawson
- Mr Corey Wingard Member for Gibson
- Ms Katrine Hildyard Member for Reynell

### Interested parties and individuals

- Economic Development Forum
- Southern Adelaide Economic Board
- Onkaparinga Development Assessment Panel
- Elected Members (Pimpala and Knox)
- Owners of land located directly adjacent the subject site

## Councils

- City of Marion

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

**Important Note for Agencies:** This DPA includes modules from the State Planning Policy Library.

As the policy library was subject to agency consultation during its development, agencies are requested to comment only on the range and application of the modules selected and not on the actual policy content, except where that policy has been included as a local addition. Agencies are invited to comment on any additional issues (if relevant).

## The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

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

## Analysis

### 1. Background

#### 1.1 Context for the Change to Zoning

The site was first developed many years ago as a winery when the area was primarily a rural area. The winery use was subsequently continued and expanded to include ancillary activities such as bottling. Over time the land around the site has been developed for housing and the use of the site for winery activities has all but ceased save for some administrative functions. Some adaptive reuse of the buildings for lower impact commercial uses has occurred on the site, however the site remains significantly underutilised.

The affected area comprises Old Reynella Policy Area 14 of the Urban Employment Zone which designates the land for a range of commercial and light industrial uses along with complementary new uses such as education, child care, indoor recreation and tourism. The policy seeks the conservation and enhancement of the historic buildings on the site.

The current zoning is a consequence of the Employment Lands DPA consolidated into the Development Plan on 20 February 2018. The Urban Employment Lands rezoning was based on The Onkaparinga Employment Lands Study 2016 undertaken by Intermethod that was informed by an Employment Land Analysis undertaken by JLL in 2015.

The JLL study identified a number of sites that were considered as being more appropriately zoned for alternative land uses. Specifically, three sites were identified as "potential change sites". The Accolade Wine site (the area affected) was included as one of the potential change sites.

The following attributes were noted in relation to the subject land and contribute to its identification as a site with potential for change:

- The land is framed by residential zoned land on all boundaries. In effect, due to residential development over the last 30 years, it has become an 'island site' within a residential suburban location.
- The land was previously used as a wine distribution centre with ancillary car parking, landscaped areas and vehicle access; along with a large parcel of old vines. The building and sites remain in a useable condition and is 'development ready'.
- The site is ready for alternative employment and other land uses which could be facilitated by a review of the current policy framework.
- The (now previous) owner had advised of limited interest in the land that had been largely vacant for two years.
- The land is in close proximity to Main South Road and is accessible from the Southern Expressway.
- A change of zoning providing residential uses would provide further housing choice within an established residential area.
- Conversion to non-residential uses may offer new local or regional employment opportunities.

Given the broad spatial application of the Urban Employment Zone throughout the council area, it was considered outside of the scope of the DPA to specifically consider alternative zones for particular sites such as this one at Old Reynella. Accordingly the Urban Employment Zone was applied to the site with a focus on this being primarily applicable to the eastern area as is shown on *Concept Plan Map Onka/30 - Old Reynella*.

The provisions in the Urban Employment Zone Old Reynella Policy Area 14 identifies the western side of the site as requiring more detailed investigations and master planning that addresses land use, access, stormwater and interface matters prior to development.

A combination of Urban Employment Zone / Residential Zone / Mixed Use / Suburban Activity Node Zone is appropriate for this site to enable additional residential options and other mixed uses appropriate to the locality.

### Master Plan prepared by Tarac

Tarac Properties Pty Ltd (Tarac) purchased the subject land in October 2016, primarily as a long-term investor.

Tarac's vision for the site is:

*To create an interesting and vibrant place to live and work. A Place that acknowledges and respects the site's heritage through appropriate retention, adaption and re-use of key buildings. A Place that provides employment opportunities for the South through the creation of new jobs and industry via flexible buildings, infrastructure and zoning.*

In support of its vision, Tarac has prepared a concept Master Plan for the site. This plan includes a potential mix of complementary land uses designed to provide opportunities for residential development and employment, protection and reuse of the heritage elements on the site, appropriate interfaces to the surrounding land uses and improved connectivity and accessibility to and through the site.

The Master Plan is shown at Figure 3. This Plan is a concept to demonstrate how Tarac might seek to develop the site over time and provides an indication of the land uses for which a proposed zoning regime could provide. The Master Plan includes provision for both employment land and residential development. Dwellings are intended to be provided at multiple price points to attract a diversity of residents and enable greater choice for local people to remain in the area whether first home buyers, families, or down sizers.

The following land uses and development outcomes are identified by the Master Plan.

- The continuation of Accolade Wines office activities
- Accessible public open space including link with the Coast to Vines Rail Trail
- Partial retention of the vineyards
- Light industrial/warehousing and storage activities
- Showrooms and commercial activities
- Health and well-being activities
- Child care
- Education
- Preservation, reuse, and increased access to the heritage of the site
- Retail
- A diverse range of residential dwellings.

This rezoning will facilitate the general implementation of this Master Plan.



Figure 3 Master Plan Concept

## 1.2 Statement of Intent

On 15 August 2017 Council approved the request from Tarac Properties Pty Ltd (Tarac) to commence an externally funded DPA with all investigations, legal costs and staff project management associated with the DPA to be fully funded by the developer.

The SOI was agreed to by the Minister for Planning's delegate on 28 July 2018.

Council maintained full control over the DPA process and decision-making responsibilities in accordance with the *Development Act 1993*.

## 2. The strategic context and policy directions

### 2.1 Consistency with the Planning Strategy

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

The DPA will support the following targets of The 30 Year Plan for Greater Adelaide 2017 Update:

Target	How the target will be implemented
1 – 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.	The subject land is located within established urban land. In accord with the intent of this target, this DPA will enable housing to be located on the subject land.
2 – 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 subject land is located within walking distance of the Old Reynella bus interchange. The DPA will facilitate housing development in support of the existing public transport network.
3 – Increase the share of work trips made by active transport modes by residents of Inner, Middle, and Outer Adelaide by 30% by 2045.	The DPA provides policy flexibility to encourage employment diversity and housing on the subject site. This supports local employment opportunities for the Onkaparinga community (noting that employment leakage is approximately 50% to jobs outside of the council).
4 – Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle, and Outer Metropolitan Adelaide by 25% by 2045.	The DPA supports infill opportunities through appropriate zoning that will enable a high quality and pedestrian friendly street design and layout, plus accessibility to public transport.
5 – Urban green cover is increased by 20% in metropolitan Adelaide by 2045.	The DPA includes policy in relation to vegetation and landscaping and adequate opportunities exist to both retain and enhance open space on the subject land.
6 – Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.	The DPA provides for housing diversity and for a mix of allotment sizes and housing product to meet changing household needs.

The DPA supports the policies of the Planning Strategy by:

Policy	How the policy will be implemented
<b>Transit corridors, growth areas, and activity centres</b>	
P1. Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport (Map 2).	The DPA will provide an opportunity for coordinated residential development that will assist in the delivery of a compact urban form by increasing capacity for residential development within this part of Old Reynella. The site is adequately serviced by infrastructure and is accessible to public transport.
P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Parks Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	The DPA provides for appropriate dwelling densities and forms of residential development considering site characteristics, neighbourhood form and amenity, height of adjoining residential development and interface with non-residential uses.

Policy	How the policy will be implemented
A4. Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.	The subject land abuts existing residential development and is adjacent the Old Reynella Bus Interchange. Rezoning this land will enable new housing to be established as infill development contiguous to existing established residential areas.
Design Quality	
P25. Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art, and infrastructure that supports the community and responds to climate change.	The DPA facilitates opportunities for residential infill to achieve the growth anticipated within Onkaparinga and capitalise on the offerings of built-up areas (such as existing and established roads/transport, jobs and activity centres) – while supporting good quality urban design, integration, and liveable neighbourhoods.  The policy framework seeks to facilitate a range of housing types to meet the demands of a changing age structure and household profiles.
P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.	
P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.	
P31. Recognise the unique character of areas by identifying their valued physical attributes.	
Heritage	
P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.	The DPA provides for a multiple zoning outcome that seeks to specifically facilitate the reuse of historic building and increased opportunity for visitation to access the heritage elements located on the subject land.
P34. Ensure heritage places and areas of heritage value are appropriately identified and their conservation promoted.	
P35. Encourage the innovative and sustainable reuse of heritage places and older building stock in a way that encourages activity and entices people to visit.	
Affordable Housing	

Policy	How the policy will be implemented
<p>P37. 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>• Dependant accommodation such as nursing homes; assisted living accommodation;</li> <li>• Aged-specific accommodation such as retirement villages;</li> <li>• Small lot housing types; and</li> <li>• Infill housing and renewal opportunities.</li> </ul>	<p>The DPA policy framework provides flexibility to facilitate and encourage a range of housing types to meet the demands of a changing age structure and household profiles.</p>
<b>Health, wellbeing and inclusion</b>	
<p>P47. 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; and</li> <li>• Walkable connections to public transport and community infrastructure.</li> </ul>	<p>The DPA provides for residential infill development to cater for the growth anticipated within Onkaparinga and capitalise on the offerings of built-up areas (such as existing and established roads/transport, jobs and activity centres) while supporting good quality urban design, integration, and liveable neighbourhoods.</p> <p>The subject land has very good access to local social infrastructure and the policy framework provides for complementary services to be facilitated.</p> <p>Opportunities exist for open space to be provided on the subject land and for connections to the surrounding recreation and open space network as well as improving access to public transport and local shopping.</p>
<p>P48. Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.</p>	<p>The DPA acknowledges the connectivity of the subject land with the Coast and Vines trail that adjoins the affected area.</p>
<p>P50. Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.</p>	<p>Opportunities exist for open space to be provided on the subject land and for connections to the surrounding recreation and open space network as well as improving access to public transport and local shopping. The policy framework includes provision of open space, retention of vegetation and landscaping.</p>
<b>The economy and jobs</b>	
<p>P55. Promote certainty to undertake development while at the same time providing scope for innovation.</p>	<p>The DPA improves policy flexibility for a broad mix of employment land uses to facilitate employment and innovation opportunities.</p>



Policy	How the policy will be implemented
P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.	The DPA expands the envisaged non-residential land uses such as retail, bulky goods, offices, education, child care, and other commercial business to encourage diversity and generate employment.
P73. 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.	The DPA is informed by detailed analysis of council's employment lands undertaken during 2015/16. This analysis identifies that council has sufficient land for the next 20 years or more that meets the intent of this target.  The DPA proposes to increase employment opportunity and diversity within the affected area.
A35. Prepare guidelines and accompanying planning policies for employment lands (including industrial, defence, and agri. business uses) to identify those areas that: <ul style="list-style-type: none"> <li>Require protection from incompatible development;</li> <li>May evolve to more mixed-use employment;</li> <li>May require expansion; and</li> <li>May transition to other land uses, including residential. (This will require the management of interface issues with adjacent sensitive land uses and the management of any site contamination.)</li> </ul>	This site was recently rezoned to urban employment as part of a council-wide DPA. However, as is recognised in the Employment Lands Study, the affected area was earmarked for a more comprehensive and targeted review and preparation of site specific planning policies (potentially including different zoning).  This DPA comprises this detail review and policy response.

The DPA introduces the Residential Zone to the western portion of the subject land, and the Suburban Activity Node Zone to the north-eastern portion of the subject land. The Urban Employment Zone is maintained over the south-eastern portion of the subject land. The zoning outcome has been selected with reference to and has strong links to, the Planning Strategy and the investigations underpinning this rezoning proposal.

## 2.3 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

### 2.3.1 Onkaparinga 2035

Council released Onkaparinga 2035 in September 2017 which reaffirms Council's vision for strong, vibrant communities and introduces three new themes of 'people, place and prosperity.' Onkaparinga 2035 is the lead document informing the strategic planning work of the City of Onkaparinga and decisions about services, assets, programs, advocacy and projects. In implementing the plan council will consider and respond to key factors including:

Objective 1 under People – in particular the following Desired Outcomes:

- Our ageing communities are supported with the services needed and are given opportunities to continue contributing to the region.
- People here lead healthy and active lifestyles with access to high quality locally produced food, open space and recreational opportunities.
- Both passive and active recreation (including sport and opportunities to connect with nature) are an embedded part of life.

Objectives 4, 5 & 6 under Place – in particular the following Desired Outcomes:

- Our suburbs and neighbourhoods, our hills, spectacular coast and townships are great places to live – places we are proud of and feel at home in.
- Our neighbourhoods offer an engaging and diverse lifestyle, including a range of affordable and varied housing choices, local employment and easily accessed recreation and entertainment opportunities.
- Multi-generational living is supported in our housing areas, comprising both our established areas and new areas, where diverse living opportunities are provided close to good public transport, quality open space and local services.
- Successful renewal of some established suburban areas has meant careful protection of valued qualities and amenity for existing residents.
- We are a green city where sustainable residential development is common-place and our streets are cool, green, pleasant places that sustainably manage stormwater.
- Places of particular importance in local Aboriginal culture are recognised and their cultural significance is respected.

Onkaparinga 2035 seeks to support projected population growth and changing household needs and acknowledges more diverse forms of housing and better utilisation of existing housing areas, centres and remaining large development sites is required. This includes that new homes are being developed on smaller sites and in different forms including units, flats and townhouses. The growing and changing shape of the city is within the context of diverse and scenic landscapes, primary production and a large network of recreational and conservation areas. Sensitive change is sought that protects these areas from incompatible uses.

The DPA responds to demand for residential housing and provides an opportunity for a coordinated development outcome of a large site within Old Reynella and includes appropriate policy to reflect the importance of surrounding land uses and interfaces.

### **2.3.3 Council's Strategic Directions Report**

This DPA is consistent with Council's Strategic Directions Report (as agreed by the Minister on 27 February 2015) and helps deliver on the following recommendations/targets of this plan:

Council's 2013 Strategic Directions (Section 30) Report (as amended) was approved by the delegate for the Minister for Planning on 27 February 2015.

The Report identified that council would undertake a (City Wide) Employment Lands DPA.

The Development Plan Amendment Priorities Analysis (August 2013) prepared as part of the Strategic Directions Report identified that an Employment Lands Study would be undertaken prior to commencing the Employment Lands DPA. This has now been completed and incorporates the Employment Lands Analysis prepared by JLL and Employment Lands Study prepared by Intermethod.

The Employment Lands Study specifically identified the subject land as a 'change site' and recommended more detailed investigations be undertaken to examine potential for other uses not envisaged under current zoning.

The Employment Lands DPA was authorised on 6 February 2018. It rezoned all the former industrial areas in the Onkaparinga council area to Urban Employment Zone based on the SA Planning Policy Library version 6. This site was accordingly rezoned to Urban Employment, supplemented with an Old Reynella Policy Area 14 specifically for the subject land.

Tarac Properties Pty Ltd as the land owner initiated a Developer Funded DPA to examine the site in more detail and prepare a contemporary policy framework that directly responds to current land use mix and Tarac's preferred future development outcomes for the site.

While this DPA is not specifically listed in the council's DPA Schedule, it is considered to be consistent with the DPA schedule in that it progresses council's intent to review and update policies across its employment land base. This DPA is a timely opportunity to meet council's strategic planning objectives to progress the recommendations of the Employment Land Study and delivering a contemporary policy framework for this unique site.

### 2.3.4 Infrastructure planning

The DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

The proposed amendment is consistent with current infrastructure planning (both social and physical) identified in council's strategic directions report and more broadly other infrastructure agencies' plans.

The proposed amendment seeks policy changes to enable the City of Onkaparinga to capitalise on significant recent and proposed investment in road infrastructure in the south, including the duplication of the Southern Expressway, Darlington Interchange Upgrades and the future non-stop North-South Corridor. A residential population on this site will also support the Old Reynella bus interchange and provide a resident workforce to support local employment opportunities and service offerings.

### 2.3.5 Current Ministerial and Council DPAs

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
N/A	N/A
Ministerial DPAs	Response/Comment
Lonsdale Residential DPA	N/A
Aldinga Suburban Neighbourhood	N/A

### 2.3.6 Existing Ministerial Policy

This DPA does not propose changes to existing Ministerial policy.

### 3. Investigations

#### 3.1 Investigations undertaken prior to the SOI

Council has undertaken a number of investigations to inform a contemporary understanding of employment land offerings that take into account the following:

- consideration and assessment of supply and demand trends;
- identification of future demand drivers and opportunities for improved policy to support industry; and
- detailed land use analysis of employment lands including strategic context, zoning, form and intervention.

Accordingly, investigations previously undertaken (prior to the preparation of this SOI) that will inform this DPA include the following:

- Jones Lang LaSalle, Bulky Goods Outlet Study (September 2011)
- Jones Lang LaSalle, Bulky Goods Study (May 2013)
- Jones Lang LaSalle, Employment Lands Analysis (2015)
- Intermethod, Onkaparinga Employment Lands Study (2015/16)

##### 3.1.1 Jones Lang LaSalle, Bulky Goods Outlet Study (September 2011) and Jones Lang LaSalle, Bulky Goods Study (May 2013)

The initial 2011 study was a city-wide review by JLL of the bulky goods outlets market within the City of Onkaparinga. Bulky goods as an activity was reviewed in the context that it was recognised as an important sector of the wider retail industry and one that contributes to local economic development and employment. The study considered the future demand for bulky goods outlets over a 20-year period and identified the most appropriate locations to accommodate the identified demand through an assessment of a range of factors including traffic volumes, existing uses, site availability, access, residential catchment size, opportunities, constraints, interface issues, zoning, policy impacts.

This study found that there was latent demand for bulky goods retailing as a result of an under supply and increased expenditure on this form of retail.

In 2013, JLL was commissioned by council to provide an update to the investigations relating to the Bulky Goods Outlet Study undertaken in 2011. This study was specifically commissioned in response to pressure for changes to the Onkaparinga Development Plan policy, new emerging opportunities and changing retail market trends and was used as a primary source to help inform council's Bulky Goods DPA. Additionally, the Study scope required an analysis to provide confidence that sufficient land is zoned to provide for bulky goods development and also to identify potential strategic implications of reducing land for industrial and other purposes with the rezoning of land from Industry Zone to Bulky Goods Zone.

This study concluded as had the previous study that there was a demand for additional bulky goods retailing within the City of Onkaparinga. At the time of the study it concluded that by 2026, demand for bulky goods retailing was estimated to require a further 89,600 square metres of floor space. Furthermore, this study found that this would increase to an estimated 111,400 square metres of bulky goods floor space that may be supported to 2031, which equated to approximately 31 hectares of land that may be required to meet demand for bulky goods out to 2031.

In response to this study council undertook a rezoning of land to make additional provisions for Bulky Goods. In addition, the Urban Employment Lands rezoning recently undertaken by council also made provision for some Bulky Goods retailing activities within the Urban Employment Zone. The Policy Area covering the subject land makes provision for Bulky Goods Retailing in so far as it is an envisaged land use as per Policy Area PDC 1.

#### **Implications for DPA**

Any rezoning of the subject site should include bulky goods as an envisaged land use.

### **3.1.2 Jones Lang LaSalle, Employment Lands Analysis (September 2015)**

In 2015, JLL prepared an economic overview of the City of Onkaparinga's employment trends together with an assessment of the supply and demand trends for employment lands. In addition, JLL provided a review of future demand for employment lands in the context of national trends and identified opportunities for other uses within employment lands including those not typically located in industrial areas. The study also identifies a number of interventions to help stimulate demand for employment generating uses.

Section 5 of the report identifies industrial zoned areas across council for zoning review to reflect highest and best use of the land. Notably, Section 5.2 focusses on the Accolade site at Old Reynella, the subject land for the purposes of this rezoning proposal.

The JLL report notes that the main industrial use on the site ceased around 2012 when a bottling plant was relocated to the Barossa Valley and since that time the majority of the warehouses and facilities have been vacant or underutilised.

In evaluating the site's future uses capacity and potential for industry, the study found that the site has ongoing constraints to industrial type development in that it is:

- not part of a prime industrial area
- not well located in respect to other industrial land uses and supply chains; and
- surrounded by residential land uses.

Accordingly, the JLL report considers that suitable future uses on the site would include employment generating land uses, residential development, professional offices, commercial development and tourism accommodation.

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

The JLL Report provides information that supports a change in zoning of the land to facilitate mixed use type development on the subject land.

The DPA is consistent with this recommendation and implements this outstanding aspect of the JLL report.

### **3.1.3 Intermethod, Onkaparinga Employment Lands Study (2015/16)**

Following on from the JLL Report, Intermethod performed a strategic review of employment lands including the collation and analysis of GIS spatial land use data and an assessment of vacancy rates (including sales and leasing) to inform a best fit Land Use Strategy. This analysis included the identification and review of employment lands addressing allocation, provision, land use, and specific site rezoning opportunities to provide the strategic and policy planning response to the findings of earlier studies.

Specifically, this study built on the work of the earlier JLL Employment Land analysis work of 2015/2016 and made recommendations to inform council's approach to rezoning land for employment uses. Subsequently, the Employment Lands DPA was approved by the Minister in early 2018.

**Old Reynella Former Winery Site - Development Plan Amendment**  
**Onkaparinga Council**  
**Analysis**

Specifically, the study identified the City of Onkaparinga has almost 950 hectares of employment land (Industry, Light Industry, Mixed Use and Bulky Goods Zones) spread across the council area, with Lonsdale accounting for approximately 60% of this employment land offer. The balance of the employment land is located within Seaford, Aldinga, Old Noarlunga, Reynella, and the Willunga and McLaren Vale townships.

The study built on the 18 precincts identified in the earlier JLL work which are then considered in detail. It noted that within these different precincts there are diverse opportunities to cater for businesses of different types, sizes and affordability scales. It also provides for future expansion opportunities within a range of locations, providing differences in building size and typology, along with matters such as rental or sales costs.

The Intermethod analysis also noted that, in addition to the above, the council area contains a further 534 hectares of land zoned as Centre(s) or Commercial and a further 20,173 hectares of Mineral Extraction or Primary Production zoned land. All of this land was considered to support a diverse range of employment opportunities.

Following a review of past trends, vacancy levels, current supply and anticipated/projected future demand, some 180 hectares of vacant employment land was identified. This translated to approximately 24-36 years supply. This was considered to be in addition to the Port Stanvac site, land currently for sale/lease and also underused sites that are common in Lonsdale.

This study also noted a shift in the focus of 'industrial' land uses away from historic large scale manufacturing towards small scale manufacturing, bulky goods and sales associated with the housing industry, premium food and drink and service industries. The analysis indicated that vacant large floorplate buildings are difficult to sell or lease and therefore there is a need for flexibility in zoning to facilitate the adaptive reuse of these buildings.

The study specifically considered the subject land at Old Reynella which included some vacant or underused large floorplate buildings and identified this site as suitable for a mixed use zone. Figure 4 below is a plan taken from the Intermethod report illustrating this finding.

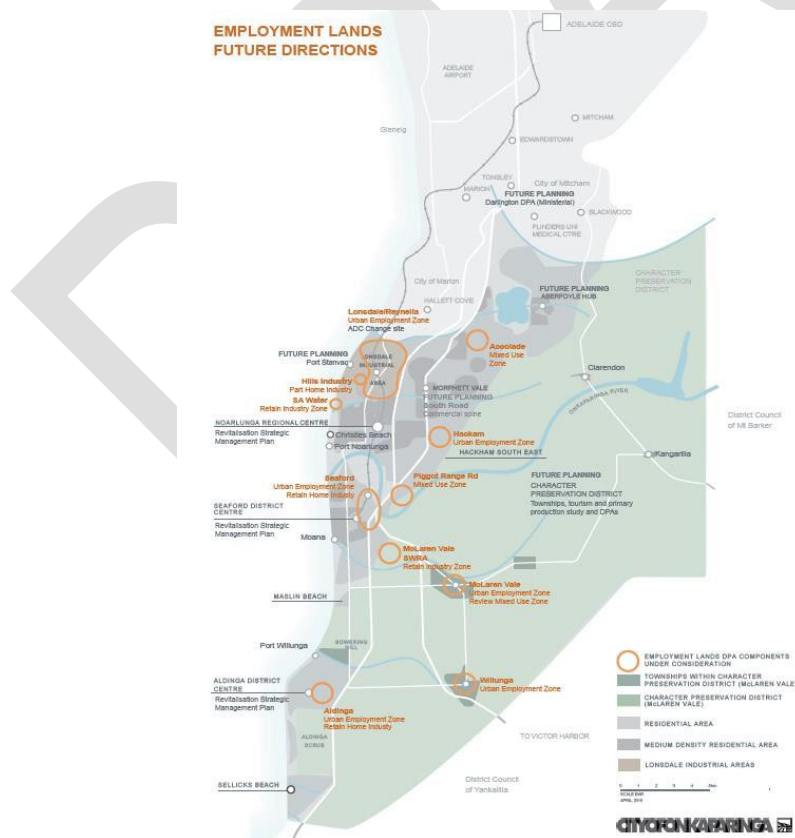


Figure 4 Intermethod Report – Employment Lands Future Directions

#### Implications for this DPA

This report found the subject land is not required for future “industrial” type land uses and identified it as suitable for consideration as a Mixed Use zoning.

A Statement of Justification was prepared by Holmes Dyer in 2017 on behalf of the owner of the site providing an assessment of the proposed rezoning against council's key criteria for a externally funded rezoning process.

In relation to council's five key criteria this analysis concluded the following:

***(a) The proposed policy change is identified in or consistent with Council's Strategic Directions Report and associated DPA program***

This proposal is not specifically listed in the council's DPA Schedule.

Notwithstanding, this proposal is consistent with recommendations in the Employment Lands Study and Employment Lands DPA.

The council has undertaken an analysis of its industrially zoned land by using mapping software to measure the size and extent of industrial land, data from the State government to assess the levels of vacancy, and reviewed industrial property for sale or lease across the City.

This research indicates that within the council area there is estimated to be between 24 and 36 years of employment land supply left. This is land generally zoned for ‘industrial uses’ and is available for new business.

Considering this study and seeking to understand the broader changes to industry across South Australia, council is expecting continued growth in small-business and modified forms of manufacturing, while the ongoing shift towards more service sector (e.g. tax consultants, teachers, mortgage brokers) and retail jobs will also support the local population and economy.

Council plans to focus industrial uses in the established industrial precincts in Lonsdale, Hackham, Seaford, Old Noarlunga, Reynella, Aldinga, McLaren Vale and Willunga.

Old Reynella therefore has a role to play in supporting economic development in the form of providing space for a mix of uses including business opportunities and a variety of residential development.

This proposal is therefore consistent with the findings of this work and thus progressing this DPA will further council's strategic planning objectives for its employment lands.

***(b) The proposed policy change is identified in or consistent with directions within The 30 - Year Plan for Greater Adelaide.***

The 30 Year Plan for Greater Adelaide has recently been updated. The 30-Year Plan for Greater Adelaide – 2017 Update supports the previous directions of the State in seeking to provide for vibrant healthy communities, a strong economy and sound environmental management.

This proposal will support the Government's higher target of 85% infill development by providing additional forms of housing within the existing built up area.

Further, the provision of additional forms of housing will meet a number of other objectives of the Government, by providing quality housing that meets the needs of a range of diverse households at various price points.

This proposal will also provide for improved environmental and interface management.

Notwithstanding that the population growth targets have been revised downwards in the reviewed 30 - Year Plan for Greater Adelaide, growth is nevertheless still projected, and the Southern region will take a major share of this growth. Providing for additional residential development will support the state's target in accommodating some of this growth.

Significantly there is a critical undersupply of housing opportunities within the Southern areas of Adelaide. The UDIA State of the Land Report, 2017 states that in Adelaide whilst there is a 25-year supply of land that this is locationally mismatched to demand with an oversupply in Northern Adelaide and an under supply in Southern Adelaide. Further, the recently released UDIA State of the Land Report, 2018 indicates a 3% annual price growth in median lot prices within Southern Adelaide compared with 0% in Northern Adelaide which is consistent with lower supply in southern areas.

The introduction of the Food and Environment Protection Area and the McLaren Vale Character Protection Area further reduces opportunities for significant additional housing in the south.

Providing for job opportunities also assists with the State's job targets and in conjunction with the provision of residential development provides opportunities for new sustainable and walkable communities.

In terms of the economy, a mixed-use or similar zoning over the site would enable the development of businesses based around emerging technologies and services and is therefore considered consistent with other broader State Government ambitions.

The proposal is therefore considered to be consistent with the 30-Year Plan for Greater Adelaide and other relevant State Government strategies and policies.

***(c) The proposed policy change is consistent with strategic directions contained in Council's Community Plan and supporting strategies.***

As per 2.3.1 above

***(d) The proposed policy change responds to emerging best practice planning policy and will address an identifiable gap in existing planning policy.***

The DPA provides a policy framework for required residential infill and mixed use development to cater for the growth anticipated within Onkaparinga and capitalise on the offerings of built-up areas (such as existing and established roads/transport, jobs and activity centres) while supporting good quality urban design, integration, and liveable neighbourhoods.

The policy change for the subject land recognises that it has good access to local social infrastructure and to cafes, shops, restaurants, child care, aged care, education, health care, recreation facilities and to public transport and jobs.

In addition, changes in industry have resulted in vast tracts of well-located land remaining underutilised.

The historic approach to zoning to segregate land uses by type has resulted in a disconnect between the locations where people now live and work. A mixed-use zone provides the flexibility to enable a range of land uses that more appropriately reflect contemporary lifestyles, providing a place to live, work and play.

The proposal to create a mixed use site with housing choice and diversity, community, education and commercial uses is considered to be emerging best practice planning policy.

***(e) The timing of the proposed DPA provides social, economic or environmental benefits to community life and does not disadvantage (the Onkaparinga) communities.***

This proposal is consistent with findings of council's research into the demand and supply of industrial zoned land and trends in employment.



This proposal also will provide appropriate zoning modules to provide for a diversity of housing that better suits the needs of current and future residents of Old Reynella.

It will also support the existing public transport services and associated infrastructure and provide for dwellings for additional people to support new and improved services within the area.

The proposed policy framework is intended to provide numerous community benefits in terms of increased access to services and facilities including improved access to the heritage elements of the site.

## **3.2 Investigations undertaken to inform this DPA**

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA:

- Transport and Access, GTA Traffic Consultants
- Heritage Management, Peter Bell
- Visual Analysis, Holmes Dyer Pty Ltd
- Infrastructure (Civil and Stormwater), Greenhill Engineers
- Infrastructure (Social), Holmes Dyer Pty Ltd
- Site History, Agon Environmental
- Land Use Assessment and Design Framework, Holmes Dyer Pty Ltd

In addition, population and employment details provided by **Profile.id** for the City of Onkaparinga have been sourced and used to provide the following analysis that is of interest in forming this DPA.

### **3.2.1 Community and employment profile and trends**

#### **3.2.1.1 Population and Housing**

The City of Onkaparinga is a relatively steady growth area but with an ageing population. The 2017 estimated resident population of the council was 170,404 persons. This is an estimated increase of 1032 persons from 2016. By contrast Old Reynella is estimated to have experienced a slight decline in population of 22 persons.

Council-wide, the number of pre-schoolers (zero to four years) has declined, the number of primary school age children has increased, and the number of high school aged children have declined. Overall there has been a decline of 140 persons aged between zero and 17 years. There has also been a decline in persons aged between 18 and 24, and those in the parents and homebuilders ages (35 – 49) totalling a net loss of 581. The biggest areas of population growth in the council area in the inter-census period are those persons aged 60 to 84 which grew by 6,266 persons. These are people categorised as empty nesters and retirees. Older persons, those aged 85 years and over also grew by 621 persons. These three cohorts accounted for 95% of the net growth within the council area. Children aged five to 11 also increased (up by 644), along with the young workforce cohort aged between 25 to 34 which was up by 573 and older workers, those aged 50 to 59 which was up by 445 persons.

In terms of Old Reynella with the exception of those aged between zero and four years which grew by 4 persons, all other age cohorts below 50 experienced decline. The cohorts with the largest decline were those aged 35 to 49 years and primary school aged children. All other age cohorts i.e. from 50 years onwards grew in population. The largest cohort to grow was the empty nesters and retirees, those aged between 60 and 69 years, at 98 persons. This was followed by older workers and pre-retirees those aged between 50 and 59 which grew by 59 persons. The elderly, those 85 years and over grew by 36 persons.

Based on these statistics it is unsurprising therefore, that both the council as a whole and Old Reynella have an aging population. The median age of residents within the City of Onkaparinga is now 40 years up from 39 years at the 2011 census, and the median age of Old Reynella has increased from 37 years to 39 years. This means Onkaparinga is “older” than the State as a whole (which has a median age of 39) and Old Reynella matches the median age of the State.

In terms of socio-economic status, equivalised income quartiles indicate that the council as a whole is similar to Adelaide in terms of households in the lowest equivalised income quartile (it was numbers of households in this quartile that grew most between 2011 and 2016), and a lesser proportion of households in the highest equivalised income quartile. Considering the equivalised income quartiles for Old Reynella the data shows it is slightly more affluent than the council area as a whole with a higher proportion of households in the highest equivalised income quartile and a lesser proportion of households in the lowest equivalised income quartile. The most significant change in Old Reynella was an increase of 33 households in the medium highest quartile.

Census data from 1911 to 2006 shows a continual decline in household size, ie the number of persons per dwelling. In 1911 the average household size in Australia was 4.5 persons, but by 2006 this had dropped to almost half that at 2.4 persons per dwelling. Data from the 2011 Census indicated a reversal in this trend showing a slight increase in household size to 2.6 persons per dwelling. It appears this rise continued until 2013 at which time it again began to fall again, landing at 2.6 in the 2016 census.

At the 2011 census household size in Greater Adelaide was 2.42 persons and it remained at 2.42 in 2016, below the Australian rate. Over this same time period the household size for the City of Onkaparinga was 2.49, dropping slightly to 2.45 at the 2016 census, making its household size slightly greater than that of Greater Adelaide.

The number of households with one person increased slightly as a proportion of households in Onkaparinga and dropped slightly in Adelaide. Notably the percentage of four, five and six or more-person households all dropped within the City of Onkaparinga with the change in four person households being the greatest at 0.4%.

This is consistent with changes to household formation in that couples with children has slightly decreased as a percentage of all families down to 29.4% with a real increase of just 84 households falling into this category in the five years to 2016. Couples without children have also decreased as a percentage of household types at just over one quarter of all households but with a real increase of 360 households in the period 2011 – 2016. One parent families have increased to now contribute almost 13% of all households and lone persons at 23.8% have increased. Couple households without children and lone person households combined continue to make up about half of all households within the council area.

This potentially is also consistent with changes to housing stock composition within the City of Onkaparinga which saw a slight reduction in the percentage of separate houses (noting that there was nonetheless an increase in the actual stock and this sector is still the predominant housing option at 88.1% of all stock) and a moderate increase in the percentage contribution of medium density housing which is now sitting at 10.9% overall. Other forms of housing, for example high density and other forms of accommodation including caravans contribute negligibly to the stock at 1.0%. Just over 8% of the housing stock was recorded as vacant on census night 2016. This is down slightly from 2011 and below the vacancy levels record in Adelaide as a whole which increased from 7.8% to 8.4%. This could be an indication of increased demand for housing.

In terms of housing stock three bedrooms continue to dominate the offering in Onkaparinga making up just over half of all dwellings (55.2 %). This dropped slightly in percentage terms between the census 2.2%, but again, the total number has increased. The second most prevalent dwelling offer is four bedrooms. At 22.5% this is almost one quarter of all dwellings. The proportion of five-bedroom dwellings has actually increased by 0.3% between 2011 and 2016. The number of bedsits, one and two-bedroom dwellings fell as percentages of dwelling stock and bedsits and one bed dwellings reduced also slightly in overall numbers.

On a council wide basis however, this shows a mismatch of dwelling stock (over half of all houses have three or more bedrooms) and household size (about half of households comprise one or two persons).

Old Reynella also experienced a drop-in household size between 2011 and 2016 of 0.06 person per household declining from 2.46 persons per dwelling in 2011 to 2.40 persons per dwelling in 2016.

**The average household size in Old Reynella is therefore less than both the council as a whole and the Greater Adelaide area.**

Within Old Reynella there has been a more marked change in the growth in single person households. In 2011 single person households contributed just under one quarter of all households in Old Reynella. By 2016 this percentage had grown to 27% of all households being single person households. Two-person households declined slightly by 0.2% and three persons households declined by 1.9%. Interestingly 6 or more-person households increased by 0.1%. Notwithstanding the numbers for Old Reynella are relatively small, combined one and two-person households make up 61% of all households. Three and four-person households make up another third at 33% with larger households contributing 6%.

Couples with and without children and lone person households make up the vast majority of household composition and this is consistent with the predominant size of households.

In terms of dwelling stock within Old Reynella separate houses comprise the majority of dwellings at 82.2% with medium density housing at 17.8% being significantly higher than across the council as a whole but lower than the rate of provision across Adelaide. Other forms of accommodation do not feature in the Census statistics for Old Reynella. Vacant dwellings are comparatively very low in Old Reynella at 5.3%. This is down from 5.9% in 2011 and indicates this is a fairly tight housing market.

Turning to the number of bedrooms within dwellings there is again a mismatch between this and the household formation, with over three quarters of all dwellings providing three or four bedrooms but only a third of all Old Reynella households having three or four persons and only 16.5% of dwellings providing one or two bedroom options compared to over 60% of all households being one or two persons and of these 52% are either lone person households or couples without children.

Within Adelaide just under two thirds (64.7%) of all houses are owner or being purchased. In Onkaparinga, this is slightly higher at 69.5% whilst ownership or purchase in Old Reynella is higher than both at 70.2%.

Rental in Adelaide is around 28% comprising just over 6% public rental. In Onkaparinga rental comprises just over 23% with 5% being public rental and 17.9% private rental. Old Reynella has a lower proportion of rented properties at just under 22% with only 2.6% being public rental. Whilst public rental figures will be linked to the availability and location of public housing stock, this data pertaining to rental accommodation is nonetheless an important component of the housing market with over one fifth of all households reliant on this form of accommodation. This could be due to a lack of supply of affordable homes for purchase.

The ABS report "Australian Social Trends 2010" based on data from the Housing, Income and Labour Dynamics in Australia survey by the Melbourne Institute indicates that approximately 60% of all people only move within 9km of their former residence. Whilst mobility is increasing particularly amongst the younger independent age groups, the City of Onkaparinga and abutting council areas are still most likely to form the residential market for Old Reynella. In terms of motivators for people to move, the 2010 publication found that the main motivators for moving are as follows, moving for a house ie smaller or larger, moving from rental to purchase comprises 47.3%, moving for family comprises 32.5%, moving for a job comprises 10.5%, and lifestyle changes 8.9%.

#### Implications for this DPA

Service providers indicate that the majority of people live within a 10km radius their entire life. This is significant particularly as the population ages and people look for opportunities for age in place with appropriate housing and services in their local area.

Onkaparinga council and Old Reynella both have ageing communities. Onkaparinga as a whole has a larger percentage of empty nesters than Adelaide as a whole with Old Reynella having a slightly lower percentage than the council as a whole. Old Reynella has a higher proportion of young workforce aged population and frail aged than Onkaparinga as a whole.

The emerging growth groups within the council area and Old Reynella are:

- Seniors
- Older workers and pre-retirees
- The elderly; and
- Primary schoolers

There has also been some movement in household types with an increase in particular in single person households. Both have seen those aged between 18 and 34 decline as a percentage of the total population which may be due to inappropriate housing stock. Demand for independent retirement living and aged care is also likely to rise as the population continues to age.

Typically, there is an oversupply of three or more-bedroom houses and an under supply of one and two bedroom houses.

**The housing stock is fairly homogenous with less than 20% being other than separate low density housing.** Large houses require more land and cost more to build and thus result in lower levels of affordability. A mix in housing styles provides additional housing choices, increases affordability and provides additional opportunities for persons currently in the rental market to achieve home ownership.

#### 3.2.1.3 Education and Employment

Consistent with trends in Greater Adelaide people are generally becoming more qualified. Between 2011 and 2016 the percentage of the people living in the City of Onkaparinga with a Bachelor's Degree or higher rose from 11.5% to 13.4%. This is still significantly lower than Greater Adelaide where some 21.2% hold such qualifications. Within Onkaparinga those with Advanced Diplomas/Diplomas and vocational qualifications also rose to 9.1% and 25.8% respectively. This is higher than for Greater Adelaide at 8.8% and 19.3% respectively. Those without any qualification at all have dropped from 48.2% to 43.2%. This is higher than for Greater Adelaide which is 42.3%. Old Reynella is slightly lower than Onkaparinga as a whole for those with a Bachelor's Degree, or Advanced Diploma/Diploma at 20.8% versus 22.5% but also has a higher proportion of people with no qualification at 46.2%. Both Onkaparinga as a whole and Old Reynella have seen an increase in persons completing year 12 at 44.3% and 44.4% respectively, although both are below Greater Adelaide at almost 52%.

Overall there appears to be more persons attending university in Onkaparinga as a whole and fewer people attending TAFE.

Education is an important determinant of socio-economic standing and thus lower levels of education may be an indication of a need for higher levels of affordable housing.

In terms of jobs, the skills level provided indicates increasingly a workforce that is transitioning towards higher skilled jobs from more traditional factory and labouring jobs.

Within Onkaparinga the total labour force participation rate is 59.8% which is similar to that for Greater Adelaide (59.5%). Within Old Reynella rates are slightly higher again tipping 60.9%. Employed persons within the City of Onkaparinga total 92.3% of the population the same as within Greater Adelaide. In Old Reynella 93.1% of the population are recorded as being employed.

Key industry sectors in Onkaparinga in 2016 include:

- Health Care and Social Assistance
- Retail trade; and
- Construction

In combination these three fields provided for 38.9% of the employed resident population.

In Old Reynella for the same period Health Care and Social Assistance, and Retail trade were both key fields of employment along with manufacturing (although manufacturing has declined in real terms over the period), which combined provided for 39.4% of employed people.

Key differences between employment within Old Reynella and Onkaparinga as a whole is that Old Reynella also has more persons employed in finance and insurance industries and less in construction.

The emerging occupations in Onkaparinga are community and personal service workers. Occupations in Old Reynella have been relatively stable since 2011 with key areas being:

- Professionals (13.9%)
- Technicians and Trades workers (17.9%)
- Community and personal services workers (13.5%)
- Clerical and Administrative workers (17.6%)

Sales workers and labourers also each make up 11.6% and 11.1% respectively.

Private vehicles (cars) are the overwhelming form of transport to work. Within Onkaparinga 56.6% of residents travel outside of the council area for work, whilst 37.1% work within the council area. Whilst travel to work may be influenced by a number of factors including lack of public transport and high car ownership it is also an indicator of distance from employment.

These figures indicate a reasonable level of employment self-containment within the council area but there is room for improvement to provide additional jobs within the council area that align with the residents' skill sets.

A policy outcome for the affected area that provides for a broader range of envisaged employment land uses has the potential to generate direct employment opportunities. Conceptual planning for the site by the land owner indicates that across a range of employment sectors such as education, retail, bulky goods and showrooms, commercial, offices, medical, warehouse, stores and child care, direct employment generation from the affected area could be in the order of 810 jobs. In addition to direct employment, the land owner asserts a further 1,200 jobs as a result of indirect employment could be generated and that jobs created during the construction period are projected to comprise an additional 844 direct and 1,701 indirect jobs. If development of the affected area was to occur over a 10 year period, this would equate to some 84 direct construction related jobs per annum and 170 indirect construction related jobs.

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

These statistics indicate that the residents of Onkaparinga are generally becoming more educated and thus have a wider range of skill sets to offer the workplace.

Typically, skillsets are also moving towards commerce and service type industries and thus development providing employment opportunities particularly in these areas would be beneficial to establishing resilient and strong communities.

Concurrent with these changes the earlier employment analyses undertaken for council also confirm that this land is not required for traditional industry and would be appropriate for mixed uses.

A combination Urban Employment Zone / Residential Zone / Suburban Activity Node Zone would encourage land use activities and employment opportunities that align to workers' and residents' skills sets and also integrate with more sensitive land used such as residential development.

DRAFT

### 3.3.2 Traffic and Access

#### SOI transport investigation and assessment to:

- Identify the traffic impact of future land uses and identify required traffic control and management to connect to existing road network for safe and efficient operation
- Identify opportunities for public transport and walking/cycling to and from the site and connectivity to existing networks around the site
- Develop an internal layout for an integrated approach to access and parking.

A Transport Impact Assessment (TIA) of the proposed rezoning and subsequently development of the affected area was completed by GTA Consultants in consultation with and having regard to council requirements and the following references:

- Onkaparinga Development Plan (Consolidated 20 December 2018)
- Various technical data and other documents as referenced in the TIA
- An inspection of the site and its surrounds.

The report sets out an assessment of the anticipated transport implications of the proposed rezoning including consideration of the following:

- Existing traffic and parking conditions surrounding the site
- Parking demand likely to be generated by the rezoning
- Traffic generation characteristics of the rezoning
- Proposed access arrangements for the site
- Transport impact of the rezoning proposition on the surrounding road network.

#### Existing Conditions

##### Sustainable Transport Infrastructure

The site is rather like an island site bound on two sides by a major road and the other two sides by the rear of residential properties.

It has the potential to facilitate good access for pedestrians and cyclists from both Reynell Road and Panalatinga Road.

Pedestrian footpaths are located along both sides of Panalatinga Road and Reynell Road in the vicinity of the subject site. An unsealed footpath is provided on the west side of Panalatinga Road for the bus stop. There are no formal pedestrian crossing points such as refuges provided to the bus stop area on Panalatinga Road.

Pedestrian crossing facilities are available at the signalised intersection of Panalatinga Road and Reynell Road and the signalised intersection of Reynell Road and Old South Road. A pedestrian refuge is located on Reynell Road east of the intersection with Vine Street. The crossing infrastructure provided west of the site generally fits within the pedestrian desire lines for pedestrians wishing to cross Reynell Road to travel to the Old Reynella town centre.

The site is located within close proximity to a number of cycling routes and trails including the Coast to Vines Trail which provides an important north-south commuter and recreational route and passes the western boundary of the site. The Coast to Vines trail intersects a shared cycle path north of Phoenix Crescent which provides an east-west cycle corridor and connects to Old Reynella town centre. Full time cycle lanes are also provided in both directions along Panalatinga Road providing a further north-south connection on the eastern side of the site.

The site is well located with respect to public transport with bus stops on both sides of Panalatinga Road and Reynell Road adjacent the subject site.

The subject site is accessible by the following public transport routes:

- T722 – Seaford Centre to City
- 600 – Old Reynella Interchange to Marion Centre Interchange

- 601 - Old Reynella Interchange to Marion Centre Interchange
- 722 – Noarlunga Centre Interchange to City
- 734 – Colonnades Centre Interchange to Marion Centre Interchange
- 737 – Chandlers Hill to Old Reynella Interchange
- 771 (SCHOOL) – Woodcroft to Aberfoyle Park High School
- 786 (SCHOOL) – Old Reynella to Woodcroft College

In addition to the proximity of bus stops on Reynell Road and Panalatinga Road, the site is also located within 400 metres of Old Reynella Bus Interchange. The interchange is located to the west of the subject site on Old South Road and provides favourable access to a wide range of bus services and location including the Seaford Centre, Colonnades and Noarlunga Centre Interchanges, Chandlers Hill, Marion Centre Interchange and the city. Access through the site can be achieved to optimise pedestrian connectivity to this public transport facility.

### Road Network

The subject land has connectivity and access to two major roads, Reynell Road in the north and Panalatinga Road in the east. The site has a frontage of approximately 455m to Reynell Road which carries some 7,700 vehicles per day and a frontage of 585m to Panalatinga Road which carries in the order of 22,600 vehicles per day. Traffic volume data sourced from the Department of Planning, Transport and Infrastructure (DPTI) indicates that commercial vehicles were shown to comprise 2% of the total traffic volume on Panalatinga Road.

Reynell Road is a two-way road aligned in an approximately east west direction. Reynell Road is configured with one vehicle lane in each direction separated by a painted median. Within the vicinity of the site, Reynell Road comprises a two-way, two-lane carriageway with a lane of traffic and parking in either direction, separated by a painted median which facilitates right turn lanes into side roads. The total carriageway width is approximately 12.7 metres, including the painted median and kerbside parking areas, and is set within a road corridor approximately 24 metres wide. It is subject to a posted speed limit of 50km/h.

Overlay Map Onka/22 Development Constraints of the City of Onkaparinga Development Plan identifies a road widening requirement along the southern side of Reynell Road in the vicinity of the site. Further consultation with the City of Onkaparinga has however confirmed that any future widening requirement would likely be accommodated within the existing road corridor.

Panalatinga Road is a two-way road aligned generally north south and is under the care and control of the Department of Planning, Transport and Infrastructure. It is generally configured with two lanes of traffic in each direction separated by a raised central median. It is subject to a posted speed limit of 80km/h.

Panalatinga Road functions as an arterial road and is under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Within the vicinity of the site, Panalatinga Road comprises a two-way, four-lane carriageway with two lanes of traffic and a cycle lane in either direction, separated by a central median. The total carriageway width is approximately 22 metres including a central median (approximately 5.3 metres wide) and is set within a road corridor approximately 40 metres wide. Within the vicinity of the site, Panalatinga Road is subject to a posted speed limit of 80km/h.

Overlay Map Onka/22 Development Constraints and Overlay Map Onka/31 Development Constraints of the City of Onkaparinga Development Plan identifies future road widening along the western side of Panalatinga Road and southern side of Reynell Road. Further consultation with council and DPTI has however confirmed that there is no road widening requirement within the vicinity of the site. It appears that the indication for a road widening requirement is not current in the City of Onkaparinga Development Plan and it is recommended that the Development Plan is updated accordingly.

Reynell Road intersects Panalatinga Road as a four-way intersection controlled by traffic signals. The operation of the intersection has been assessed using *SIDRA Intersection*, a computer-based modelling package which calculates intersection performance. The commonly used measure of intersection performance is referred to as the Degree of Saturation (DOS). Modelling has been



undertaken for current (existing) volumes and 2026 and 2036 volumes as provided by DPTI. Full details of the modelling are provided in the TIA prepared by GTA Consultants. In summary, based on the modelling results, natural traffic growth triggers the requirement for an intersection upgrade between 2026 and 2036, with the modelling predicting a DOS of over 0.9 in 2036 indicating the intersection will not perform efficiently and is close to saturation under natural growth conditions. It is assumed that DPTI will develop and upgrade the intersection for 2036 to cater for the anticipated traffic flows on Panalatinga Road and Reynell Road.

### Transport Assessment

The assessment of potential transport impacts was undertaken on the basis that the potential zoning outcome for the land would comprise:

- Residential Zone on the western half of the site with a mix of medium and low density dwellings.
- Mixed Use Zone over the northeast portion of the site and Urban Employment Zone over the southeast portion of the site with total gross leasable floor area in the order of 17,500 square metres across both zones.
- An additional 14,000 square metres of gross leasable floor area associated with the recently approved bulky goods development in the Urban Employment Zone.

The assessment by GTA Consultants is that the affected area is appropriate for a mix of land uses as could be reasonably anticipated under the proposed zoning outcome.

### Vehicle Access

The public road network is proposed to link between the site primary access points from Burgoyne Drive, Reynell Road and Panalatinga Road. Access from this link needs to enable a connection between the essentially mixed use and employment areas of the site, and the predominantly residential areas of the site. The site will be serviced via the described primary access points and a combination of secondary access points and individual access points from the existing road network.

The proposed site access arrangements are shown in Figure 5 below.

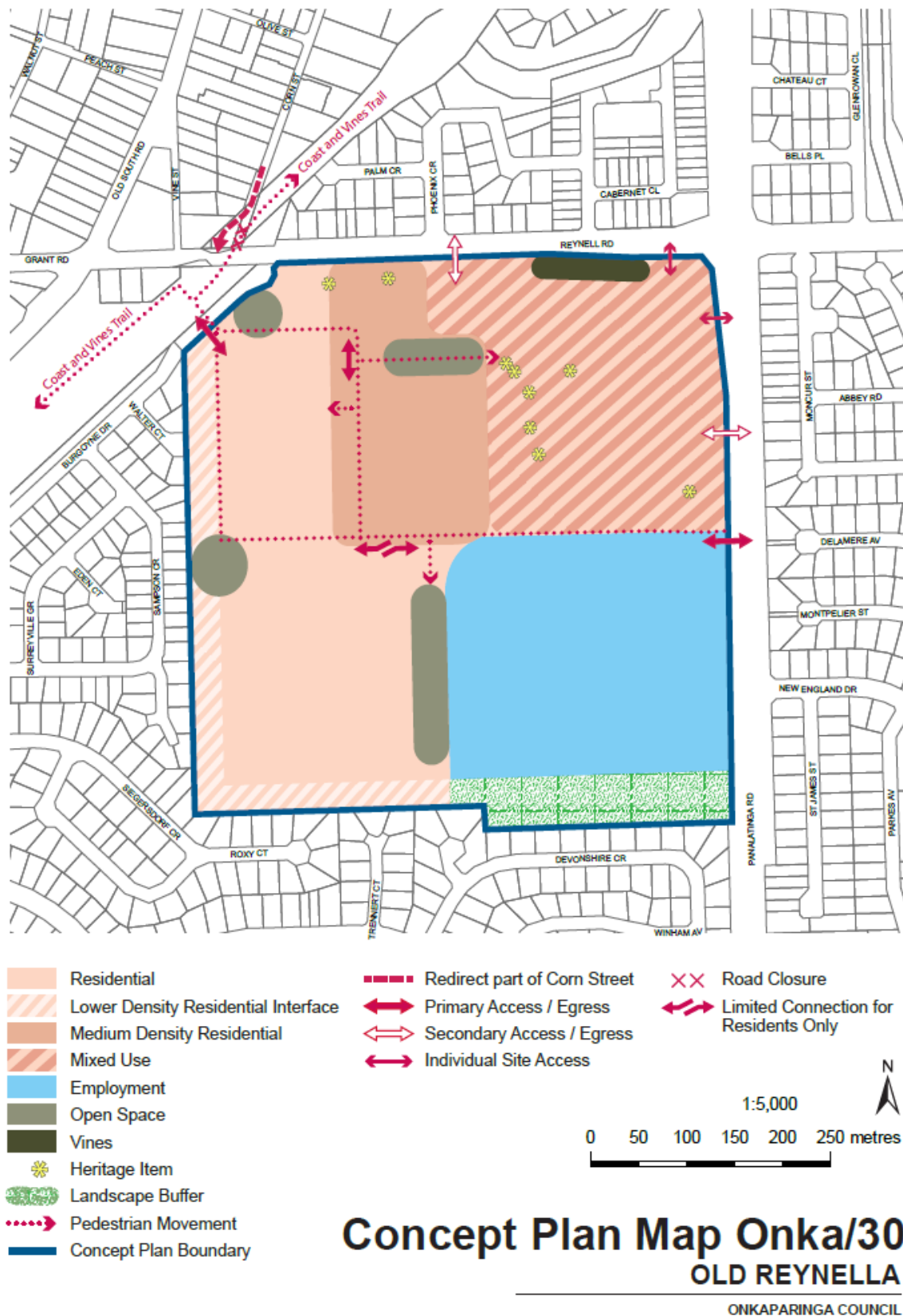


Figure 5 Proposed Site Access Arrangements (Concept Plan Map Onka/30)

The residential area will be accessed primarily via Burgoyne Drive to facilitate local traffic movements.

The proposed access arrangements are summarised below:

- Retention of existing vehicle access points on Reynell Road and Panalatinga Road

- Direct road access to the Urban Employment Zone via signalised T-junction from Panalatinga Road (the intersection has recently been constructed as part of the bulky goods development consent).
- Direct road access to the Suburban Activity Node Zone via both Reynell Road and Panalatinga Road
- Change of intersection arrangements for Burgoyne Drive at Reynell Road providing direct access to the proposed Residential Zone, road and intersection modifications (possible realignment of Corn Street to increase separation between Burgoyne Drive and Corn Street).
- Resident only vehicle connection between the proposed residential and Panalatinga Road.

Based on the analysis by GTA Consultants the proposed site access points will operate safely and efficiently, the following findings are noted pertaining to the traffic impacts of the site access points:

- The secondary access point to Reynell Road would operate with similar traffic volumes to the existing situation and therefore would not require modification.
- The access connection to Burgoyne Drive will be constructed to ensure appropriate traffic flow and intersection operation at Corn Street / Reynell Road and Burgoyne Drive / Reynell Road.
- The individual site access points will be left-in, left-out, and the Panalatinga Road access will likely require formal turn treatments to comply with current road design guidelines.
- The proposed primary access point on Panalatinga Road has been signalised and will operate satisfactorily under rezoning traffic conditions for both the weekday and weekend peak periods.

The proposed primary access point on Panalatinga Road will continue to operate satisfactorily under rezoning traffic conditions in 2026 and 2036.

## Pedestrian and Cycling Connectivity

A key component of the rezoning is to create a safe, legible and connected network for pedestrians and cyclists within the site and to surrounding areas. The report recommends that provision be made for walking and cycling routes providing permeability across the site and to provide pedestrian and cyclist connections to existing external footpaths and roads on Reynell Road and Panalatinga Road. The report also indicates the following:

- Future footpath connections should be suitable for shared pedestrian and cyclist use.
- Footpaths should be provided on at least one side of the internal local road network to provide an opportunity for less confident cyclists and children to ride clear of traffic. Any internal collector roads should include a footpath on both sides.
- Bicycle end of trip facilities to be considered as part of individual Development Applications.
- Walking and cycling connectivity to the Old Reynella Bus Interchange, particularly for residential uses.

The assessment notes the internal street network should be designed to accommodate refuse collection and that provision for loading and refuse collection will be incorporated as part of individual Development Applications.

## Car Parking

Land uses associated with the proposed rezoning are estimated to generate in the order of 500 car parking spaces within the Residential Zone and 730 car parking spaces across the Suburban Activity Node Zone and Urban Employment Zone. Applicable rates have generally been applied from the Onkaparinga Council Development Plan or the NSW RTA's *Guide to Traffic Generating Developments* (2002, referred to as the RTA Guide).

The parking demand will be accommodated within each of the proposed land uses and will be assessed in detail as part of any subsequent Development Application. GTA advise that there is sufficient area within the site to provide appropriate levels of parking as required for each use.

The affected area has favourable access to public transport including within 400 metres of the Old Reynella Bus Interchange immediately to the west and other parts of the site located within 200 metres of a bus stop with a high frequency service along Reynell Road and Panalatinga Road (refer to Figure 6). The TIA subsequently indicates there are merits in applying a discounted parking rate to the Suburban Activity Node Zone and Urban Employment Zones.

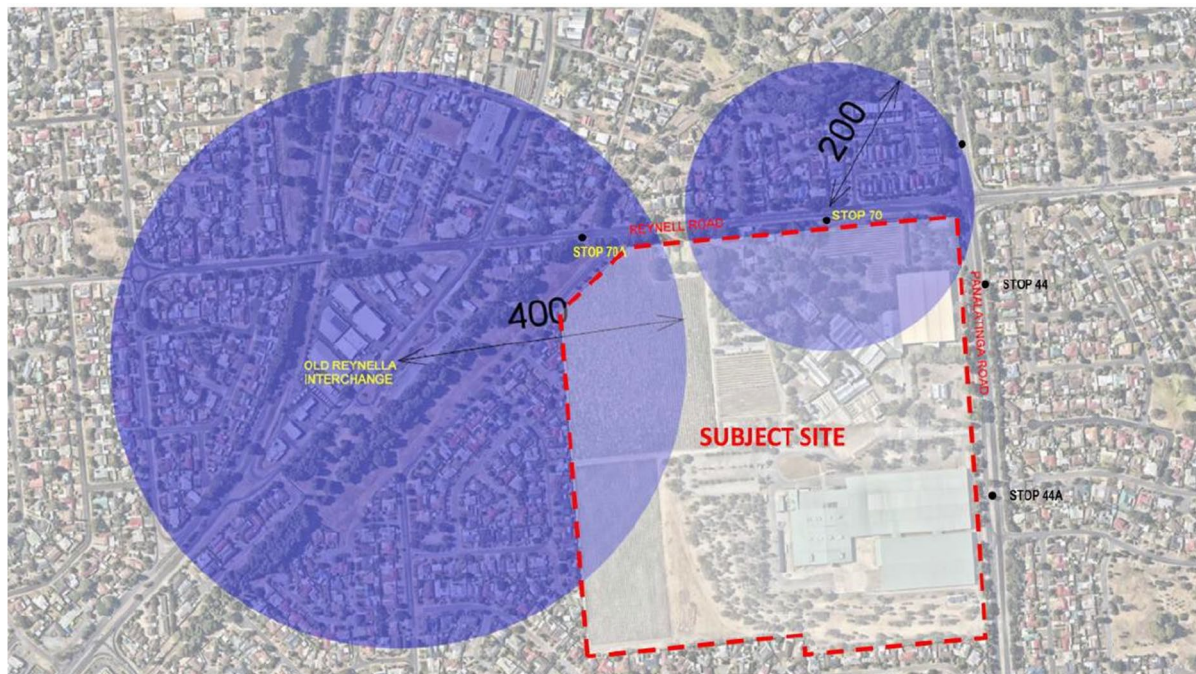


Figure 6 Site Proximity to High Frequency Public Transport

The South Australian Planning Policy Library module indicates discounted parking rates may apply in associated with mixed use development. Table Onka/3A - Off Street Vehicle Parking Requirements for Designated Areas of the current Onkaparinga Development Plan designates a range of centre-type zones. On the basis of proximity to public transport, adequate space for car parking or surrounding land uses, the desire to protect the heritage value of the site, and existing controls in relation to off-street vehicular parking requirements contained in Table Onka/3A - Off Street Vehicle Parking Requirements for Designated Areas, it is proposed to designate the Suburban Activity Node Zone at Old Reynella for the purposes of car parking.

#### Traffic Demands

In its peak operation, the site was generating heavy vehicle traffic associated with industry in the form of a winery and bottling facility. Up until 2013 the site was associated with wine production, packaging and manufacture. During this time the site housed approximately 400 workers with operations spanning 24 hours per day seven days per week during peak periods. At other times operations ran 24 hours per day five days per week.

For the purposes of the assessment of existing site traffic, it is estimated that it would have generated up to 2,500 vehicle movements per day and some 300 vehicles per hour during the peak. The traffic impacts of the rezoning of the site have been considered against the existing operation, which results in increased traffic generation of approximately 6315 vehicles per day, when compared with the former traffic volumes generated at this site.

GTA Consultants consider that the anticipated traffic volumes of the site as a consequence of the rezoning will increase traffic on both Reynell Road and Panalatinga Road but will be minor increases in the context of existing traffic volumes on those roads and available spare capacity on each road.

In summary, the proposed zoning could generate in the order of 1,230 vehicle trips in the PM peak hour, 1,410 in the Saturday peak hour and overall is likely to generate some 8,815 vehicles per day. These trips are associated with different zones within the site, as discussed below.

### Burgoyne Drive (Access)

A high-level assessment of traffic generation for the Burgoyne Drive access has been undertaken based on traffic volume data obtained from Council for through movements on Reynell Road. Due to the limited data available, data obtained from Council (year 2008) was 2310 vpd with the peak period volumes being assumed to be 10% of the total daily volumes.

The Residential Zone is likely to generate in the order of 215 vehicle trips in the peak hour and some 2,250 trips per day based on the traffic generation rates contained in the RTA Guide and assuming a mixture of dwelling density.

The total peak hour estimated turning movements based on the assumed traffic distribution and assignment are shown in Figure 7 to 9 that follow.

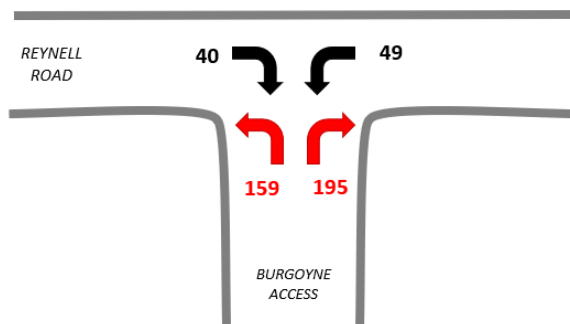


Figure 7 Reynell Road Burgoyne Access – AM Peak Hour Traffic Generation

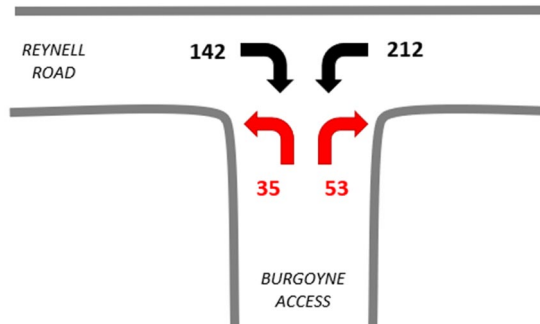


Figure 8 Reynell Road Burgoyne Access - PM Peak Hour Traffic Generation

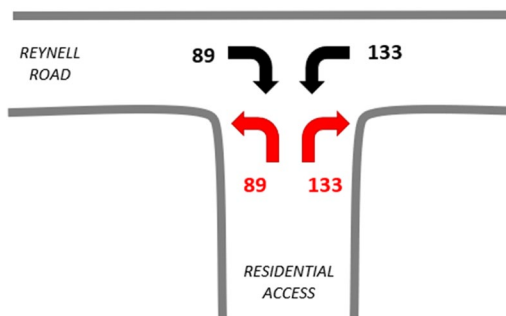


Figure 9 Reynell Road Burgoyne Access – Saturday Peak Hour Traffic Generation

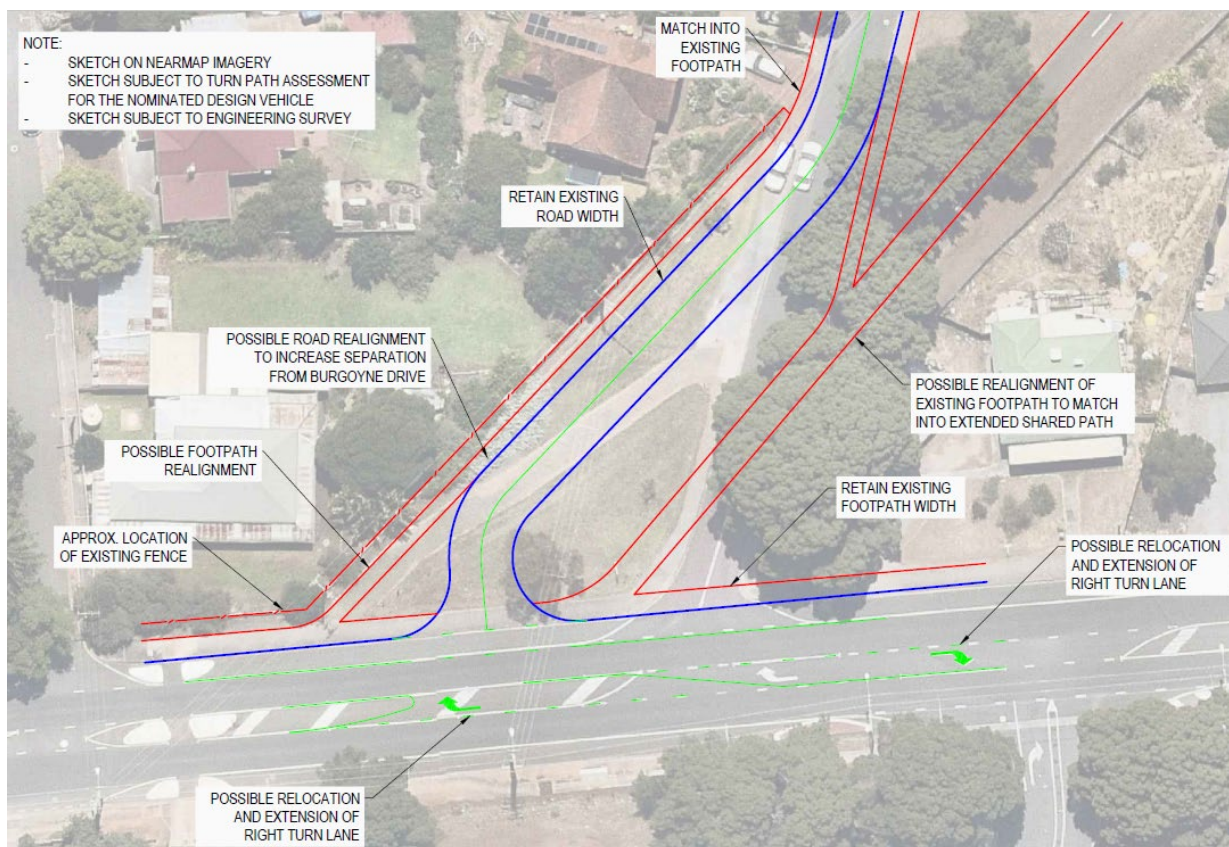
Access will be via Burgoyne Drive with the intersection remaining in the existing location. To increase right turn vehicle storage capacity at the intersection, a high-level option has been developed to provide greater separation between Corn Street and Burgoyne Drive by realigning Corn Street further to the west.



**Old Reynella Former Winery Site - Development Plan Amendment**  
**Onkaparinga Council**

**Analysis**

A high-level sketch has been prepared below to illustrate a possible realignment option.



**Reynell Road and Panalatinga Road (Secondary and Individual Site Access)**

The existing access point to Reynell Road would remain. The traffic generation for the area proposed to be zoned mixed use would likely be similar to existing volumes. The operation should be considered in more detail if change of use is proposed as part of a subsequent Development Application.

The remaining existing secondary and individual site access points on Reynell Road and Panalatinga Road will facilitate left in and left out movements only but will be reviewed based on future development applications for proposed uses within the zone. This may identify modifications required to suit the anticipated traffic volumes for the proposed development.

### *Panalatinga Road*

The main Panalatinga Road access point is an existing access point that will be upgraded to form the major access point to the Suburban Activity Node, Residential and Urban Employment Zones within the site and will form part of an internal road network design that will provide connection through the site. This intersection was upgraded as part of the recent bulky goods Development Consent with traffic signals installed as part of the development.

For the purposes of estimating the quantum of traffic associated with the mixed use and urban employment zones, an unweighted average rate of 2.3 trips per 100 square metres of gross leasable floor area was adopted.

The Suburban Activity Node and Urban Employment Zones could generate in the order of 780 trips in the weekday PM peak hour (comprising 250 trips per hour generated by the Suburban Activity Node Zone and 530 trips per hour generated by the Urban Employment Zone), approximately 1,100 trips in the Saturday peak hour, and 4,360 vehicles per day at the primary Panalatinga access point.

The peak hour estimated turning movements based on the assumed traffic distribution and assignment are shown in Figure 10 to 11 that follow.



Figure 10 Panalatinga Road Main Access – PM Peak Hour Traffic Generation

Figure 11 Panalatinga Road Main Access – Saturday Peak Hour Traffic Generation

SIDRA intersection modelling of the proposed access indicates the intersection will accommodate the traffic associated with the rezoning and will operate efficiently.

### *Reynell Road/Panalatinga Road Intersection*

Additional traffic volumes at the Reynell Road/Panalatinga Road Intersection have been assumed based on previous assessment as part of the recent bulky goods development application (approved).

The peak hour estimated turning movements based on the assumed traffic distribution and assignment are shown in Figure 12 to 13 that follow.

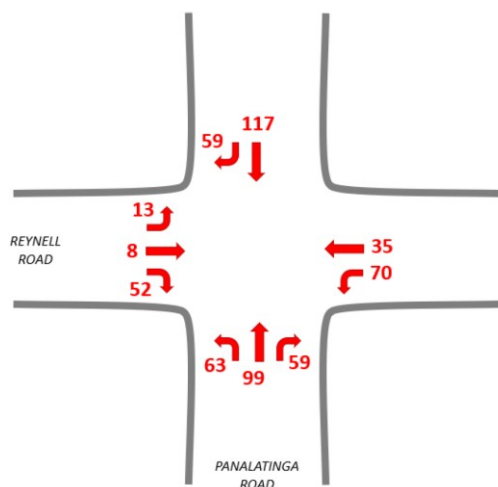


Figure 12 PM Peak Site Generated Turning Movements Reynell Road/Panalatinga Intersection

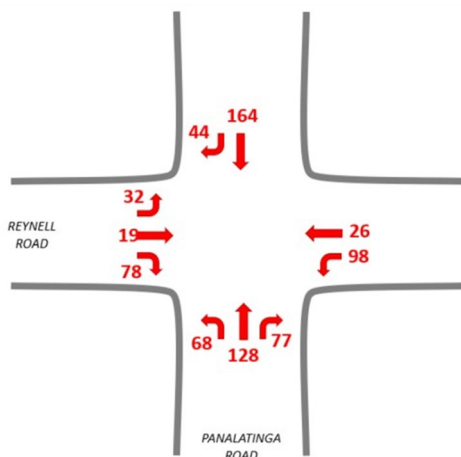


Figure 13 Saturday Peak Site Generated Turning Movements Reynell Road/Panalatinga Intersection

Intersection performance was modelled using SIDRA Intersection. The results indicate that:

- The intersection will operate satisfactorily with base 2018 and rezoning traffic applied with a DOS of 0.862.
- By 2026, the application of the rezoning traffic on the network results in a DOS of 0.998 however this is within approximately 10% of the DOS limit and can be managed with signal phasing and coordination.
- By 2036, the intersection will require upgrade to accommodate the 2036 traffic growth volume and the application of development traffic exacerbates this issue.

It is expected that future development traffic will easily be accommodated by any future intersection upgrade by DPTI.

### Implications for this DPA

The site is well serviced by public transport and pedestrian and cycling permeability can be satisfied.

The proposed access arrangements are not consistent with the concept plan included currently in the Development Plan as Concept Plan Map/30 Old Reynella. Concept Plan Map/30 Old Reynella is considered to be a conservative position included at the time of the Urban Employment DPA as is evidenced by the lack of detail pertaining to the western side of the site. The Urban Employment Zone was applied to the site with the corresponding provisions in the Urban Employment Zone Old Reynella Policy Area 14 that identifies the western side of the site as requiring more detailed investigations and master planning that addresses land use, access, stormwater and interface matters prior to development.

To this end, providing for an additional access to that which exists to enable a vehicle separation is in accord with other provisions contained within the Development Plan and specifically General Section Transportation and Access Objective 2(a) and Principles of Development Control 8, 12 and 13.

Overlay Map Onka/22 Development Constraints and Overlay Map Onka/31 Development Constraints should be amended as both council and DPTI has confirmed there is no road widening requirement within the vicinity of the site.



The GTA report demonstrates that traffic and access can be facilitated under the proposed zoning option and this can be achieved without altering any of the existing transport and access policies.

On the basis of proximity to public transport, adequate space for car parking or surrounding land uses, the desire to protect the heritage value of the site, and existing controls in relation to off-street vehicular parking requirements contained in Table Onka/3A - Off Street Vehicle Parking Requirements for Designated Areas, it is proposed to designate the Suburban Activity Node Zone at Old Reynella for the purposes of car parking.

We note that intersection improvements may be subject to future detailed investigation at the land division stage.

Alternative arrangements may include for example:

- o Four-way signalised junction with Corn Street within former rail corridor (DPTI land)
- o Capping development to a target traffic generation level so that acceptable conditions are maintained at Reynell Road and Burgoyne Drive.

### 3.2.3 Heritage Management

#### **SOI heritage considerations:**

- Consideration of the heritage items on the site including their context / setting and defining their curtilage based on the visual and physical links between buildings and structures.

Elements of the subject site are cited as having historic importance with the site itself containing a number of listed buildings.

It is important to note that this DPA does not propose to impact or alter the heritage listing in any way.

Therefore, for completeness only, the following heritage analysis has been undertaken. Specifically, the Development Plan lists the items pertaining to the property as follows:

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
20-36 Reynell Road OLD REYNELLA REYNELLA	Hardy's (former Reynell's) Reynella Winery, including Pigeon Loft, Cave Cellar No.1, Reynell's House (now offices), the Dairy, the Shell of the Chateau and the Boiler Stack	A501	D77674	CT 6071/788		12720

Extract Table Onka/10 State Heritage Places (consolidated 20 December 2018)

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
3 Olive Street OLD REYNELLA	Cottage; Whole of exterior	Alt 6	F5648	CT 5118/582	a	5374
38-44 Panalatinga Road OLD REYNELLA	Cottage within Reynella Winery; Whole of exterior	A501	D77674	CT 6192/196	a e	20885
38-44 Panalatinga Road OLD REYNELLA	Carew Cottage' and attached former School Room Sunken Garden & Pine Tree	Alt 405	D31765	CT 5072/629	a e	5375
38-44 Panalatinga Road OLD REYNELLA	Dwelling; Whole of exterior	A501	D77674	CT 6192/196	a e	20884

Extract Table Onka/9 Local Heritage Places (consolidated 20 December 2018)

Understanding that there are listed items on the property, heritage advice was sought from Mr Peter Bell, Heritage Consultant. This has informed decisions about how the site may be used in the future and thus the proposed zoning outcome(s).

Mr Bell's assessment corroborates the State Heritage listing above noting the site has individual items specified.

- Reynell's House (subsequently converted offices);
- Cave Cellar No 1;
- Dairy;

- Pigeon Loft;
- Shell of the Chateau; and
- Boiler Stack.

The State heritage items (with the exception of the Pigeon Loft) are located in the area proximal to the Chateau. Mr Bell's advice is that these items have a heritage value attributable to John Reynell and his son Walter. It is Mr Bell's assessment that these items should be retained. It is Tarac's intention to retain and where appropriate restore and reuse these items. Where practical, Tarac has developed site planning with an objective to create greater access for the community to the heritage items and older improvements situated on the land.

There are three Local Heritage items listed in the City of Onkaparinga's Development Plan:

- Carew Cottage facing Panalatinga Rd. Carew (Walter's son) Reynell's house has been assessed as currently in a state of disrepair and may require further investigations such as a structural engineer's report, an independent heritage architect's report and a cost consultant to understand viability of restoring the heritage building. There is an opportunity to integrate the building in the commercial precinct as a shop/showroom/office.
- The Sunken Gardens and pine trees as part of the gardens adjoining Carew Cottage
- Cottage within Reynella Winery (facing Reynell Rd).

The assessment by Mr Bell is that the proposed rezoning will have no direct impact on any of the heritage places.

As part preliminary investigations to support the rezoning proposition, advice was taken from both the State Heritage Unit of the then Department of Environment, Water and Natural Resources (now Department of Environment and Water) and Mr Andrew Stevens consultant heritage architect to the City of Onkaparinga.

The State Heritage Unit has formally advised that in principle it has no substantial heritage issues with rezoning the site as is foreshadowed and indeed sees some merit in that this might assist with the restoration of the buildings. It confirms that the listing focusses on the structures and not the vines to the west which are not part of any listing. It does however support the retention of the vines to the north for the purposes of context.

My Bell concurs that while heritage listing is not warranted, it is appropriate to retain vines fronting Reynell Road for context.

Mr Stevens' advised that whilst conceptually he was not opposed to a prospective rezoning process, he would appreciate an opportunity to walk the site with the client and State Heritage Unit as part of the formal investigations underpinning the DPA process. This site inspection over occurred on 15 June 2017 with both Mr Steven's and State Heritage. No concerns about the impact of the rezoning on the heritage items were identified during the inspection.

Notwithstanding all of the above, this DPA does not propose any change to the listing of the items nor the General Section heritage place controls applicable.

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

Whilst there are identified heritage items on this site this rezoning does not seek to change the heritage status nor change the General Module Heritage Place provisions that currently apply.

The heritage policies applicable therefore remain unchanged by this DPA.

There is good potential to repurpose historic buildings located generally on the north-eastern portion of the site. To facilitate this, a broader range of land uses than currently contemplated by the existing Urban Employment Zone is warranted. The Suburban Activity Node Zone is considered an appropriate zoning outcome for the range of potential land uses suitable for repurposing and preserving historic buildings and providing an opportunity for community access to the site.

### 3.2.4 Visual Analysis

The site is surrounded by residential land uses on all sides, albeit on two sides major roads abut the site.

To the north the site is abutted by Reynell Road. Reynell is a major road with one lane of traffic in either direction, widening into two lanes in each direction with a slip lane on the north eastern approach to the intersection with Panalatinga Road. There are footpaths on both the northern and southern side with a generous width painted median and some dedicated turn lanes in the vicinity of the site.

Typically, the Reynell Rd road reserve is quite generous. The eastern section is landscaped with trees that form a screen to the residential properties, the majority of which do not front onto Reynell Road. Further west there is still a generous road reserve but with less vegetation. Along this section there is road reserve vegetation along the southern side of Reynell Road.

There are views over the site from Reynell Road travelling in both directions from the road and also from the properties that abut the northern side of Reynell Road. Due to the downward slope of the land properties further north do not have views over the land. A few of the original buildings are visible from Reynell Road but the majority are located more centrally on the site and are not visible from the public realm.

There are significant trees at the intersection of Panalatinga Road and Reynell Road that screen the site at this location.

Views of the site are mostly screened by trees and large warehouses when travelling south on Panalatinga Road. Carew Cottage is visible here from Panalatinga Road. The land slopes away from the road to the east therefore there are no long-distance views over the site from dwellings to the east.

The southern boundary abuts residential properties that largely back onto the subject land. The fencing along the boundaries of these properties varies however views are obscured by the raised and planted abatement mound located along this proportion of the subject site. Longer distance views over the site from the south are obscured by dwellings.

The western boundary also abuts residential properties with varying fence conditions. The land includes some slope upwards to the west. This results in some properties to the west having long distance views over the site or parts of the site. For the most part these are oblique views or glimpses although some properties have generally unobstructed views of grape vines and distant trees.

#### Implications for this DPA

Currently the site presents an agricultural character from some vantage points, and from others it exhibits heritage or industrial character. Development of the site will be visible from various points within the vicinity. For those dwellings to the south, the landform mostly obscures views.

As the site sits within a built-up area on a main road, development envisaged under a combination Urban Employment / Residential / Suburban Activity Node zoning would not be inconsistent with the predominant suburban character surrounding the site. The land uses allowed for in these zones will not change the inherent character of the locality; however residents to the south and the west of the site with existing views over the vines will be most impacted when residential development occurs.

Residential zoning for the western portion is likely to result in development more consistent in scale and nature to the dwellings and streets from which the views will be obtained compared with development that could be achieved under the existing Urban Employment Zone that allows for larger more intensive land uses and structures.

The issue of visual amenity can be addressed in the policy framework for the site; however irrespective of rezoning the development will alter aspects of this site.

### 3.2.5 Infrastructure (Stormwater Management and Infrastructure Report)

#### SOI Investigation:

- Review existing stormwater disposal network and identify augmentation, detention/retention or other upgrade works, where required (noting initial investigations already completed).
- Capacity of existing electricity supply, gas supply, and mains water and sewer supply having regard to projected nature of future development likely to occur (noting initial investigations already completed).

#### 3.2.5.1 Stormwater Management

Greenhill Engineers has undertaken a stormwater assessment in consultation with key authorities, including the City of Onkaparinga that demonstrates the land can be appropriately serviced for residential, mixed use and employment land uses.

A summary of the stormwater assessment by Greenhill Engineers is provided below.

The topographical contour survey for the site identifies relative heights ranging from 100m to 120m AHD, with a couple of central low points on the western side of the site and on the north adjacent Reynell Road. The existing vegetated mound within the southern portion of the site is noted.

Stormwater pit and pipe systems are located within and surrounding the proposed development site. Paved roads and car parking areas within the site have a combination of underground pit and pipe as well as internal creek like structures. Stormwater infrastructure is present in Panalatinga Road, as well as in the local streets to the west of the site. During initial investigations Greenhill was unable to confirm if there is existing stormwater infrastructure in Reynell Road between Panalatinga Road and Old South Road. It appeared that the closest stormwater is a 150mm PVC in the rear of allotments of Phoenix Crescent which discharges to a 300mm diameter main in Phoenix Crescent which then discharge to a natural channel system located approximately 300m to the north of the proposed development as seen in Figure 14.



Figure 14 Existing Stormwater



The City of Onkaparinga has provided information on the existing stormwater infrastructure surrounding the site and basic stormwater information for the subject site, however this does not extend to all portions of the site proposed to be rezoned. This information did, however, confirm that there is a stormwater system in the southern verge of Reynell Road, which connects to a pit and pipe system on the northern side of Reynell Road near the intersection with Sauvignon Way. There is a 525mm road crossing from the development site to a 600mm through the easement.

A stormwater side entry pit (SEP) and twin pipe system on Sampson Crescent extends to the rear of 32 Sampson Crescent, through a four metre wide easement, with a twin 600mm pipe to the western boundary of the site. This collects stormwater from the site, and discharges into the stormwater system in Sampson Crescent.

Information has recently been received from DPTI in relation to the stormwater system in the Panalatinga Road and Reynell Road Intersection. A portion of the site currently discharges via a number of small sized pipes to a 450 mm pipe on Reynell Road before connecting into Panalatinga Road system.

The City of Onkaparinga requires the discharge from the site to be restricted to the estimated existing pre-development flow from the site. Any increase in stormwater flows from the proposed development will need to be managed and disposed via a detention system(s) that is designed to restrict the discharge to that of predevelopment.

The use of drainage systems within DPTI roads are to be approved by DPTI.

Residential developments are expected to be designed with 75% impervious area and 25% pervious.

The City of Onkaparinga requires stormwater quality treatment to be integrated into new developments, especially those that require the use of a detention system(s) to meet with the EPA WSUD policy objectives. The following Water Quality Targets are typically required to be met within new developments:

- Suspended Solids 80% reduction
- Total Phosphorus 60% reduction
- Total Nitrogen 45% reduction
- Gross Pollutants/litter 90% reduction

In accordance with the City of Onkaparinga requirements the minimum pipe size, under roads, is to be designed as a 375mm diameter with a minimum pipe grade of 0.5%.

Council has confirmed that subsequent development of the site should restrict the 1% AEP post-development peak stormwater runoff flow to the 1% AEP pre-development peak flow rates, or to the existing downstream pipe system capacity, if required. Greenhill also note that the mixed use area will not need to allow for a minimum impervious area of 90%, cited in the City of Onkaparinga development guidelines, because this area contains heritage listed structures and gardens. So in some sub-catchment areas there may only be approximately 30-50% impervious area when fully developed.

Council has indicated a preference to minimise the number of detention basins and water quality infrastructure, in order to minimise future maintenance issues.

Based on the assessment by Greenhill Engineers a detention basin will likely be required for the residential portion of the site that would ultimately discharge to the pipe system at the rear of 32 Sampson Crescent. A second basin in the north-west corner of the site is also proposed to discharge to the former railway reserve adjacent Burgoyne Drive as existing systems in Burgoyne Drive currently discharge into this corridor, or be extended to the existing system in Burgoyne Drive, at the intersection with Walter Court, approximately 200m from Reynell Road. The drainage infrastructure assumed downstream of the detention basins has not been located on site and may not exist. External upgrades will be required to support the proposed basins.

Stormwater runoff for the mixed use area, in and around the heritage buildings, is not expected to significantly increase and can be accommodated with an upgrade to the existing stormwater drainage system to the existing basin near Reynell Road. If additional detention is required for the eastern most portion of the site, on-site stormwater detention may be in the form of an underground tank or within carparking areas at the north-east corner of the site, as a privately owned and maintained system.

Preliminary stormwater modelling using the DRAINS modelling software has been undertaken which indicates approximately 5,815m<sup>3</sup> of possible detention for the site as a whole. Preliminary MUSIC modelling has been undertaken to determine a potential treatment train that achieves water quality objectives. This modelling assumes that the minimum 1000L rainwater tanks required by legislation will be provided to all new residential allotments and will form part of the stormwater treatment train (as per council's Stormwater Management Design Guide).

The proposed treatment train incorporates a combination of detention basins, gross pollutant traps (GPTs) and bio-filtration to achieve desired water quality targets.

Overflow paths will be required for all detention basins. Downstream properties must be protected from overflow conditions in case of pipe blockages by providing spillways with surface channels, increased storage and downstream pipe systems as required

Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

The assessment by Greenhill Engineers is that stormwater volumes can be appropriately managed and water quality targets can be achieved under the proposed rezoning.

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

This review shows that stormwater can be managed on site to council's specifications if the site was rezoned for a mix of land uses.

Stormwater management is governed by the General Section – Hazard and Natural Resources policies and it is not proposed that this DPA amend existing General Section policy.

#### **3.2.5.2 Infrastructure (Civil)**

Greenhill Engineers has undertaken an analysis of the services surrounding the site including:

- A Dial Before You Dig enquiry
- Review of existing services and easements within and adjacent the subject site
- Liaison with service authorities (APA Group, SA Water, SAPN, City of Onkaparinga, and DPTI)
- A site visit to determine site specific constraints and opportunities to provide infrastructure to the site

The infrastructure identified as being present on, or adjacent the site, as provided by 'Dial Before You Dig' (DBYD) and the associated service authorities are as follows:

- Sewer (SA Water)
- Potable water (SA Water)
- Recycled water supply
- Road (DPTI and City of Onkaparinga)
- Gas (APA Group)
- Telecommunications (NBN Co., Optus, and Telstra)
- Electrical (SAPN)

A summary of the services assessment by Greenhill Engineers is provided below.

### Sewer

There are existing 150mm diameter gravity sewer mains on the western side of the site, in the surrounding local streets, that connect into a 225mm diameter main in Burgoyne Drive. There are also twin 500mm diameter pumping sewer mains through the reserve area adjacent to Burgoyne Drive.

A gravity sewer system would be provided to service the site and to collect sewerage to a central low point.

For the residential component this would be located at the western site boundary and that a pump station and pumping main will be required in order to pump and connect to the existing gravity system to the west of the site. A connection is anticipated to be made to either the sewer main in Walter Court or Burgoyne Drive. SA Water has advised that a connection from the pump station to the existing gravity main in Walter Court can be constructed, with an additional connection for the northern portion of the residential area to the gravity main in Reynell Road. A connection to this main would require an approximate 110m extension of the Reynell Road sewer main.

All connections for the employment and mixed use areas are required to be serviced from a 225 mm sewer main. This would require an extension of the existing sewer main in Reynell Road and Sauvignon Road, to service the eastern portion of the site.

Proposed sewer infrastructure is shown in Figure 15 below.

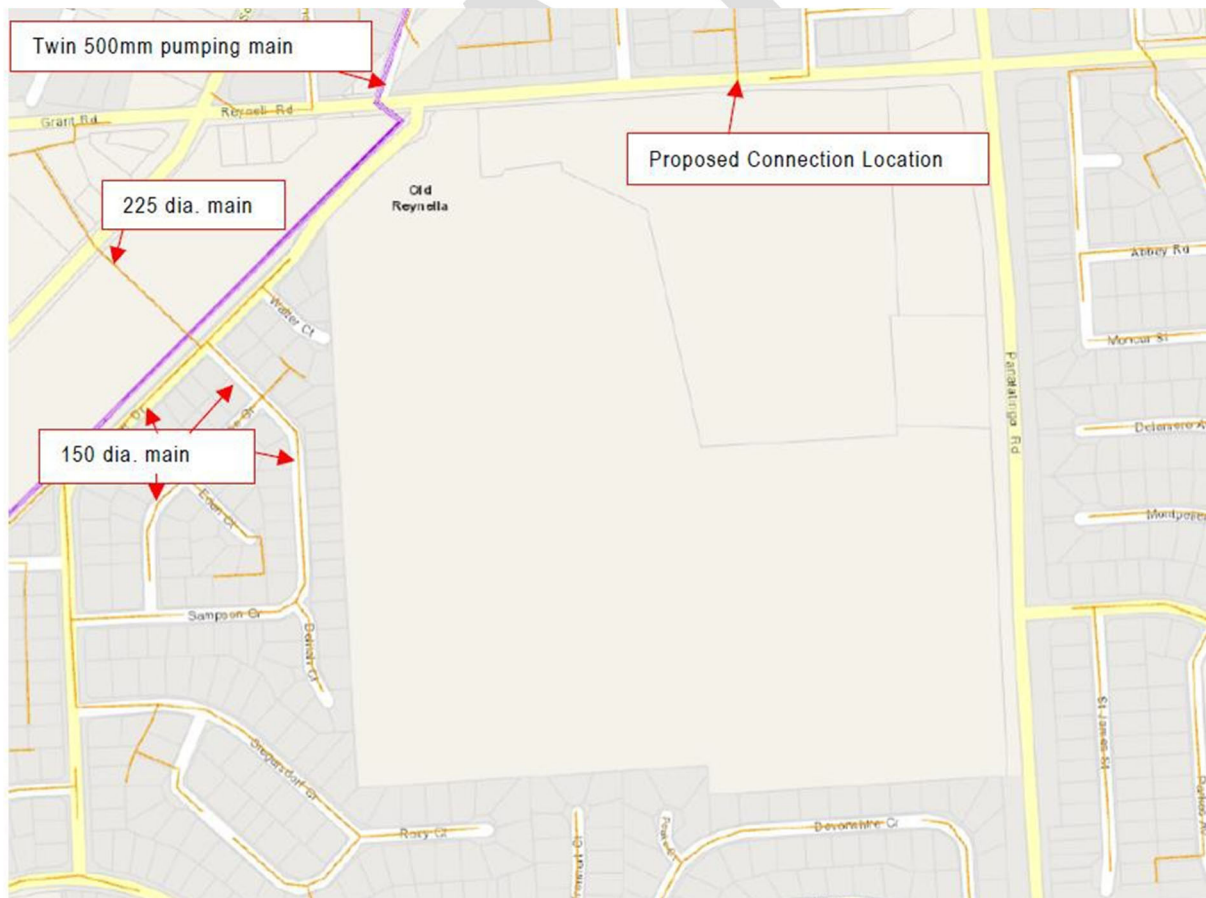


Figure 15 Proposed Sewer Infrastructure

The residential allotments are proposed to be serviced by 100 mm connections and all commercial properties to have 150 mm connections.



At the time of this report, the proposed development site was not within any SA Water Sewer Augmentation Zone.

### Water Supply

Water mains owned by SA Water are currently a 375mm diameter main located in Reynell Road, 150 mm diameter main in Burgoyne Drive and 100mm mains in the surrounding local streets. A 300mm AC main is also located in Panalatinga Road, with a 250mm diameter fire connection to the south eastern portion of the site. Existing infrastructure is shown in Figure 16.



Figure 16 Existing SA Water infrastructure

Potable water will be reticulated through the site for residential, employment and mixed uses.

It is proposed that residential allotments will have a standard 20mm diameter service connection to the new mains with 40mm diameter connections to reserves and commercial allotments.

SA Water has confirmed that a connection to the main in Burgoyne Drive is adequate to service residential development. SA Water has also noted that a water main will need to be looped within the development, with provisions for a future connection through the mixed use area to the main in Panalatinga Road. This will be through an extension of the 375mm main in Reynell Road along Panalatinga Road, in order to loop through both the western and eastern portions of the site. This main will not be required to be constructed as part of the residential proportion of the site but will be required as part of mixed use development.

At the time of this report, the proposed development site was not within any SA Water Augmentation Zone.

### Recycled Water Supply

The City of Onkaparinga is involved in the Water Proofing the South project however, no existing infrastructure in near proximity of the site was identified. SA Water does not have recycled water in this area.

### Electricity

All roads adjacent to the site contain existing overhead and underground high voltage infrastructure.

Underground high voltage infrastructure is also present within the site along the entrance road from Panalatinga Road. There are three connections from this infrastructure. One services the existing buildings to the north of the main entrance road, a second services the former bottling hall (now leased to Minda Inc), and the third is to the former distribution warehouse south of the main site access road off Panalatinga Road.

This site is currently serviced by the Morphett Vale East substation. This substation has a current threshold rating of 4800kVa. Existing SAPN HV Infrastructure is shown in Figure 17 below.

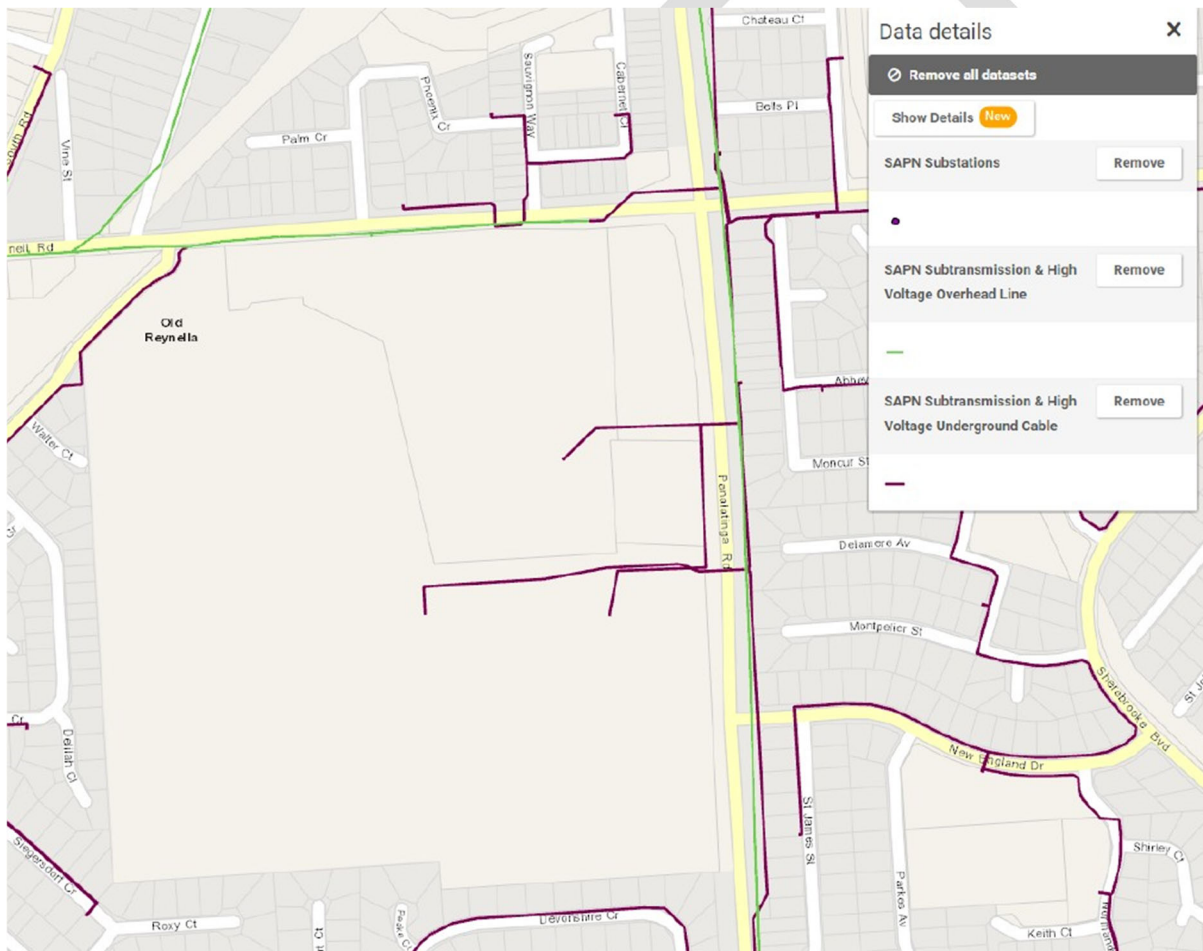


Figure 17 Existing SAPN infrastructure

SAPN has advised that the affected area can be serviced by their existing network. Connections can be made to the underground high voltage mains in Burgoyne Drive, with additional connections, if required, via the overhead mains in Reynell Road.

The existing southern connection from Panalatinga Road is proposed to be relocated with a new service from Panalatinga Road on the eastern fenceline between the two main warehouse buildings.

**Old Reynella Former Winery Site - Development Plan Amendment**  
**Onkaparinga Council**  
**Analysis**

The electrical reticulation for the site will be dependent on the electrical load requirements of the proposed residential, mixed use and employment land, and will need to meet with the SAPN standard requirements.

SAPN has confirmed an augmentation cost of \$235/kVa for the west (residential) portion of the site and \$162/kVa for the eastern (mixed use) portion of the site, however, these charges may increase if the site exceeds the assumed kVa threshold of the substation. Any infrastructure upgrades required to service this site cannot be confirmed by SAPN at this point in time and is likely to not be assessed until the detailed design phase.

**Telecommunications**

There is existing telecommunication infrastructure (NBN Co., Optus & Telstra) along the southern verge of Reynell Road, as well as Telstra infrastructure on the western side of Burgoyne Road and a combination of Telstra and NBN Co. infrastructure on the eastern verge of Panalatinga Road.

Cables are also entering the site on the eastern and northern boundaries of the site although these are largely confined to the east of the site. The existing Telstra infrastructure is shown in Figure 18 below.

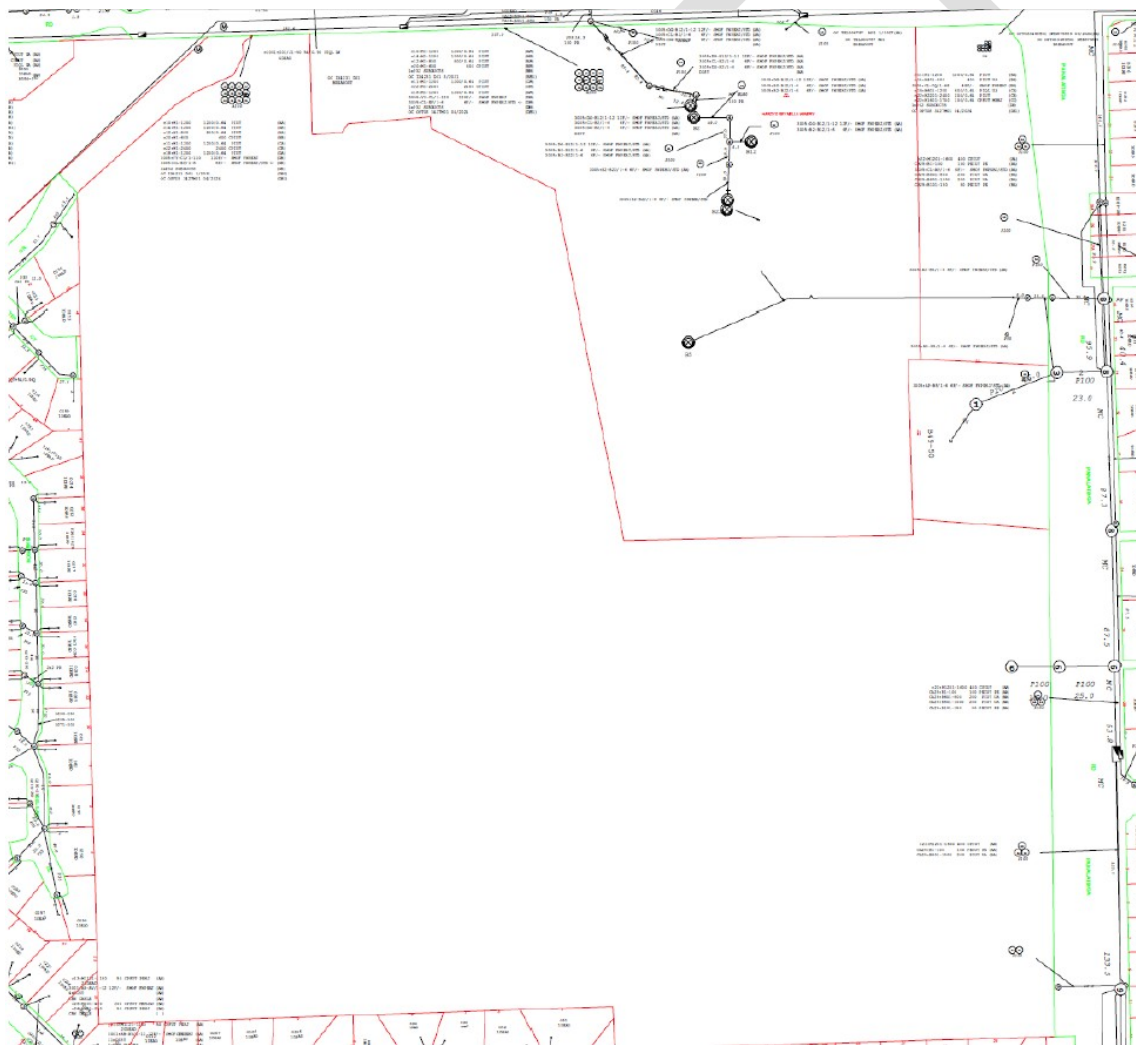


Figure 18 Existing Telstra Infrastructure

Telecommunications infrastructure to the site could be installed in a common services trench. The site is also within the NBN Co fibre optic rollout and serviceable area.

NBN Co. currently charge a deployment contribution cost of \$600 per single dwelling unit (SDU) and \$400 per multi dwelling unit (MDU) and have confirmed that no backhaul charge will apply to the site.

#### Gas

There is existing gas infrastructure surrounding the site. This infrastructure is owned and operated by the APA Group. There are 80mm diameter medium pressure gas mains located on the northern side of Reynell Road, and on the eastern side of Panalatinga Road. A 50mm diameter medium pressure gas main is also located on the eastern side of Burgoyne Drive. Panalatinga Road also has a 300mm gas transition main present. There is a connection to the site in the north from Panalatinga Road; however, there does not appear to be a connection to any part of the western side. Existing gas infrastructure is shown in Figure 19.

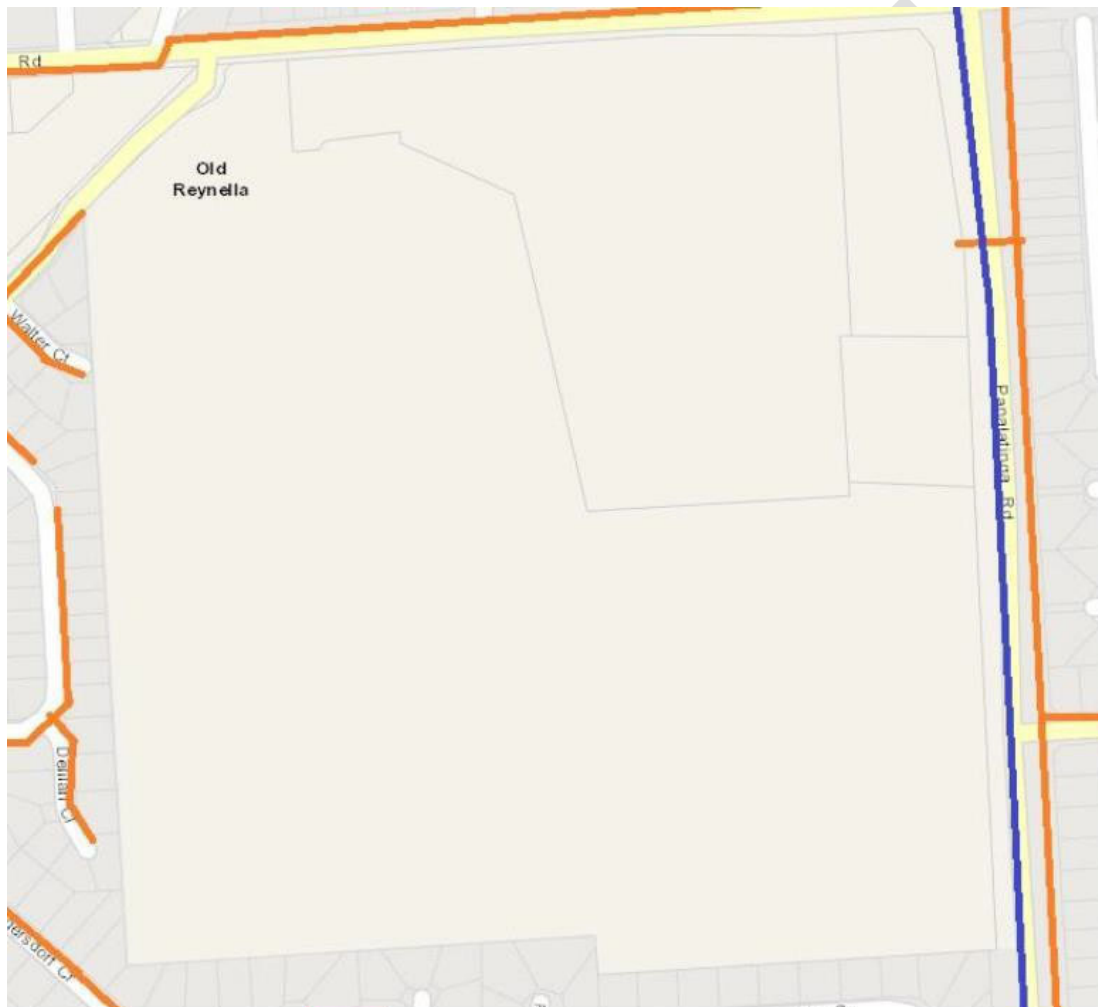


Figure 19 Existing Gas Infrastructure

It is anticipated that any gas main construction as part of a subsequent development will be delivered by the APA Group. Gas mains will be constructed with other common services as per the requirements of APA Group. APA has advised that a connection to the existing main in Burgoyne Drive can support the residential development.

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

This review shows the site redeveloped with a mix of land uses can be appropriately serviced.

Infrastructure in the City of Onkaparinga Development Plan is governed by the General Section - Infrastructure policies and it is not proposed that this DPA amend existing General Section policy.

### **3.2.7 Infrastructure (Social)**

#### **SOI Investigation:**

- Consideration, justification and analysis of:
  - The introduction of residential development within parts of the site (including possible part rezoning to Residential Zone) addressing demand, form/typology, affordable housing, integration, amenity and public transport accessibility. This will include social infrastructure assessment to ensure local capacity will meet expected demand, where required.

Assessment of the Residential Zone is discussed in Section 3.2.9.

Holmes Dyer Pty Ltd has undertaken an assessment of social infrastructure as it relates to the affected area. The Social Impact Assessment (SIA) considered existing capacity, and future demand for social infrastructure.

In summary, the investigation finds:

- Provision should be made for a child care centre/kindergarten/preschool as there is likely to be latent demand in the order of 45 persons between the age of 0 to 4 years old.
- The likely demand generated by the rezoning proposal is not expected to adversely impact the capacity of primary or secondary schools.
- Additional public transport should not be sought but monitored as there are adequate services from the subject site.
- The population aged over 50 years is expected to increase and provision should be made to enable the location of a small medical facility or a small scale medical centre.
- Additional provision should be made for mixed use development to integrate retail, restaurants, cultural spaces or coffee shops. This can add to the range of activities available and has the added benefit of encouraging social interaction. In addition, increasing mixed uses can attract various groups of people at different times of the day and contribute to activation of the affected area and can meet a wide range of community needs.

A summary of the assessment is provided below.

The site is well located with land to all sides being developed for largely homogenous residential purposes. Notwithstanding, the land to the north and east is separated by roads. A range of social facilities are located in proximity to the site, however, all require pedestrians to traverse major roads.

Further north approximately 400m-500m away is the Old Reynella Shopping Centre. This includes a Foodland, specialty shops and a Post Office. Together they provide a range of other shops such as butcher, bakery, cafe/restaurant, delicatessens and takeaway food. Both of these retail facilities can provide for all essential daily needs and some weekly needs shopping noting there is however a need to traverse Reynell Road to access this facility. This supports the provision of an access directly to Reynell Road to enable convenient access to these services and facilities.

The Woodcroft Town Centre is located approximately 800m south of the subject site. This is a larger Neighbourhood Centre with a wide variety of shops including both a Foodland and an Aldi along with a range of services easily meeting all weekly shopping and service needs. The centre provides travel services, banking (including five ATMs) and medical facilities and a Post Office. It also provides restaurant, café and takeaway food offers. This centre may be counter directional for residents and there is no direct access enabled to the south of the site so residents need to travel around the site to access these services and facilities.

Additional shopping opportunities for comparison goods, clothing and footwear, whitegoods and more major purchases is available in Morphett Vale. Southgate Plaza is home to an Aldi, Foodland and Coles and along with neighbouring premises provides access to three banks, five ATMs, a dry cleaner, and a Post Office. This locality also provides a large range of takeaway/fast food options, along with restaurants.



There are a number of retirement living facilities located in proximity to the site with the closest being Walnut Grove estate. There are however few vacancies at any one time.

There are numerous medical facilities and allied health facilities within the general area, many of which are co-located with the shopping facilities identified above. Reynella offers podiatry, chiropractic, dental, and pharmacy facilities. The main medical centre is the Southern Specialist Centre at Morphett Vale. The nearest major public hospital is the Flinders Medical Centre at Bedford Park.

There is a community centre located close by just west of the subject land on the opposite site of Reynell Road. The Woodcroft Library is located south of the site on Bains Road.

Major recreation facilities are located at the Reynella Oval that is approximately 500m to the north. This complex includes clubrooms, courts, a sports pitch and Oval and playground. The John Reynell heritage park is located to the north of the site along with Phoenix Crescent Reserve. To the south is Gamay Drive Reserve. There are numerous other parks of varying sizes within the vicinity of this site along with a number of school ovals.

To the western boundary of the site is the Coast to Vines Rail Trail. This is a walking and cycling trail that follows the old rail corridor connecting Marino Rocks in the north to Willunga in the South.

Viewing an aerial photograph, this site appears as a relatively green parcel. It is noted that the community highly values this site's views over the vines and its amenity and these views will be heard during engagement. When developed, the site will continue to provide open space in accordance with the provisions of the Act. Furthermore, the redevelopment of this site and in particular the heritage buildings on the site will provide additional opportunities for the surrounding community to access the site for the first time and actually experience the history and surrounds.

Reynella East High School is located approximately 1 km to the east of the site and Reynella Primary School is some 250m to the south west. The Reynella Neighbourhood Centre Inc is located near Reynella Primary School together with an afterhours care facility and the Mary Bywaters Memorial Kindergarten is located approximately 400m to the north across Reynell Road. Within the general vicinity of the site there are also a number of other secondary school facilities, five private schools, churches and childcare facilities.

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

An analysis of the services and facilities within proximity of the site indicates a need for any zoning to enable educational facilities, services and shopping to support residential development. Such facilities would not only support the residents of this site but would also provide for more conveniently located services for the existing residential communities to the west of Panalatinga Road and the west of main South Road respectively. This should include some shopping, kindergartens/childcare, medical facilities and personal services.

Whilst open space is located around the area additional open space on the site to service the proposed residential development is expected as per the current provisions of the Act.

### 3.2.8 Site History

#### SOI investigation:

- Environmental site history, site contamination and assessment reporting including residual impacts from current viticulture activity (noting initial investigations already completed).

Agon Environmental (Agon) was commissioned to undertake an environmental assessment of the subject site. This work included both a desk top analysis of former reports and a physical assessment including an analysis of bore log samples.

The report of Agon has been prepared with reference to:

- Standards Australia 2005 – AS 4482.1
- Guide to Investigation and sampling of potentially contaminate soils: Part 1 – Non-volatile and semi-volatile compounds; and
- National Environment Protection Council 1999 – National Environmental Protection (Assessment of Site Contamination) Measure (Amended 2013).

The site has been operated with uses associated with the wine industry since approximately 1838. The site was operated as a winery initially by the Reynell Family and more latterly by Hardy's (subsequently Constellation Wines). In 2011, Accolade Wines purchased the site. Accolade continues to operate on the site although has significantly scaled back its operations such that it is used mainly for administrative purposes and warehousing. Some vines remain on the site although wine production on the site has ceased.

As part of this assessment Agon reviewed an earlier report prepared by Jacobs (2015) for Accolade Wines. That report concluded that there was no evidence of site contamination that would preclude the site from ongoing use.

That report found that the potential contaminants associated with former wine making processes were considered to be low risk to the environment and could include chemicals such as acids and alkalis, wine additives, and cleaning and sterilising agents.

Jacobs identified the following potential contaminants could be present on the site:

- Petroleum hydrocarbons from bulk fuel storage
- Coal
- Paints
- Solvents
- Degreasers
- Lubricants
- Herbicides
- Weedicides
- Insecticides
- Acids and alkalis.

A site inspection observed relatively small volumes of these potential contaminants that were stored in dedicated and well maintained storage areas.

Jacobs concluded that there was no evidence of site contamination which would restrict ongoing use of the land or portions of the land for future current use. Importantly Jacobs did not identify any evidence of contamination which may be notifiable to the EPA.

Agon identified the key issues arising from the Jacobs report that required investigation included:

- The presence of asbestos and asbestos containing material.
- The potential for an underground storage tank and above ground storage tanks.
- The reported former landfill area.

In relation to asbestos Agon has reviewed the asbestos register and undertaken an inspection of the site. This inspection and review concluded that the asbestos register is accurate and reliable. Asbestos is present in some of the older buildings on the site and is considered to be in a stable condition. Left untouched and monitored the asbestos should pose no problem on the site. In the event the asbestos is to be removed or a building containing asbestos is to be renovated this would require specific processes in relation to the handling of the Asbestos as per the *Work Health and Safety Act 2012*. Rezoning the site will not have any direct impact on the presence of asbestos on the site.

Agon also undertook investigations in relation to the soil. This involved 24 sample location installations, four bore holes drilled using a Geoprobe and 10 drilled using a hand auger. Sample locations were cleared using an accredited service locator prior to drilling. Samples were taken as per Figure 20 below.



Figure 20 Sample Location Plan

The bores were drilled into natural soils using direct push tube methods resulting in relatively undisturbed samples. Four bore holes were drilled to a depth of three metres, eight to one point five metres and two to two point one metres.

Analysis of the samples showed fill material comprising mainly of sand with varying amounts of silts and clays, underlain by limestone.

Ground water was not encountered.

No buried waste material suspected to contain asbestos was encountered.

Samples were collected from various depths within each bore hole and handled and managed in accord with Chain of Custody protocols for analysis at a NATA accredited laboratory. Analytes were selected based on previous and current uses on the site and included the following compounds and analytical suites.

- OCP – Organochlorine Pesticides
- OPP – Organophosphorus Pesticides
- TPH – Total Petroleum Hydrocarbons



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- BTEXN – Benzene, Toluene, Ethylbenzene and Xylenes
- PAH – Polycyclic Aromatic Hydrocarbons
- SA EPA screen
- Metals

Referencing in the Agon report refers to Lots as per the below.

Lot ID	Allotment	Street Name	CT Volume / Folio	Plan
A	407	Reynell Road	5860/141	31800
B	501	Reynell Road	6071/788	77674
C	404	Reynell Road	5074/61	31727
D	405	Panalatinga Road	5072/629	31765

**Lot References Table**

The analysis is included in the following tables.

Lot ID	Borehole	Depth (m)	Sample	Depth (m bgl)	Analysis
A	FBH01	1.5	01	0.2-0.3	SA EPA screen
	FBH02	2.1	01	0.0-0.3	OCP, OPP, metals
			02	0.5-0.7	SA EPA screen
			03	1.9-2.0	Metals
	FBH03	1.5	01	0.4-0.5	TPH, BTEX, PAH
	FBH04	1.5	01	0.2-0.3	Metals
	FBH05	1.5	01	1.1-1.2	SA EPA screen
	FBH06	1.5	01	0.9-1.0	Metals
	FBH07	1.5	01	0.0-0.1	OCP, OPP, metals
			02	1.1-1.2	TPH, BTEX, PAH
	FBH08	1.5	01	0.5-0.8	Metals
	FBH09	1.5	01	0.0-0.1	OCP, OPP, metals
			02	0.5-0.6	Metals
	FBH10	2.7	01	0.4-0.5	Metals
			02	0.8-1.0	Metals
	WBH301	3.0	01	0.9-1.0	TPH, BTEX, PAH
			02	1.2-1.3	TPH, BTEX, PAH
			03	2.5-2.7	TPH, BTEX, PAH
	WBH302	1.7	01	0.6-0.7	TPH, BTEX, PAH
			02	1.5-1.7	TPH, BTEX, PAH
	VBH101	0.5	01	0.0-0.1	OCP, OPP
			02	0.4-0.5	
	VBH102	0.5	01	0.0-0.1	OCP, OPP
			02	0.4-0.5	
	VBH103	0.5	01	0.2-0.3	OCP, OPP
	VBH201	0.5	01	0.4-0.5	
	VBH202	0.5	01	0.1-0.2	OCP, OPP
	VBH203	0.5	01	0.2-0.3	OCP, OPP
			02	0.4-0.5	
	VBH204	0.5	01	0.3-0.4	OCP, OPP
	VBH205	0.5	01	0.3-0.4	
	VBH206	0.5	01	0.0-0.1	OCP, OPP
			02	0.3-0.4	

**Summary of Sample Collection and Analysis Plan – Lot A**

Lot ID	Borehole	Depth (m)	Sample	Depth (m bgl)	Analysis
B	VBH301	0.5	01	0.0-0.2	OCP, OPP
			02	0.3-0.5	
	UBH401	3.0	01	0.1-0.2	TPH, BTEX, PAH
			02	1.4-1.5	TPH, BTEX, PAH
			03	2.2-2.3	TPH, BTEX, PAH
			04	2.8-3.0	TPH, BTEX, PAH
	UBH402	3.0	01	0.1-0.2	TPH, BTEX, PAH
			02	1.7-1.8	TPH, BTEX, PAH
			03	2.9-3.0	TPH, BTEX, PAH

## Summary of Sample Collection and Analysis Plan – Lot B

The results of the analysis are reported as follows:

### Underground Storage Tank Assessment

The Jacobs report was uncertain as to the presence or location of an underground storage tank. It has been suggested that it may have been located in the grassy area between the cellar door building, the former shearing and maintenance sheds and Sid's cottage.

Whilst a bowser was located within the shed, it was not connected to anything. Two soil bore holes were drilled adjacent the shed to seek to locate a tank or identify any fuel residue in the soil. No evidence of staining or odours were detected. Laboratory testing reported some hydrocarbon impacts in the near surface soils immediately adjacent the western side of the shed. The concentrations however are below the adopted guidelines criteria.

### Above Ground Storage tank

An above ground storage tank was identified near the vineyard shed. The tanks are reported to be in good condition. No hydrocarbon staining, or odours were evident. Two bore holes were drilled in this area. The laboratory results indicated results for TRH, BTEXN and PAH were all below the relevant guidelines for HIL A<sup>1</sup>.

### Fill Assessment

There is a raised landform to the south and west of the existing warehouses on the site. This functions as both an aesthetic and acoustic barrier. This mound was created using fill and natural soils cut from a portion of Lot 406. The vegetation growing on the landform is in good condition and shows no signs of stress. Eight bore holes were drilled at the top of the land fill and two bore holes were drilled at the base. The samples were tested for pesticides, metals, TRH, BTEXN and PAH and the EPA screen. All the results were below the relevant HIL A.

### Vineyard Assessment

The vineyards all appear to be in a healthy condition with no signs of disturbed or distressed vegetation and fruit was observed growing on the vines. Ten bore holes were drilled in the vineyards. The samples were tested for pesticides with results being below the relevant HIL A.

Following an assessment of forty-two samples from 24 bore holes results showed that only one sample reported a concentration of TPH above detection limits and all of the results (this one included) were below their respective NEPM HIL A criteria.

### **Implications for this DPA**

All of the results for all of the tested samples are below the required respective HIA A (the Health Impact Assessment Criteria applicable to residential development with accessible gardens). Therefore, the soils are not likely to comprise an unacceptable risk to human health or the environment and thus a rezoning to Mixed Use or combination Urban Employment Areas / Residential Zone / Mixed Use / Suburban Activity Node Zone that allows for residential development would be appropriate for the site.

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<sup>1</sup> HIL A is the Health Impact Level for residential and accessible garden

### 3.2.9 Land Use Assessment and Design Framework

#### SOI investigation:

- Consideration, justification and analysis of:
  - the application of the Urban Employment Zone Module (linked with the progress of the Urban Employment Zone DPA)
  - the Mixed Use Zone or Suburban Activity Node Zone and application either as a full zone conversion or partial insertion of policies into other zones currently in the Onkaparinga Development Plan
  - the introduction of residential development within parts of the site (including possible part rezoning to Residential Zone) addressing demand, form/typology, affordable housing, integration, amenity and public transport accessibility. This will include social infrastructure assessment to ensure local capacity will meet expected demand, where required.
- Consideration of the potential for greater land use flexibility including:
  - commercial type land uses such as offices, education, consulting rooms, tourism, and convention activities
  - retail, bulky goods and related retailing
  - encouraging a generally wider and innovative range of employment generation land uses
  - improving interface transitions between surrounding zones which contain more sensitive land uses.
- Investigate and develop a suitable design framework or plan for the public realm including integration of heritage items, other existing buildings and future built form.
- Review policy options to facilitate the re-use of large floorplate buildings and other vacated or underutilised buildings (including heritage listed items).
- Review of Desired Character Statement(s) and specific policy for the site to address issues such as desired land uses, innovative building re-use, built form, heritage, finishes and desired location of commercial/industrial traffic movements and access.
- Prepare where necessary, concept plan(s) to guide future development.

An assessment of zoning options and policy matters to inform the DPA is provided below.

#### Site Description

The subject land has historically been used for industrial purposes predominantly activities associated with wine making, i.e. wine making and some limited viticulture, bottling, packaging and distribution, administration, tasting, and sales. These uses established at a time when the surrounding land area was largely undeveloped rural and agricultural land. Over time, the surrounding land has been developed for housing.

Whilst technically the site abuts residential development on all sides, to the north and the east it is separated from the residential areas by significant public roads. Furthermore, the eastern half of the southern boundary is separated from the abutting residential development by a purpose-built mound designed to minimise the visual and acoustic impacts arising from industrial type land uses on the eastern portion of the site.

The western portion of the site has traditionally been largely undeveloped and used for agricultural pursuits. It is currently largely under vines. The interface to the western portion of the site is considered to be more significant given that portions of this half of the site directly adjoins the rear yards of the neighbouring residential development.

Progressively the winery and agricultural activities on the site have been winding down. The site is no longer used for wine making. Accolade wines, the last wine company on the site, still uses some of the buildings on the site for its administration and tasting functions and until recently was using the

fruit from the vines in its offsite wine production. However, recently it has advised the land owner that it no longer requires this fruit and the vines are no longer involved in production. The former bottling plant is currently undergoing adaptive reuse. The balance of the site is significantly underused.

The JLL study commissioned by the council and cited earlier in these investigations, confirms the site is underused and noted that under the former Industrial Zoning there appeared to be little demand for the reuse of the existing larger scale buildings on the site. To this end this study, and the subsequent study by Intermethod, identified that this site is not well suited locationally, or necessarily specifically needed, for industrial type development and is therefore more appropriate for a mixed-use type zone and uses including residential.

### **Assessment of zoning options**

The Statement of Intent proposes a number of zones for consideration to achieve this mix of uses including the Urban Employment Zone, the Mixed-Use Zone, the Suburban Activity Node Zone and the Residential Zone or some combination of these.

In considering the options it is worth noting that the site can be viewed as a whole or can be viewed largely as two halves each with slightly different characteristics. In considering the site in halves the logical division of the site is roughly centrally north to south creating an eastern half and a western half.

The eastern half contains existing buildings and is where the former land uses were concentrated. This half of the site has a commercial/industrial/employment area character and has existing buffers to surrounding residential areas including existing major roads, and a purpose-built attenuation mound.

The eastern half of the site currently has a number of underused large floor plate buildings. Premises are therefore available for land uses that will generate employment and that require a large floor plate such as warehousing, service industry, training facilities, indoor recreation and the recently approved bulky goods store. Reusing these existing large buildings is an efficient and environmentally sustainable use of resources and enables the establishment of such land uses within the locality without the need to construct additional new large footprint buildings.

The north eastern half of the site contains a number of heritage listed buildings that will be retained and repurposed to ensure their long-term retention. Commercial/employment uses are appropriate in the reuse of such buildings and depending on the use can also enable community access for example uses such as a café or gallery.

In addition, there is some vacant land within this half of the site.

The zone(s) selected to cover this portion of the site needs to provide appropriately for:

- land uses complementary to the existing buildings on the site and in particular the heritage listed buildings;
- land uses that are complementary in terms of impact and interface management especially to adjacent residential land uses;
- land uses that can take advantage of shared facilities on this half of the site; and
- land uses that continue to provide for employment within this area.

The western half of the site is largely undeveloped currently being planted with vines. This half of the site directly adjoins low density residential development.

The future zone of this half of the site will therefore need to:

- accommodate land uses to address the interfaces with the existing residential development to the south and west and the commercial/employment uses to the east
- contribute to an overall mixed-use character of the subject land as a whole.

Overall the zoning of the site should be cognisant of emerging industries and technologies to enable businesses to develop and take advantage of rapid changes in technology. The combination of a high degree of connectivity between work and home and embracing new technologies will deliver a generally cleaner and more environmentally sustainable development.

### **Planning objectives**

The site being held in single ownership has provided the opportunity to Master Plan the site. Various Master Plans have been considered with the following objectives:

- Provide a broad mix of land uses on the site
- Improve management of interfaces
- Protect and re-use the heritage elements and where possible repurpose buildings to enable access by the public
- Provide accessible green space
- Encourage a range of employment generating activities and assist in moving towards employment self-sufficiency and containment
- Provide additional services for the surrounding population
- Provide an increased residential population to support additional local services and facilities
- Pedestrian permeability across the site and to the surrounding pedestrian and cycling networks
- Retention of a portion of the vines to Reynell Road

This process has demonstrated that an appropriate mix of land uses can be achieved on the site in a managed and logically planned way. Further, there is significant potential for employment generation, local service provision and community accessibility under an appropriate zoning outcome(s).

Master planning for the site is predicated on understanding the existing constraints and opportunities of the site and locality and confirms that a mix of land uses can be arranged in a manner such that those that have the potential to generate more traffic can take direct access from the supporting main roads.

Recognising the interfaces to be managed, residential uses will be designed to buffer lower intensity commercial uses whilst new residential development will abut and integrate with the existing residential land uses at a lower density and lower scale.

Increasing the residential population and employment base across the affected area will result in an uplift in demand that will in turn support a wider range of services and facilities and also provide greater efficiencies and use of the services already provided for in the area. Indeed, reviewing the services and facilities in proximity to the site, it is evident that there are opportunities in the area bound by Panalatinga Road, Bains Road, Main South Road and Reynell Road due in-part to the underutilisation of the subject land.

The redevelopment of this land and the inclusion of residential development will support the provision of additional facilities and services and should therefore provide an improved quality of life for those living and working in this area.

Redevelopment of the site to enable a mix of land uses will also provide for a more liveable, vibrant and resilient community, and with greater connectivity between work and home and less time spent travelling. The site has favourable attributes in terms of access to public transport and movement networks and development of the site can provide improved connectivity to vehicle, pedestrian and cycling networks.

It is considered that a mix of land uses that includes residential introduces a greater degree of self-regulation to land use interface management. New housing would need to be complementary to and designed to take into account surrounding land uses and new employment opportunities will be generally cleaner and quieter with less inherent interface issues than the previous industrial land uses on site.

In addition, the General Section policies pertaining to Interface between Land Uses would continue to apply unchanged by this DPA.

The ultimate zoning outcome(s) for the affected area should seek to ensure a level of economic activity can continue, as well as providing for a diversity of housing for our changing households to enable the young and the elderly to remain in the area for a more diverse and stronger community.

Consideration of the optimum zoning and policy areas to achieve this mix of uses include the Urban Employment Zone, the Mixed-Use Zone, the Suburban Activity Node Zone and the Residential Zone, or some combination of these, is discussed below.

### Urban Employment Zone

The current Urban Employment Zone has the following Objectives:

- 1 *A mixed use employment zone that accommodates a wide range of industrial land uses together with other related employment and business activities.*
- 2 *Commercial uses including shops, offices, consulting rooms, personal service establishments and training facilities that are able to provide support services for businesses and an expanding workforce located primarily along main road frontages.*
- 3 *Provision for enterprises, such as major logistics and manufacturing plants, high technology and/or research and development related uses, located to take advantage of existing and future road and rail infrastructure.*
- 4 *The effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations.*
- 5 *A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones.*
- 6 *Development that promotes business clusters that provide a range of economic and environmental benefits.*
- 7 *Co-ordinated and integrated development that:*
  - (a) *incorporates high speed information technology and telecommunications facilities and infrastructure*
  - (b) *contributes to the improvement of the physical, social and economic conditions of adjoining communities where appropriate.*
- 8 *Adequate and co-ordinated servicing of land and provision of infrastructure before development takes place.*
- 9 *Development that contributes to the desired character of the zone.*

The Old Reynella Policy Area 14 includes the following additional Objectives:

- 1 *A mixed use policy area that accommodates a range of commercial, education, industrial and tourism land uses.*
- 2 *A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity.*
- 3 *Conservation and enhancement of the historic buildings of the former Hardy's winery complex and their setting.*
- 4 *Development that contributes to the desired character of the policy area.*

The land uses specifically contemplated for the subject site via the Old Reynella Policy Area 14 include:

**PDC1** *The following forms of development are envisaged in the policy area:*

- bulky goods outlet
- cafe
- consulting room
- convention centre
- education establishment
- indoor recreation centre
- industry (other than special or general industry)
- office
- restaurant
- service trade premises
- short term workers accommodation
- store
- tourist development
- training facility
- viticulture
- warehouse.

This Zone's intent is to provide for a wide range of employment generating land uses. The current Zone and Policy Area provide adequately for the range of commercial/industrial and employment type land uses envisaged appropriate to the site and locality. This Zone does not however allow for residential development which is generally non-complying (there are a couple of limited exemptions that do not apply to the subject land). Therefore unless the Zone can be modified to include residential development it will not adequately allow for the range of uses to constitute a mixed-use precinct as has been foreshadowed by all previous studies, and therefore is not considered appropriate for continued application across the subject land in totality.

For that reason, this Zone is appropriate to be retained over the eastern portion of the subject land in combination with a zone that allows residential development to the west and/or mixed uses (that allow residential) to the north.

Specifically, the Urban Employment Zone is most appropriately applied over the south-eastern portion of the site where there are existing larger format buildings and the bulk of the site's former operations occurred.

The existing Desired Character for the Old Reynella Policy Area 14 (Urban Employment Zone) suggests that development will be focussed on the re-use of the existing buildings on the site by reference to the Concept Plan, and supported by Policy Area PDC 4:

*PDC 4 Development should be located within the Heritage and Commercial areas identified on Concept Plan Map Onka/30 – Old Reynella with the balance of the policy area developed after more detailed investigations and master planning has occurred addressing land use, access, stormwater and interface matters.*

It is proposed to retain the Old Reynella Policy Area 14 (Urban Employment Zone) but amend the Desired Character Statement and PDCs to reflect that the heritage buildings and related elements are no longer included within this Zone.

### **Suburban Activity Node Zone**

The Statement of Intent requires consideration of the Suburban Activity Node Zone. This Zone is currently not applied in the Onkaparinga (City) Development Plan.

The north eastern portion of the site contains areas of vacant land and the historic precinct currently zoned Urban Employment Zone. The Suburban Activity Node Zone allows for residential uses at various densities and can also provide a range of land uses suitable for the adaptive reuse of these historic buildings.

The Suburban Activity Node Zone module in the SAPPL has the following Objectives:

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

The first objective provides a focus for residential development with Objective 4 indicating “a mixed-use area”.

The Desired Character of the zone, as per the Planning Policy Library v6, tends to reinforce the primacy of residential development within this Zone and includes the following relevant policy for this site:

*This zone will be developed as a medium to high density residential node with integrated mixed use development and quality public open spaces around public transit stops. This node is set within a wider suburban context and offers a focus for community scale activity. It is designed to foster an area with a sense of identity and uniqueness.*

*Residential development, primarily in the form of row dwellings and residential flat buildings, is appropriate in the zone. Aged and student accommodation, serviced apartments and diverse housing forms that cater for a range of household types, ages and life cycle stages, which are adaptable, are also encouraged in the zone to take advantage of its proximity to nearby transport services and facilities.*

This primacy of residential development and low level commercial uses is further reinforced by the envisaged list of land uses included as PDC 1.

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

- *affordable housing*
- *aged persons accommodation*
- *community centre*
- *consulting room*
- *dwelling*
- *educational establishment*
- *nursing home*
- *office*
- *pre-school*
- *primary school*
- *residential flat building*
- *retirement village*
- *shop or group of shops, excluding a bulky goods outlet or a retail showroom*
- *supported accommodation*
- *tourist accommodation.*

The module provides for a ‘Core Area’ around a transport node and transition areas. The Old Reynella Bus Interchange is located at a distance of around 800 metres via existing roads (not necessarily in close proximity as envisaged in the module). As a result, there is no “Core Area’ in relation to public transport on this part of the site. The module does however provide for areas where the highest densities and highest level of activity is envisaged:



*PDC 8 Development should graduate from medium-rise where the highest intensity of uses are located, to low-rise to transition to where the development site abuts the zone boundary.*

This provision would enable a mixed use area with some higher density residential land uses that integrate and complement the higher density dwellings in the adjacent Residential Zone (indicated as 'Medium Density Residential' on the Concept Plan map. In addition, it would enable appropriate interface management with the Urban Employment Zone by providing for a soft commercial/community interface to residential development on this half of the site.

Although the module allows for high intensity land uses (located around public transport nodes), this site has limiting factors for development being the heritage elements and significant trees. However, these factors also work to the site's advantage and will make the area more attractive in the longer term. It is envisaged that this Zone will be a vibrant and dynamic mixed use precinct that will maximise opportunities for the adaptive re-use of the heritage buildings through creative and innovative re-purposing that also has public green space for community use. The module allows for development up to six storeys and residential densities of 45-70 dwellings per hectare. For this site, the amendment proposes similar densities and up to three storeys where adjoining public open space and where it transitions in height to address the scale and character of adjoining development.

PDC 2 provides that non-residential land use should have a local or neighbourhood scale and focus. This is considered to be limiting and will be amended in the context of the existing large-scale buildings on the site and given that the large format uses are likely to attract land uses that service a wider area. On this basis, the list of non-complying land uses in the module is proposed to be amended to exclude bulky goods outlets over 500m<sup>2</sup>, service trade premises, warehouses and stores. All of these uses are appropriate uses for the existing large format buildings on the site.

A variety of commercial activity ranging in size and type is encouraged to provide a point of difference to the larger scale retail offerings in the Old Reynella Town Centre Precinct. It is envisaged that this area will be a destination for business as well as a recreation and meeting place, given the opportunities for the community to appreciate the green space and heritage character of the site.

It is proposed that these amendments are made through the introduction of the Suburban Activity Node Zone with a policy area for the north eastern corner of the subject land. This approach is recommended so as to retain the Policy Area's design parameters if, in the transition to the new Planning and Design Code (the Code), policy areas transition into 'sub zones' as has been discussed with DPTI. If no policy area is proposed, there is a risk that there will be no sub zone for this part of the site. Therefore no specific policy will exist that considers the character of the area, specifications for higher density mixed use, and for how development is meant to complement, enhance and protect the heritage elements on site.

This approach to include a policy area (in order to be transitioned to a sub zone) is recommended in all of the proposed new zones as part of the Amendment.

### **Mixed Use Zone**

The SOI proposed the Mixed Use Zone for consideration as it is similar in concept to the Suburban Activity Node Zone in that it encourages a mix of land uses across a broad area. It is considered however that the Mixed Use Zone has a higher order mixed use focus than the Suburban Activity Node Zone (that has more of a residential focus allowing for medium to high density development). The Mixed Use Zone is currently applied in the Onkaparinga City Development Plan to land at both Darlington and McLaren Vale.

There are disadvantages to applying the Mixed Use Zone to part or all of the subject land that preclude the application of this zone for the following reasons:

The desired character of the zone would need to be amended to include a section for Old Reynella if this zone was to apply to any part of this land. Other zone's policy areas can be amended separately as required but there are no policy areas in this zone. To rezone part of the land for this site to the existing Mixed Use Zone would require either a new policy area or a new paragraph in the module,

both options being inconsistent with how zone and policy area modules are structured. In the transition to the Code, it is not likely that this will be able to be translated into 'like for like' or into new policy.

It is also considered that this zone is not the most appropriate as the envisaged land uses listed in the Zone would require amending to accommodate the range of uses desired across the site. This would mean that any changes or additions to the zone to accommodate new uses in Old Reynella would impact Darlington and McLaren Vale, and would require additional community engagement in these areas to occur to accommodate the new range of land uses.

Consultation in Darlington and McLaren Vale would not be required unless new subzones are created or if all proposed new land uses are notably excluded from Darlington and McLaren Vale. However, some of the proposed new land uses in the Amendment such as café, cellar door, child care facility, restaurant and tourist development already exist and/or would likely be envisaged in McLaren Vale, which further supports the requirement to consult in McLaren Vale to amend the envisaged land uses. It has been identified that the policy framework for McLaren Vale is outdated but noted that until such time as the new Planning and Design Code is released for consultation, council is unlikely to review planning policy for McLaren Vale.

In addition to the above concerns, there is a level of uncertainty as to whether the Mixed Use module will be translated into the Code.

For these reasons, and given that the Suburban Activity Node Zone and/or Suburban Neighbourhood Zone could apply to all or part of the site without these issues, the Mixed Use Zone is not recommended to apply.

## **Residential Zone**

The SOI contemplates the introduction of residential development within parts of the site (including the possible part rezoning to Residential Zone) addressing demand, form/typology, affordable housing, integration, amenity and public transport accessibility.

As discussed above, previous council studies confirm the site is underused and not well suited locationally or necessarily needed for industrial type development, and is more appropriate for mixed-use and residential uses.

Importantly, any new uses on the site would need to be able to vary according to interfaces with other zones and particularly with the boundary of the Policy Area adjoining existing low density residential development to the west and south.

Accordingly, the Residential Zone is proposed to be introduced over the western part of the site to deliver a master planned residential development with a range of residential development.

The new policy will reflect the Planning Strategy targets and objectives for a diversity of housing that generally translates into smaller dwellings of diverse types and styles. These will provide an alternative to the existing housing stock in the adjacent Old Reynella, Woodcroft and Reynella East suburbs.

The Residential Zone applied to this part of the site would require significant amendments such that policy for the area reflects an appropriate transition area for lower density interfaces to the existing residential area

Application of the Residential Zone with a policy area will allow for lower densities with greater setbacks to the existing dwellings on the south and west boundaries of the site, with the highest densities being to take advantage of high amenity areas of the site and access to services and facilities in surrounding areas, and the lowest densities located at the boundary adjoining existing residential development to provide a complementary residential interface and be consistent with the established low scale built form.

Application of the Residential Zone with a policy area allows for residential plus other land uses with less inherent interface issues than the current Urban Employment Zone or a zone that allows for a higher degree of non-residential uses.

It is therefore recommended to apply the Residential Zone with a policy area to the western portion of the site in conjunction with Suburban Activity Node Zone and the Urban Employment Zone as discussed above across the north eastern and south eastern and portions of the site respectively.

### **Suburban Neighbourhood Zone**

A further option not contemplated by the Statement of Intent is the application of the Suburban Neighbourhood Zone. The Suburban Neighbourhood Zone provides for low and medium density residential development established around local and neighbourhood scale activity centres.

This zone provides greater emphasis on residential development outcomes for predominantly low and medium density residential around an activity node, as opposed to the Suburban Activity Node Zone that has a more pronounced commercial focus that also *allows for* residential.

The Suburban Neighbourhood Zone module in the SAPPL has the following Objectives:

- 1 A predominantly low and medium density residential area that comprises a range of dwelling types together with local and neighbourhood activity centres that are located within a walkable distance of most residents.*
- 2 Provision of medium density residential development adjacent to activity centres, public transport stops and public open space.*
- 3 Local and neighbourhood activity centres that provide a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.*
- 4 The orderly expansion or intensification of urban areas to support the effective and economic provision of public infrastructure and community services.*
- 5 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.*
- 6 Development that contributes to the desired character of the zone.*

This zone applies generally to activity centres adjacent public transit stops. Notably, the Old Reynella Bus Interchange is to the west of the site, while the proposed activity centre for this site would be in

association with the uses on the north-eastern portion of the site. Nonetheless, the site is in proximity to a high frequency bus service along Reynell Road (see Figure 6).

The primacy of residential development is reinforced by PDC 1 which states:

*PDC 1 The following forms of development, or any combination thereof, are envisaged in the zone:*

- *affordable housing*
- *aged persons accommodation*
- *community centre*
- *consulting room*
- *domestic outbuilding*
- *dwelling*
- *educational establishment*
- *indoor recreation centre*
- *office*
- *pre-school*
- *primary school*
- *residential flat building*
- *shop or group of shops, excluding a bulky goods outlet or a retail showroom*
- *supported accommodation.*

PDC 2 contemplates additional land uses, including bulky goods and petrol filling stations within designated neighbourhood activity centres.

Warehouse is included as an optional non-complying land use and would not necessarily need to be included in the conversion so as not to prevent suitable uses particularly for the north-west portion of the site. However, the zone is weighted toward 'midscale' development, less appropriate for the north-west portion of the site compared with the Urban Employment Zone.

As above, there are various options that can be employed to achieve the objectives for the site. The advantages and disadvantages of applying various policy areas and precincts are discussed below:

- Amend the western and the north eastern corner of the site to Suburban Neighbourhood Zone with the retention of the Urban Employment Zone to the south east. This option would require significant tailoring such that policy for the residential areas to the west of the site reflects appropriate transition areas, heights, densities and envisaged forms of housing across the site.
- Or apply the Suburban Neighbourhood Zone to the north eastern corner of the site with the retention of the Urban Employment Zone to the south east and the western portion of the site Residential Zone.

Both options envisage a lower order residential and commercial function than the Suburban Activity Node Zone.

Similarly to the application of the Suburban Activity Node Zone applied to just the north eastern corner of the site (with the Urban Employment Zone to the south east and Residential Zone to the west), to apply this Zone would require:

- a new policy area within the zone
- amended mapping and amended list of envisaged uses and non-complying development
- amending to describe a transitional residential area and corresponding setbacks
- a new zone insertion to the Development Plan

In summary, the Suburban Neighbourhood Zone can provide a viable alternative zoning option, however, it is considered that the Suburban Activity Node Zone is a more appropriate 'fit' as it more accurately anticipates and encourages the envisaged land uses and expected levels of intensity across the site.

### **3.2.9.1 Conclusion**

The investigations support a rezoning of the site to facilitate mixed use development that provides for the adaptive reuse of the existing large floor plate and heritage buildings on the site and appropriately interfaces with the neighbouring residential development.

There are predominantly a number of options that could achieve this:

- Suburban Activity Node Zone (with policy area) to be amended and applied across the site
- Residential Zone (with policy area) applied to the western portion of the site and the amended Suburban Activity Node Zone (with policy area) applied to the eastern portion;
- Residential Zone (with policy area) applied to the western portion of the site and the amended Urban Employment Zone (with policy area) applied to the eastern portion; or
- Residential Zone (with policy area) applied to the western portion of the site and the amended Urban Employment Zone (with policy area) applied to the south eastern portion of the subject land with the Suburban Activity Node Zone (with policy area) applied to the north eastern portion of the subject land.

The proposed approach considering the investigations is to rezone the western portion of the site Residential (with a new Old Reynella Policy Area 69), retain the south-eastern portion as Urban Employment Zone (with some modifications to Old Reynella Policy Area 14) and rezone the north-eastern portion of the site Suburban Activity Node Zone (with a new Old Reynella Policy Area 70) as indicated in Figure 21 below:

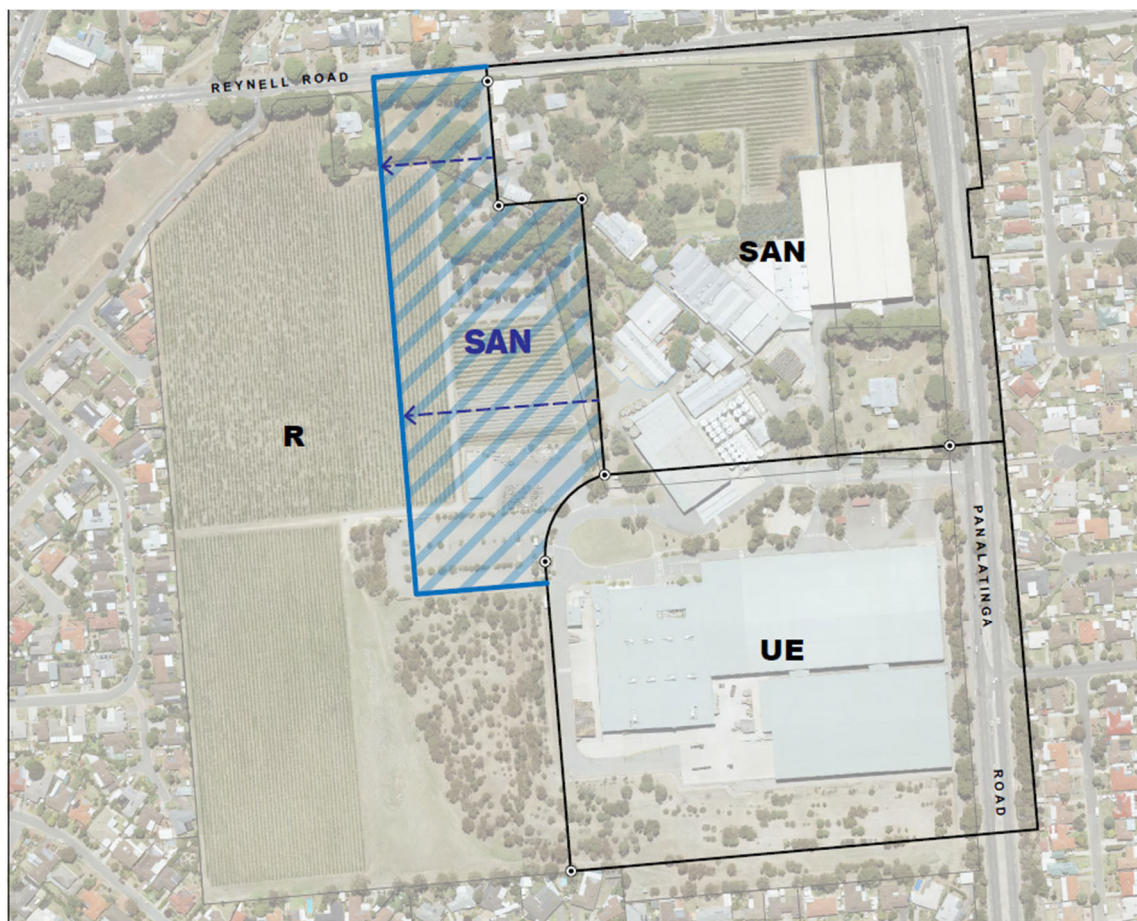


Figure 21 Proposed zoning and policy area approach

**Old Reynella Former Winery Site - Development Plan Amendment**  
**Onkaparinga Council**  
**Analysis**

The Statement of Intent sought an assessment of the need or otherwise for a concept plan(s) to guide future development.

The affected area is currently shown on Concept Plan Map Onka/30 Old Reynella of the Development Plan (refer to Figure 1). The existing Concept Plan Map Onka/30 Old Reynella does not describe the land use for the western portion of the site and would, as a minimum, require an amendment to reflect residential use of this portion of the site.

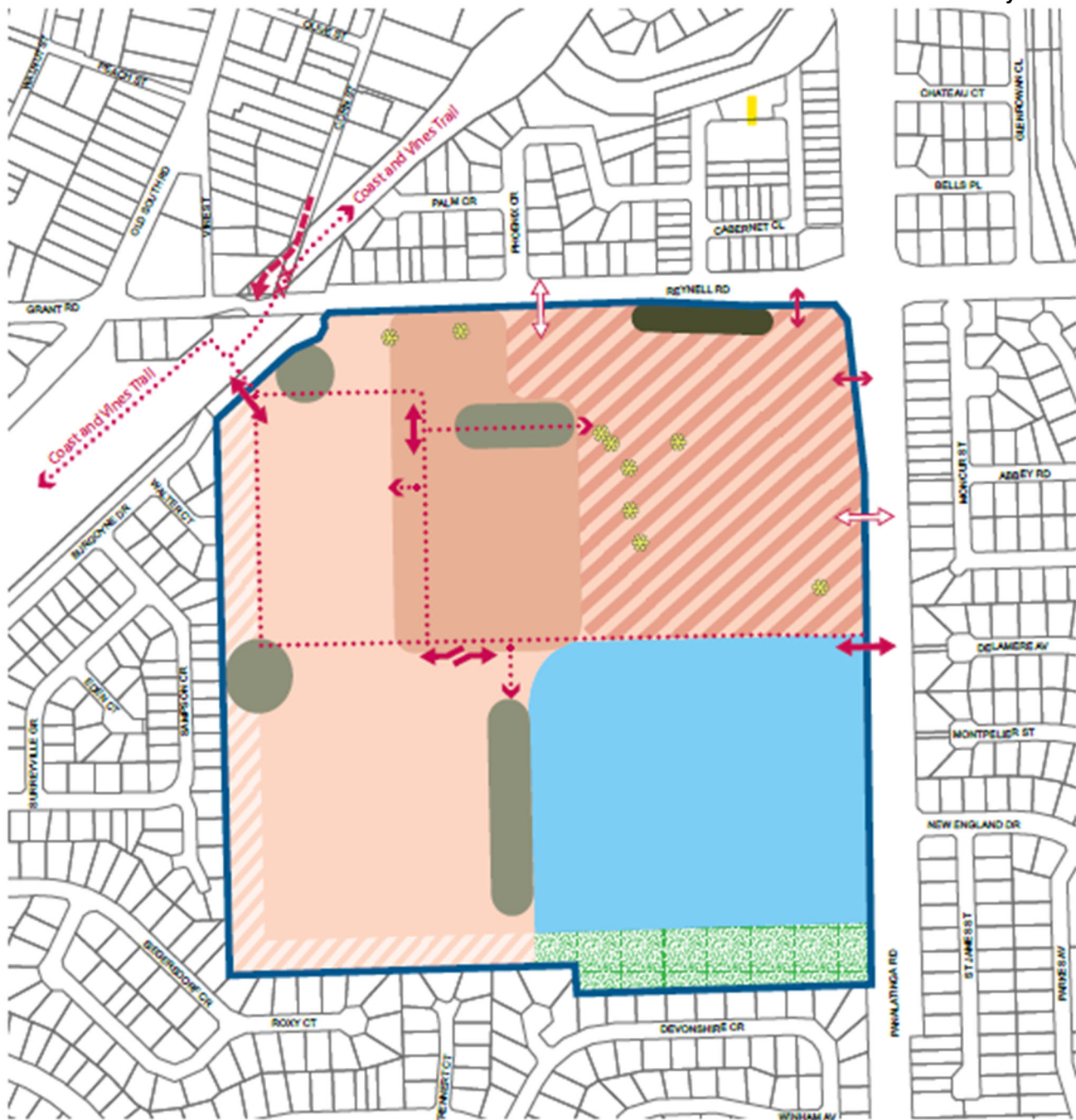
Council has sought clarification from DPTI over whether concept plans, which currently form part of the suite of tools in Development Plans under the Development Act, will have a role within the new Planning and Development Code (the Code). To date council has not received a definitive response on this matter.

Council considers that concept plans are one key method to provide certainty for the community in the way an area will develop and change, and also provide a visual representation of the planning rules for that specific location that is easy to understand and convey in a simple way.

If a concept plan will not be included in the DPA, the draft policy has been drafted to be sufficiently clear to be able to deliver the desired development outcomes without it. However it is considered that concept plans provide a single, simple document that provide a number of answers to interrelated questions and should be retained. It is therefore proposed to replace Concept Plan Map Onka/30 Old Reynella with the proposed Concept Plan Map Onka/30 Old Reynella (refer to Figure 22 below) as included in the DPA.



Old Reynella Former Winery Site - Development Plan Amendment  
Onkaparinga Council  
Analysis



## Concept Plan Map Onka/30

### OLD REYNELLA

ONKAPARINGA COUNCIL

### **Implications for this DPA**

The land use assessment supports a fine grained approach to rezoning of the affected area to a combination Residential Zone with a new policy area, Suburban Activity Node Zone with a new policy area and amendment to the existing Urban Employment Zone and Old Reynella Policy Area 14, to support a mix of land uses and the reuse of existing buildings on the site.

The proposed finer grain approach to rezoning of the affected area is considered to warrant the inclusion of a concept plan. It is therefore proposed to replace Concept Plan Map Onka/30 Old Reynella with the proposed Concept Plan Map Onka/30 Old Reynella that reflects the proposed policy amendments.

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## 4. Recommended Policy Changes

The DPA proposes the following policy changes to the Onkaparinga Development Plan based on the investigations for this DPA:

### Zone

- Rezone the western portion of the affected area, currently zoned Urban Employment, to Residential.
- Rezone the north-eastern portion of the affected area, currently zoned Urban Employment, to Suburban Activity Node Zone.

### Policy Area

- Insert new Old Reynella Policy Area 69 in the Residential Zone including new Objectives, Desired Character, and Principles of Development Control to support residential development of the land with a range of housing integrated with public open space and surrounding areas.
- Insert new Old Reynella Policy Area 70 in the Suburban Activity Node Zone including new Objectives, Desired Character, and Principles of Development Control to support the adaptive reuse and preservation of historic buildings and to provide a mix of local employment and living/residential opportunities.
- Amend Old Reynella Policy Area 14 in the Urban Employment Zone in response to zoning amendments.

### Tables

- Insert new Designated Area for Suburban Activity Node Zone - Old Reynella.

### Mapping

- Amend Map Reference Tables, replace existing relevant Overlay Maps, Zone Maps, Policy Area Maps and replace Concept Plan Map Onka/30 Old Reynella.

A comprehensive summary, including a summary of the conclusions drawn from the investigations, is contained in the **Section 3**.

## 5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The affected area is currently outside of the Determined Area for the Purposes of Schedule 4 – Complying development, Clause 2B – New Dwellings of the Residential Code.

It is proposed to extend the designation over a portion of the subject land to be zoned Residential.

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## 6. Statement of statutory compliance

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

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

### 6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in this document. This DPA is consistent with the direction of the Planning Strategy.

### 6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 28 July 2018. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in Section 3 of this document.

### 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 Onkaparinga Council Development Plan.

The proposed policies are based on South Australian Planning Policy Library modules and in particular the selected zones the Residential Zone, the Suburban Activity Node Zone and the Urban Employment Zone have been proposed with carefully considered amendments to ensure the application of each is appropriately retained in instances of application beyond the scope of this DPA within the Onkaparinga Council Development Plan.

The land surrounding the site is zoned residential and the issue of interfaces between land uses has therefore been carefully considered. This rezoning will provide for residential land uses that will neatly and logically interface with existing residential areas whilst the Suburban Activity Node Zone and the Urban Employment Zone will reflect the employment focus of the eastern portion of the site providing for local jobs along the major road frontages. Furthermore, the Suburban Activity Node Zone will also provide an appropriate interface between the residential and non-residential land uses on the subject land.

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

The suburb of Old Reynella is at the boundary with the local government area of Marion. However, the affected area of the DPA is wholly within the boundaries of the City of Onkaparinga and has no adjoining boundary with Marion Council.

The City of Marion comprises largely suburban residential development in the area adjoining the City of Onkaparinga. Accordingly, the policies proposed in this DPA will not affect and will complement the policies of Development Plans for adjoining areas by providing a vibrant community with opportunities for employment in this part of the southern area of Adelaide.

## **6.5 Accords with relevant infrastructure planning**

This DPA complements current infrastructure planning for the council area, as discussed in Section 2.3 of this document.

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

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

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## References/Bibliography

- City of Onkaparinga, Community Plan 2035, Doc Set 4320929
- City of Onkaparinga, Land Use Strategy 2014-2019
- City of Onkaparinga, September 2017, Onkaparinga 2035
- City of Onkaparinga, 27 February 2015, Section 30 Development Plan Review Report
- Jones Lang LaSalle for the City of Onkaparinga, September 2011, Bulky Goods Outlet Study
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- Profile.id Onkaparinga Community Profile and Trends (2016 census data version)
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- GTA Consultants, 16 July 2019, Old Reynella Former Winery Site Transport and Access Study
- Greenhill Engineers, March 2019, Former Winery Site, Old Reynella Preliminary Stormwater Management Plan and Infrastructure Report
- Bell P, March 2019, Old Reynella Former Winery Site Heritage Report
- Holmes Dyer Pty Ltd, February 2017, Old Reynella Former Winery Site Social Infrastructure Assessment
- Agon Environmental, December 2015, Environmental Assessment Accolade Wines, Old Reynella

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- Agon Environmental, December 2015, Environmental Assessment Accolade Wines, Old Reynella

## **Schedule 4a Certificate**

### **CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER**

#### **DEVELOPMENT REGULATIONS 2008**

#### **SCHEDULE 4A**

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

#### **CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION**

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

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

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

Renee Mitchell, Manager Development Services, City of Onkaparinga

Sarah Gilmour, Senior Consultant, Holmes Dyer Pty Ltd

DATED this 20th day of August 2019



Chief Executive Officer