



Strategic Planning and  
Development Policy  
Committee

## NOTICE OF MEETING

Notice is hereby given that a meeting of the Strategic Planning and Development Policy Committee will be held in the

**Council Chamber, Glenelg Town Hall  
Moseley Square, Glenelg**

**Tuesday 13 August 2019**

Roberto Bria  
CHIEF EXECUTIVE OFFICER



## Strategic Planning and Development Policy Committee Agenda

### 1. OPENING

The Presiding Member, Mayor Wilson will declare the meeting open at           pm.

### 2. APOLOGIES

2.1 Apologies received

2.2 Absent

### 3. DECLARATION OF INTEREST

*If a Council Member has an interest (within the terms of the Local Government Act 1999) in a matter before the Committee they are asked to disclose the interest to the Committee and provide full and accurate details of the relevant interest. Members are reminded to declare their interest before each item.*

### 4. CONFIRMATION OF MINUTES

#### Motion

**That the minutes of the Strategic Planning and Development Policy Committee held on 24 October 2017 be taken as read and confirmed.**

Moved Councillor \_\_\_\_\_, Seconded Councillor \_\_\_\_\_ **Carried**

### 5. PUBLIC PRESENTATIONS

5.1 Deputations - Nil

### 6. QUESTIONS BY MEMBERS

6.1 Without Notice

6.2 With Notice - Nil

### 7. MOTIONS ON NOTICE - Nil

### 8. ADJOURNED ITEMS - Nil

### 9. REPORTS BY OFFICERS

9.1 Seacliff Park Residential and Centre Development Plan Amendment (Report No: 308/19)

**10. URGENT BUSINESS – Subject to the Leave of the Meeting**

**11. CLOSURE**

**ROBERTO BRIA  
CHIEF EXECUTIVE OFFICER**

Item No: **9.1**

Subject: **SEACLIFF PARK RESIDENTIAL AND CENTRE DEVELOPMENT PLAN AMENDMENT**

Date: 13 August 2019

Written By: Strategic Planner Policy

General Manager: Strategy and Business Services, Ms P Jackson

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## **SUMMARY**

A draft Seacliff Park Residential and Centre Development Plan Amendment (DPA) has been jointly prepared by the City of Marion and the City of Holdfast Bay.

The DPA was released for Agency Consultation (concluded on the 17 October 2014). The draft DPA was adjusted accordingly and endorsed by Council in May 2015 ready for public consultation. The Minister for Planning approved the DPA for public consultation purposes on 28 July 2015.

Public consultation was placed 'on hold' pending finalisation of an agreement between Boral and the Seacliff Group regarding relocation of the quarry haulage road from adjacent the southern boundary of the Seacliff site. The new location of the haulage road has been resolved and construction of the road will commence shortly.

As additional land has been included in the rezoning site and the intervening period of time since 2015 may have resulted in changes to circumstances previously investigated as part of the DPA, the Minister's approval was again sought and additional and updated investigations have been undertaken.

An updated version of the 2015 draft Seacliff Park Residential and Centre DPA is enclosed for Committee and Council approval to proceed to formal consultation, this time concurrent Public and Agency Consultation. The City of Marion will also consider the draft DPA at its Council Meeting on the 13 August 2019.

The DPA is now considered appropriate for public and agency consultation.

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## RECOMMENDATION

### That Committee recommends:

- that the Council endorses the enclosed Seacliff Park Residential and Centre Development Plan Amendment as detailed in Report No: 308/19 including minor administrative amendments for the purpose of formal public consultation;
  - that Council agrees to proceed to public and agency consultation in accordance with Section 25 of the Development Act 1993; and
  - that Council appoints four (4) Councillors (\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_) to be part of a joint committee with the City of Marion to hear persons wishing to provide a verbal submission at a public hearing following the conclusion of the public and agency consultation.
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## COMMUNITY PLAN

Placemaking: Creating lively and safe places

Placemaking: Developing walkable connected neighbourhoods

Placemaking: Housing a diverse population

Economy: Supporting and growing local business

Environment: Building an environmentally resilient city

## COUNCIL POLICY

Our Place 2030: supports the strategic objective of housing a diverse population.

## STATUTORY PROVISIONS

The two Councils seek to amend their Development Plans in accordance with Part 3, Section 24 and 25 of the Development Act 1993 (the Act). These sections of the Act specify the process of amendment, which includes (among other things) reaching agreement with the Minister for Planning regarding the nature of the investigations and the Development Plan Amendment (DPA) process to be undertaken by the Council. The DPA was subject to a two-step consultation process and on the 4 September 2014 the DPA was released for Agency Consultation (concluded on the 17 October). Thirteen submissions were received from agencies and Boral and the DPA was amended accordingly.

Council endorsed the draft DPA to be sent to the Minister for Planning who, with 2 minor amendments, agreed to proceed to public consultation in 2015.

The draft DPA process was placed on hold prior to the public consultation stage while the quarry haul road relocation was negotiated.

The Minister for Planning has recently agreed to the addition of land, previously the Boral haul road, to be included in the Affected Area for the rezoning. The investigations undertaken (and updated this year) for the DPA are also in accordance with the Statement of Intent agreed to by the Minister for Planning on 31 July 2012 and amended by letter of 7 June 2019 (Attachment 1).

*Refer Attachment 1*

The City of Marion is concurrently considering a draft City of Marion Seacliff Park Residential and Centre DPA for the remainder of the site for endorsement proceed to combined Public and Agency Consultation under Process B. Marion Council continues to lead this joint DPA process in association with and on behalf of the City of Holdfast Bay.

Following concurrent Public and Agency consultation a public meeting is required to be held, and then the finalisation of the DPA for Ministerial consideration and approval.

## **BACKGROUND**

This DPA has had a long history which is provided in Attachment 2.

*Refer Attachment 2*

During the period since Council endorsed a draft DPA for public consultation in May 2015, negotiations to relocate the haul road have been underway.

A new planning system is currently being introduced into South Australia. The new Planning, Development and Infrastructure Act 2016 (PDI Act) is being introduced in stages. The Planning and Design Code is the cornerstone of the new planning system, it consolidates the planning rules contained in South Australia's 72 Development Plans into one rulebook. In this regard the Marion and Holdfast Bay (City) Development Plans will be superseded by the new Planning and Design Code in the middle of 2020. Existing zones in the current Development Plans will be transitioned to the equivalent zone in the Planning and Design Code.

We are currently in the transition between the two pieces of legislation. This DPA, being undertaken by the Councils, is being prepared and consulted on under the Development Act 1993 to amend the Councils current Development Plans.

In regard to the policy changes proposed in this DPA, all changes involve the introduction of a new zone and associated policy from within the current SA Planning Policy Library, with some local additions. If the DPA is approved by the Minister for Planning, the new zone and associated policy will be added to both Councils Development Plans. When superseded by the Planning and Design Code, the intent of the policy changes will be transitioned across into the Code. Potentially local additions will be transitioned into a subzone.

It should be noted that Phase 2 and 3 of the Planning and Design Code is also currently is on consultation/will commence consultation shortly under the PDI Act. At this stage the changes proposed in this DPA are not incorporated into the draft Code. As indicated above, if the DPA is approved, these will be transitioned into the Code.

The transition period for completion of any outstanding DPAs will expire with the introduction of the new Planning and Design Code on 1 July 2020. The Minister of Planning indicated (7 June

2019 Attachment 1) that the public consultation on the DPA be concluded by 31 December 2019 and the DPA be finalised no later than 31 March 2020 if it is to be completed under the Development Act 1993.

All parties have invested significant resources to achieve the future potential of the site. The updated draft DPA is now proposed for Council to endorse the document for public and agency consultation (coordinated by the City of Marion) to proceed to public consultation.

## **REPORT**

This DPA proposes to introduce policies to facilitate the appropriate development of land located within the suburbs of Seacliff, Seacliff Park and Marino.

While the final form and yield of the development area will be determined over a potential 6 to 10 years build time, it is likely to encompass the following elements:

- In the order of 150 residential allotments
- In the order of 430 to 480 multi-storey apartment dwellings
- Shops up to 6,000 square metres in area
- Other non-residential development up to 2,000 square metres in area
- Community open space including water sensitive and stormwater management provisions.

The Suburban Neighbourhood Zone policies from the SA Planning Policy Library (with minor amendments) were considered to best reflect the proposed development scenario for the bulk of the subject land. Given the potential constraints applying to the development of the land (i.e. the location and form of development may change based on the final Site Contamination Audit findings), the proposed Suburban Neighbourhood zoning also provides greater flexibility for land use types over other more 'rigid' zones in this instance. There has been only minor change to the DPA since 2015 and this is summarised in Attachment 3.

*Refer Attachment 3*

The proposed objectives and policies for the Suburban Neighbourhood Zone are shown in full in 'The Amendment' section of the DPA (Attachment 4) to this report.

*Refer Attachment 4*

To demonstrate that the land is suitable for more intensive development than able to be provided for under the current residential and mineral extraction zoning, detailed investigations have been undertaken for a number of issues including access and traffic movements, stormwater management, site contamination, noise and air quality, impact on the Linwood Quarry operations and the type and form of development appropriate to the land and the surrounding locality.

Recent amendments made to the 2015 version of the draft DPA bring it up to date, incorporating results of reviews of earlier investigations and some changes made to both Marion and Holdfast Bay Development Plan policy since 2015.

The various investigations undertaken for the DPA provide advice that the site can be made suitable for the intended land uses, subject to certain requirements being undertaken.

Overall, the rezoning of the land will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

The DPA document is considered to be suitable to proceed to the next stage of the process, ie statutory public and agency consultation.

The consultation period is anticipated to start on the 22 August 2019 and conclude on 17 October 2019. A public meeting, before a joint Council's Committee (City of Marion and City of Holdfast Bay) is to be held on 24 October 2019.

The DPA sets policy direction for the infrastructure required for the development to occur (at a broad level). Separate to the DPA, an infrastructure agreement/s is required prior to the DPA being approved by the Minister for Planning. The agreement/s will cover infrastructure such as roads, stormwater, and possibly open space or social and community infrastructure.

Given there could be multiple and different parties for these different infrastructure areas, there may be more than one agreement and they could differ in their format, for example, a Deed and a Memorandum of Understanding.

The City of Holdfast Bay has appointed Wallmans lawyers to represent us in the infrastructure negotiations, the Seacliff Park developers are represented by Botten Levinson and the City of Marion by Norman Waterhouse. The Seacliff Park Steering Group have agreed that City of Marion (Norman Waterhouse) will take the lead in the drafting of the legal documentation to ensure it is in a format compatible to local government requirements.

Further infrastructure investigations are underway to inform the negotiations and it is envisaged that the findings will be presented to Council at a workshop later in the year.

## **BUDGET**

The costs of participating with the City of Marion to complete this DPA are part of normal operating costs. The costs of additional infrastructure for any future development on the site are the subject of negotiation between the City of Holdfast Bay, City of Marion and the developers.

## **LIFE CYCLE COSTS**

Not applicable.

# Attachment 1



PLANF2011/001974/P02

RECEIVED CITY OF MARION INFORMATION MANAGEMENT	
19 JUN 2019	Original Fwd: <input type="checkbox"/>
File No: _____	
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Government  
of South Australia

The Hon Stephan Knoll MP  
Member for Schubert

SCANNED

Mr Adrian Skull  
Chief Executive Officer  
City of Marion  
PO Box 21  
OAKLANDS PARK SA 5046

**Attention:** Mr David Melhuish

Dear Mr <sup>Adrian</sup> Skull

### Seacliff Park Residential and Centre Development Plan Amendment

I refer to Council's letter dated 8 April 2019, requesting an extension of time and an amendment to the agreed scope of the Seacliff Park Residential and Centre Development Plan Amendment (DPA), to now include a portion of the Mineral Extraction Zone directly adjacent to the agreed affected area.

I note that the DPA has experienced significant delays as a result of negotiations in relation to the relocation of the haulage road, and that a number of timeframe extensions have been granted. The DPA is currently due to lapse on 31 December 2019.

I understand that the additional land now sought as part of the amendment to the scope of the DPA is owned by Boral, and is currently under a mining licence associated with the Linwood Quarry. I also understand that, through negotiations between the DPA proponent and Boral in relation to the relocation of a haulage road associated with the quarry, Boral has agreed to relinquish part of its mining licence to enable redevelopment of the site.

I consider that the proposed amendment of scope will enable a logical and contiguous expansion of developable land for residential and mixed use development, and therefore agree to the proposal. However, I request that Council provide confirmation of the extinguishment of the mining licence (or as a minimum that the process has commenced) at the time that the DPA is lodged for approval.

It should also be noted that, with the implementation of the new Planning and Design Code (the Code), it is imperative that DPAs are completed in a timely manner to ensure the unimpeded transition of Council's Development Plan to the Code by July 2020.

Minister for Transport, Infrastructure and Local Government  
Minister for Planning

Roma Mitchell House Adelaide SA 5000 | GPO Box 1533 Adelaide SA 5001 DX 171  
Tel 08 7109 8430 | Email ministerknoll@sa.gov.au



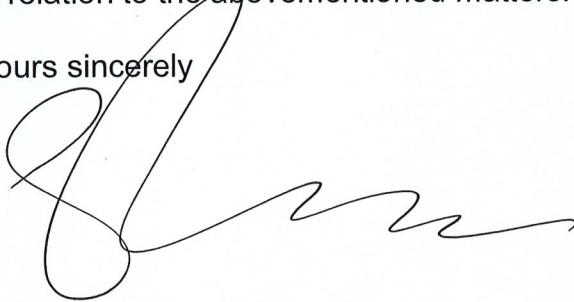
In light of this, and cognisant of the previous process undertaken, Council is not required to undertake additional separate agency consultation regarding the amendments. Council should ensure the DPA has completed public consultation by no later than 31 January 2020, and be finalised by no later than 31 March 2020.

Should the DPA not be finalised by this date, it will automatically lapse and zoning amendments will need to be completed as part of a future Code Amendment process.

A copy of the signed Gazette notice (required by Section 25(21a)) of the *Development Act 1993* detailing the above is attached for your information, and will be published at the earliest available opportunity.

Please do not hesitate to contact Nadia Gencarelli, Team Leader – Council Development Plan Amendments, on 7109 7036 or email [nadia.gencarelli@sa.gov.au](mailto:nadia.gencarelli@sa.gov.au) should you require further clarification or assistance in relation to the abovementioned matters.

Yours sincerely



**HON STEPHAN KNOLL MP**  
**MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**  
**MINISTER FOR PLANNING**

7 / 6 / 2019

cc City of Holdfast Bay

Enc Gazette Notice

**DEVELOPMENT ACT 1993**

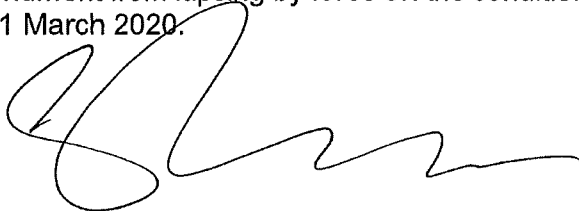
**NOTICE UNDER SECTION 25 (21a)**

**CITY OF MARION AND CITY OF HOLDFAST BAY  
SEACLIFF PARK MIXED DENSITY RESIDENTIAL AND NEIGHBOURHOOD  
ACTIVITY CENTRE DEVELOPMENT PLAN AMENDMENT**

*Preamble*

1. the Development Plan Amendment entitled '**SEACLIFF PARK MIXED DENSITY RESIDENTIAL AND NEIGHBOURHOOD ACTIVITY CENTRE DEVELOPMENT PLAN AMENDMENT**' (the Amendment) was commenced on 31 July 2012, when agreement between the Minister responsible for the administration of the *Development Act 1993* and the Cities of Marion and Holdfast Bay was reached on the Statement of Intent for the proposed Amendment.
2. pursuant to section 25(21a) of the *Development Act 1993*, the DPA will lapse if not exempted by the Minister for Planning.
3. the Minister for Planning has decided to exempt this Amendment from lapsing by force as follows:

PURSUANT to section 25(21a) of the *Development Act 1993*, I exempt the Amendment from lapsing by force on the condition that the Amendment be completed by 31 March 2020.



**HON STEPHAN KNOLL MP  
MINISTER FOR PLANNING**

7/6/2019



# Attachment 2



## ATTACHMENT 2

### Background

In 2007 private land owners (land owner) presented the City of Holdfast Bay and the City of Marion with a development concept proposing mixed residential densities, neighbourhood retail facilities and open space on land bounded by Ocean Boulevard (east), Scholefield Road (north), Clubhouse Road (east), Newland Avenue (west) and Quarry Haulage Road (south). Commonly referred to as 'Cement Hill' and 'Lorenzin's Land', the land straddles the City of Holdfast Bay and the City of Marion.

The majority of the site was within the City of Marion (approximately 7.0 ha) with portions located in the Residential Zone, Policy Area 10 – Cement Hill Policy Area and the Mineral Extraction Zone. Approximately 1.34 hectares of the affected area resides in the City of Holdfast Bay and is currently within the Residential Zone which also includes Les MacDonald Scott Reserve (2845m<sup>2</sup>). Both Councils agreed that the proposal had merit, and that a joint Development Plan Amendment (DPA) should be undertaken to change the zoning.

In 2008 the following Memorandum of Understanding's (MOU) were created between:

- (a) The City of Holdfast Bay and the City of Marion, identifying both Councils roles and responsibilities associated with the preparation of the DPA including Marion's role as Project Manager (Dated 26 August 2008), and
- (b) The owners of the land and the two Councils identifying an agreed process associated with the preparation of the DPA, including financial responsibility and the appointment of an independent consultation to prepare the DPA (Dated 9 September 2008).

While the DPA is fully funded by the (private) land owners, the preparation of the DPA and its process is controlled and managed by the City of Marion in association with the City of Holdfast Bay.

On the 31 July 2012, the Minister for Planning agreed to a Statement of Intent (SOI) as a reasonable basis for the preparation of a DPA for Cement Hill.

Following a community engagement process in 2012, which sought the local community's aspirations for the site, investigations were undertaken.

Given the unusual circumstance of the affected area straddling two Council's boundaries, the Seaclyff Park Residential and Centre DPA was prepared giving due consideration to the entire suite of issues and opportunities that encompasses the affected area in its entirety. A number of investigations pertaining to stormwater management, air and noise pollution mitigation, retail needs analysis (several), service assessment, traffic and transport management assessment, social impact assessment and site contamination were completed which in turn informed the preparation of the DPA. While the issues and investigations have been collectively considered, separate amendments to the respective Development Plans, one each for the City of Holdfast Bay and the City of Marion, were prepared.

A private planning consultant, Urban and Regional Planning Solutions prepared the DPA on behalf of the Cities of Holdfast Bay and Marion, and it was independently reviewed in 2014 to ensure its consistency with the agreed Statement of Intent.

The draft DPA was presented to the Councils for consideration and endorsement on 12 August 2014 and was subsequently placed on government Agency consultation. Following consideration of the Agency responses received the DPA was amended and made ready for public consultation.

A draft Seacliff Park Residential and Centre Development Plan Amendment (DPA) was approved by the City of Marion and the City of Holdfast Bay in September 2015 for public consultation. Consultation was delayed while the relocation of the quarry haul road on the southern boundary of the development site was sought.

Since then the southern boundary of the DPA area has been extended to include the old quarry haul road as part of the negotiation to relocate the quarry access via another route to the main road.

The area affected within the City of Holdfast Bay remains unchanged and is located at 29 and 17-27 Scholefield Road, Seacliff (Les Scott Reserve: Allotment 23, Section 244 FP 148861, Volume 5743, Folio 866 and Allotment 11, Section 197, DP 17780, Volume 5774 on Folio 145).

At its meeting held on 12 May 2015 (C120515/090), Council considered and endorsed the draft Seacliff Park Residential and Centre DPA being prepared jointly with the City of Marion following formal consultation with State Government Agencies. It was forwarded to the Minister for Planning for approval to go to consultation.

On 28 July 2015 the Minister for Planning advised that the envisaged land uses in the DPA should align more with the intent of the Suburban Neighbourhood Zone as outlined in the South Australian Planning Policy Library (SAPPL) and minor changes were requested to its provisions prior to the release of the DPA for formal public consultation, to promote better neighbourhood walkability and a preference for a greater mix of development dispersed throughout residential areas. A consolidated PDC was created to allow for increased flexibility throughout the entire Zone, with non-residential development outside of the activity centre being considered on its merit. A PDC in the zone continues to encourage non-residential development to be located within the designated neighbourhood activity centre.

A second amendment expanded the neighbourhood activity centre area on the Concept Plan Map to allow for greater design flexibility, whilst maintaining non-residential land uses within the neighbourhood activity centre at approximately 8000m<sup>2</sup> (6000m<sup>2</sup> retail and 2000m<sup>2</sup> for other non-residential land uses). The proposed amendments did not change the overall intent of the Zone.

Council endorsed of the above changes for public consultation and the public consultation was to be scheduled once assurance had been provided for the relocation of the haulage road. This has proven to be a lengthy process and Boral and the developer have now reached an agreement. A

new haul road is to be constructed south of the development area thereby removing quarry traffic from the vicinity of the Affected Area.

The draft DPA has now been updated ready for statutory consultation and then for finalisation, endorsement and forwarding to the Minister for Planning for approval.

# Attachment 3



**Summary of proposed changes since 2015 – for discussion at workshop prior to Council meeting.****1. Recommended Policy Changes for the Holdfast Bay Development Plan are the same as 2015.**

- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Insert the policies for a Suburban Neighbourhood Zone in the Development Plan.
- Making “local additions” to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Make consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Make consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Include new maps showing the subject land as a “Designated Area for Noise and Air Emissions” and “Affordable Housing” in both Development Plans.
- Include a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.
- Make minor amendments to the policies in the 2015 DPA where subsequent approved DPAs have changed underlying Development Plan policies.

**2. The Analysis and Investigations part of the proposed DPA for both Marion and Holdfast Bay Development Plans includes the following changes since 2015:**

- Reference to removal of dilapidated buildings from the site to improve its poor visual appearance.
- Noting the time for preparing DPA has been extended by the Minister of Planning and approval has been given for inclusion of additional land in the Affected Area for the DPA thus amending the Statement of Intent (SOI) 7 June 2019.
- An additional 3.9 ha of affected land in the City of Marion is included in the area affected by the rezoning. Part of the additional land has been a buffer area to the quarry activity – part of the Mineral Extraction lease (and zone) are being relinquished and will form a logical extension to the development area. A new quarry haul road

location will exit the quarry site at the intersection of Majors Road and Ocean Boulevard at O'Halloran Hill, to the south of the proposed development site.

## **The DPA Document Analysis**

### **2 The Strategic Context and Policy Directions**

Updates have been made to account for changes to the Planning Strategy and other key strategic policy documents, and the need to take account of infrastructure - updated policies from revised 30 Year Plan for Greater Adelaide, City of Marion Strategic Plan 2017-2027, City of Holdfast Bay Our Place 2030 Strategic Plan.

The only current Ministerial and Council DPAs under consideration is a City of Marion Housing Diversity DPA.

### **3 Investigations**

#### **3.2.1 Services Utilities** - No significant constraints identified.

#### **3.2.2 Stormwater management**

The Tonkin 2013 stormwater management plan (SMP) has been reviewed given the additional land acquired in the southwestern section of the site and changes to the proposed development with the introduction of the Suburban Neighbourhood Zone required by the Minister for Planning in 2015.

The SMP is based on a proposed development incorporating medium density apartment buildings, detached dwellings on small allotments, a shopping centre and associated car parking, a medical centre and associated car parking and open land, hillside and road reserves.

Flood protection internally, and north of the site (downstream) are further discussed, the principles identified and some options for management are identified- these include individual or a series of detention basins upstream and on the site and a range of pipework upgrade options. The final choice of measures will be determined with further detail, costings and negotiation.

WSUD onsite infiltration is not possible due to site contamination.

Water re-use can be undertaken through requiring domestic rainwater tanks.

#### **3.2.3 Site remediation**

A Preliminary Site Assessment has also been done for the additional 3.9 ha at the southwestern edge of the site and concluded that the site can be made suitable for the proposed residential development.

### **3.2.4 Traffic Assessment**

Traffic consultants reviewed the traffic assessment June 2019 based on the 2016 Suburban Neighbourhood Zone concept plan and assuming commencement from 2021 for ten years with full development traffic realised by 2036.

It concludes that there is good access to public transport, pedestrian and cycling routes should be incorporated to build strong connection with the adjoining movement networks, upgrade will be needed at Scholefield Road/Ocean Boulevard and Ocean Boulevard /Seacombe Road intersections irrespective of the development to accommodate the 2021 and 2036 traffic, and the impact of the development will be minimal on those upgraded intersections.

Alternative quarry access at Majors Road intersection will improve road safety and be a positive benefit to the proposed development.

The classification, function and road widths of the road network around the subject land will be able to accommodate the proposed traffic volumes.

Detailed design will determine the specific locations of access and egress to the site.

### **3.2.5 Retail Assessment**

The nature of activity centres in newer zones (ie Suburban Activity Node Zone, Suburban Neighbourhood Zone and Mixed Use Zone) is discussed and the changes in retailing in the area since the retail analyses undertaken in 2013 are provided for context. The proposed activity centre is 'neighbourhood scale' and unchanged since the DPA approved in May 2015 for public consultation.

### **3.2.6 Environmental Noise and Vibration Assessment**

Quarry truck movements - The relocation of the haulage route is discussed – noise and vibration from quarry trucks will no longer be an issue that needs to be considered in policy - similarly for air quality.

### **3.2.7 Air Quality Assessment**

The agreed relocation of the haulage route will negate the need for the specific amelioration measures suggested in 2015.

### **3.2.8 Linwood Quarry**

The relocation of the quarry access/haulage route will minimise complaints from new residents on the subject land.

### **3.2.9 Flora and Fauna Assessment**

As with the 2013 assessment, the 2019 assessment over the additional land proposed to be included within the area affected indicated no significant flora or fauna species have been identified on the subject land.



### **3.2.10 Regulated and Significant Trees**

Regulated trees were considered and two additional Regulated and one Significant tree were identified on the additional land – policy covers these trees. Some trees were removed from the site during site clean-up, consistent with the assessment undertaken in 2013.

### **3.2.11 Cultural Heritage – no change**

### **3.2.12 Social Impact Assessment**

Review of the 2019 proposed residential development form indicates it is likely to encompass in the order of 150 residential allotments and some 430 – 480 apartments at a medium density of 35 – 70 dwelling units per hectare and in a medium rise form of 3 – 6 storeys height. These forms of residential product are aimed more at singles, couples and an older demographic, rather than having a family orientation.

This demographic is in line with that previously considered by *Creating Communities* in its assessment and, as such, its assessment is still considered relevant.

No change to the conclusion of the social impact assessment.

### **3.2.13 Affordable Housing – no change**

### **3.2.14 Mineral Extraction Zone**

Boral have indicated to government its intent to develop the quarry in an easterly direction towards Ocean Boulevard/Lonsdale Road at Seacliff Park and Hallett Cove. With the addition of the land from the Mineral Extraction Zone in the south west of the proposed development site, the Minister for Planning has advised that the Councils need to provide confirmation of the extinguishment of the mining licence (or as a minimum that the process has commenced) at the time the DPA is lodged for approval.

### **3.2.15 Open Space Provision**

Statutory open space requirements depend on how the land is divided. The final form of the development is not yet determined and the development will occur over a number of years. A number of changes in adjacent open space facilities have occurred since 2015 in both councils.

Open space will provide a high level of amenity and be predominantly for local residents, as well as some reserves providing a joint stormwater function.

In-principle agreement has been reached between the proponent and the Councils on key areas of open space and their support for stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.

# Attachment 4



# Development Plan Amendment

By the Council

## City of Marion City of Holdfast Bay

### Seacliff Park Residential and Centre DPA

Explanatory Statement and Analysis



# Table of Contents

<b>Have Your Say .....</b>	<b>1</b>
<b>Explanatory Statement .....</b>	<b>2</b>
<b>Introduction .....</b>	<b>2</b>
<b>Need for the amendment .....</b>	<b>2</b>
<b>Statement of Intent .....</b>	<b>3</b>
<b>Affected area .....</b>	<b>3</b>
<b>Summary of proposed policy changes.....</b>	<b>4</b>
<b>Legal requirements .....</b>	<b>5</b>
<b>Consultation.....</b>	<b>5</b>
<b>The final stage .....</b>	<b>6</b>
<b>Analysis.....</b>	<b>7</b>
<b>1. Background.....</b>	<b>7</b>
<b>2. The strategic context and policy directions .....</b>	<b>8</b>
2.1 Consistency with the Planning Strategy .....	8
2.2 Consistency with other key strategic policy documents .....	8
2.2.1 City of Marion Strategic Plan 2017-2027 .....	8
2.2.2 City of Holdfast Bay Our Place 2030 Strategic Plan.....	9
2.2.3 Housing and Employment Land Supply Program Report 2010, Greater Adelaide .....	10
2.2.4 Councils' Strategic Directions Report .....	10
2.2.5 Infrastructure Planning.....	11
2.2.6 Current Ministerial and Council DPAs .....	11
2.2.7 Existing Ministerial Policy .....	11
<b>3. Investigations .....</b>	<b>12</b>
3.1 Investigations undertaken prior to the SOI .....	12
3.2 Investigations undertaken to inform this DPA .....	12
3.2.1 Service Utilities .....	12
3.2.2 Stormwater Management .....	15
3.2.3 Site Remediation Management .....	21
3.2.4 Traffic Assessment .....	27
3.2.5 Retail Assessment .....	34
3.2.6 Environmental Noise and Vibration Assessment.....	35
3.2.7 Air Quality Assessment.....	37
3.2.8 Linwood Quarry .....	38
3.2.9 Flora and Fauna Assessment.....	39
3.2.10 Regulated/Significant Tree Survey .....	45

3.2.11 Cultural Heritage .....	47
3.2.12 Social Impact Assessment.....	47
3.2.13 Affordable Housing .....	49
3.2.14 Mineral Extraction Zone .....	50
3.2.15 Open Space Provision .....	51
3.2.16 Summary of Investigations.....	53
<b>4. Recommended policy changes .....</b>	<b>55</b>
4.1 Recommended Policy Changes .....	55
4.2 State Planning Policy Library update.....	56
<b>5. Consistency with the Residential Code.....</b>	<b>57</b>
<b>6. Statement of statutory compliance .....</b>	<b>58</b>
6.1 Accords with the Planning Strategy .....	58
6.2 Accords with the Statement of Intent .....	58
6.3 Accords with other parts of the Development Plan.....	58
6.4 Complements the policies in the Development Plans for adjoining areas.....	58
6.5 Accords with relevant infrastructure planning .....	58
6.6 Satisfies the requirements prescribed by the Regulations.....	58
<b>References/Bibliography .....</b>	<b>59</b>
<b>Schedule 4a Certificate.....</b>	<b>61</b>
<b>Appendices .....</b>	<b>63</b>
<b>The Amendment.....</b>	<b>71</b>

## Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at XXX from XXX until XXX.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to XXX.

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on XXX at XXX.

## 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.

While this DPA is developer funded, by Seacliff Oceanview Estate Pty Ltd, it has been prepared with the assistance of independent consultants under the direction of the City of Marion and the City of Holdfast Bay.

### Need for the amendment

This DPA proposes to introduce policies to facilitate the appropriate development of land located within the suburbs of Seacliff, Seacliff Park and Marino. The site is referred to informally as "Cement Hill" or the "Monier/Lorenzin land". The site is located prominently at the intersection of Ocean Boulevard and Scholefield Road, with the latter road being one of the main entrances into the predominantly residential areas of Seacliff Park, Kingston Park and Marino, and to a lesser extent Hallett Cove.

Although partly zoned for residential purposes, the site has historically been used for quarrying, concrete manufacturing, domestic land fill, concrete roofing tile manufacturing and as a depot for a construction company. Dilapidated industrial buildings, areas of stockpiled "fill" and vandalism on the site have contributed to the poor visual appearance of the land, with its derelict nature creating a major cause of concern for local residents and the Councils over a number of years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated from previous land uses.

In this scenario, the proposed redevelopment of the land will have a number of positive benefits. The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighbouring low-density residential uses. The



slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality. In addition, its' proposed redevelopment for residential and neighbourhood activity centre uses will require remediation of contaminated land to a state that is suitable for the future intended land use.

Overall, the rezoning of the land will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

## Statement of Intent

The Statement of Intent (SOI) relating to this DPA was originally agreed to by the former Minister for Planning on 31 July 2012.

Extensions to the time frame for preparing the DPA were subsequently given by the Minister.

However, given the extent of the intervening period and the proposal to include additional land within the Affected Area, the Statement of Intent has recently been reconsidered by the current Planning Minister. His agreement to the amended SOI was given on 7 June 2019.

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

## Affected area

The Affected Area for this DPA is shown on the following map.

The land is within the suburbs of Seacliff, Seacliff Park and Marino. It is generally bounded by Scholefield Road to the north, Ocean Boulevard and Clubhouse Road to the east, existing housing development to the west and the City of Marion Golf Course and the Boral Linwood Quarry to the south.

At the time of agreement to the original Statement of Intent for this DPA, the area affected covered some 8.1 hectares. However, as a result of further discussions with Boral Resources (the adjoining landowner to the south), an additional 3.9 hectares of land is now able to be included within the area affected.

The availability of this additional land has arisen as a result of:

- Agreement being reached between Seacliff Oceanview Estate Pty Ltd (the proponent) and Boral Resources on the relocation of the quarry haul road. Currently located adjacent to the southern boundary of the proponents' land and exiting onto Clubhouse Road, the haul road is to be located further to the south and east, with access to the quarry to be provided from the intersection of Ocean Boulevard/Majors Road at O'Halloran Hill. This new access point has now been approved by the Department of Planning, Transport and Infrastructure, with works expected to commence in 2019. This relocation of the access point/road to the quarry will remove significant truck movements from adjacent to the proposed development and enable the roads reuse for southern access into the area affected.
- Boral reviewing its land holdings/leases required for ongoing quarry activities. With the proposed expansion of quarry activities to the east, towards Ocean Boulevard, land to the north (adjacent to the original proposed development area) is no longer required for buffer purposes. This land forms a logical extension to the development area, with that portion within the current Mineral Extraction Zone able to be made suitable for urban purposes. The remainder of this land is within the Hills Face Zone where the current policies will remain unchanged.

The current Minister for Planning has agreed to this revised Affected Area.

The majority of the now Affected Area (approximately 10.6 hectares) is within the Marion Council area, with the remainder (approximately 1.4 hectares) in the Holdfast Bay Council area.



## Summary of proposed policy changes

In summary, the DPA proposes the following changes:

- In the Marion Council Development Plan rezoning the subject land from Residential Zone (Cement Hill Policy Area 10) and Mineral Extraction Zone to Suburban Neighbourhood Zone.
- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Making “local additions” to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Inclusion of new maps showing the subject land as a “Designated Area for Noise and Air Emissions” and “Affordable Housing” in both Development Plans.

- Inclusion of a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.

## 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 the Councils' Development Plans
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

## Consultation

As required by the former Minister, the previous version of this DPA was released for agency consultation with the then:

- Department of Planning, Transport and Infrastructure (Statutory Planning / Public Transport / Transport Services / TransAdelaide / Office of Major Projects and Infrastructure / Office for Recreation and Sport)
- Department for Communities and Social Inclusion
- Department for Education and Child Development
- Department for Health and Ageing
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department of Environment, Water and Natural Resources
- Department of Further Education, Employment, Science and Technology
- Department of Justice (State Emergency Service / SA Metropolitan Fire Service)
- Department of Primary Industries and Regions
- Environment Protection Authority
- Renewal SA
- Department of the Premier and Cabinet (Aboriginal Affairs and Reconciliation)
- Department of Treasury and Finance
- SA Power Networks
- SA Water

- Adelaide and Mount Lofty Ranges NRM Board.

Preliminary consultation also occurred with Boral Resources, owner of adjacent land and operator of the Linwood Quarry.

While the former Minister subsequently approved the DPA's release for wider public consultation, this action was put on hold while negotiations occurred on the potential relocation of the Quarry haul road. Now that the relocation of the haul road has been agreed, this revised DPA is now released for agency and public consultation.

Agencies and other organisations to be consulted include:

- Department for Education
- Department for Energy and Mining
- Department for Environment and Water
- Department of Human Services
- Department of Planning, Transport and Infrastructure
- Department of the Premier and Cabinet
- Environment Protection Authority
- Adelaide and Mount Lofty Ranges NRM Board
- South Australian Metropolitan Fire Service
- South Australian State Emergency Service
- SA Power Networks
- SA Water
- APA Group
- Boral Resources
- MP for Black.

## **The final stage**

When the councils have 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

The Area Affected is located within the suburbs of Seacliff, Seacliff Park and Marino. The site is located prominently at the intersection of Ocean Boulevard and Scholefield Road, with the latter road being one of the main entrances into the predominantly residential areas of Seacliff Park, Kingston Park and Marino, and to a lesser extent Hallett Cove.

Although partly zoned for residential purposes, the site has historically been used for quarrying, concrete manufacturing, domestic land fill, concrete roofing tile manufacturing and as a depot for a construction company. Dilapidated industrial buildings, areas of stockpiled “fill” and vandalism on the site have contributed to the poor visual appearance of the land. Its derelict nature has been a major cause of concern for residents in these suburbs for many years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated.

However, the land also has a number of positives, including:

- being of reasonable size in an otherwise built up urban area, providing for development opportunities
- having a relatively discrete nature meaning that any potential impacts from its development are to some extent naturally mitigated for surrounding areas
- having reasonable access to adjacent public transport services and recreation facilities
- having reasonable access to the arterial road network
- the eastern portion having a sloping nature which provides for development opportunities with coastal views.

The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighbouring low-density residential uses. The slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality.

To demonstrate that the land is suitable for more intensive development than able to be provided for under the current residential and mineral extraction zoning, detailed investigations have been undertaken for a number of issues including access and traffic movements, stormwater management, site contamination, noise and air quality, impact on the Linwood Quarry operations and the type and form of development appropriate to the land and the surrounding locality.

Overall, it is considered the proposed rezoning of the land for more intensive development is desirable and will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

The policies proposed in this DPA will support the development of the site for multi-level, medium density residential development, shopping and community facilities and open space, while ensuring potential adverse impacts are overcome or minimised.

## 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 directions for future development to the community, the private sector and local government.

*The 30-Year Plan for Greater Adelaide (2017 Update)* is the relevant volume of the Planning Strategy for this DPA.

The DPA supports key policies of the Planning Strategy by:

- providing for new housing in an established urban area in proximity to public transport
- providing for increased housing choice and increased densities
- increasing residential and mixed use development in a more liveable, healthy and walkable neighbourhood
- providing for an urban renewal project that is to be comprehensively designed
- promoting convenient pedestrian and cycle linkages to retail and community facilities, adjacent recreation areas, schools and public transport
- promoting quality public open space and links
- requiring implementation of water sensitive urban design measures
- ensuring that the operations of the Linwood Quarry are not prejudiced
- requiring that the land is remediated to a standard appropriate to the intended use
- providing for a mixed use activity centre
- requiring a safe, vibrant, high quality public realm.

A detailed assessment of the DPA against the Planning Strategy is contained in Appendix A.

### 2.2 Consistency with other key strategic policy documents

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

#### 2.2.1 City of Marion Strategic Plan 2017-2027

This Plan is one of a number of strategic documents that are designed to contribute to the achievement of the themes set out in the *30 Year Community Vision Towards 2040*.

The proposed rezoning of the subject land is considered to accord with a number of the themes expressed in the *Towards 2040* document and will help achieve a number of the goals in the Strategic Plan as illustrated in the discussion in the Table below:

Community Vision Towards 2040 Theme	10-Year Goal in Strategic Plan
By 2040 our city will be well planned, safe and welcoming, with high quality and environmentally sensitive housing, and where cultural diversity, arts, heritage and healthy lifestyles are celebrated.	By 2027 we will have attractive neighbourhoods with diverse urban development, vibrant community hubs, excellent sporting facilities, open space and playgrounds.
By 2040 our city will be deeply connected with nature to enhance peoples' lives, while minimising the impact on the climate, and protecting the natural environment	By 2027 we will improve stormwater management, increase energy efficiency, promote biodiversity and improve opportunities for people to play in open spaces and interact with nature.
By 2040 our city will be a diverse and clean economy that attracts investment and jobs, and creates exports in sustainable business precincts while providing access to education and skills development	By 2027 our city will see realisation of the full potential of the Tonsley Precinct and other key commercial – industrial – retail zones.
By 2040 our city will be linked by a quality road, footpath and public transport network that brings people together socially and harnesses technology to enable them to access services and facilities	By 2027 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community.

### 2.2.2 City of Holdfast Bay Our Place 2030 Strategic Plan

This Plan reflects a refreshed vision for Holdfast Bay, sets out medium-term priorities and charts specific goals and targets.

The proposed rezoning of the subject land is considered to accord with a number of the priorities and goals/targets expressed in the document as illustrated in the discussion in the Table below:

Priorities	Goals/Targets
A community connected to our natural environment	<p>Building an environmentally resilient city:</p> <ul style="list-style-type: none"> <li>- reduce heat island areas within the city</li> <li>- reduce flash flooding within the city</li> </ul> <p>Using resources efficiently:</p> <ul style="list-style-type: none"> <li>- reduce stormwater discharge</li> </ul>
An accessible, lively and safe coastal city that celebrates our past to build for our future	<p>Developing walkable, connected neighbourhoods</p> <ul style="list-style-type: none"> <li>- achieve a high level of community satisfaction with walkability and access to local shops, service, public transport and open space</li> <li>- increase the number of people traveling to local destinations via active travel options</li> </ul> <p>Housing a diverse population:</p> <ul style="list-style-type: none"> <li>- increase the proportion of non-detached dwelling types (the 'missing middle') in our city</li> </ul>

### **2.2.3 Housing and Employment Land Supply Program Report 2010, Greater Adelaide**

While now dated, this Report had a role to ensure that there was sufficient land capacity and opportunity to meet the annual housing and employment targets set out in the then 30-Year Plan, and that capacity was spread across regions to avoid market volatility.

The subject land is identified in the Report as “broadacre residential” land (Map 3.16 Southern Adelaide region map 1).

The rezoning of the land and its re-development with medium density housing will assist in achieving the following targets in the 30-Year Plan:

- Containing our urban footprint and protecting our resources
- More ways to get around
- Walkable neighbourhoods
- A green liveable city
- Greater housing choice.

### **2.2.4 Councils' Strategic Directions Report**

Section 30 of the *Development Act 1993* requires that a Council must periodically prepare a *Strategic Directions Report* (SDR) that addresses matters including:

- the strategic planning issues for the Council area in relation to the Planning Strategy
- amendments required to its Development Plan (through the DPA process)
- priorities set by Council to achieve its DPA program.

However, the current introduction of reforms to the planning system has now overtaken the need to undertake such a Review. In this scenario the most recent SDRs available are discussed below.

#### **City of Marion Strategic Directions Reports 2008 and 2013 and Strategic Plan 2010 - 2020**

2008 SDR Action 6: Seacliff Park Master Plan and Development Plan Amendment

Site remediation, medium density housing opportunities, improved amenity (in partnership with City of Holdfast Bay)

2008 SDR Action 20: Urban Stormwater Master Plan

Waterproofing opportunities, stormwater management, downstream flood risk management, audit of stormwater infrastructure (in partnership with City of Holdfast Bay)

2013 SDR: notes that the Seacliff Park Residential and Centre DPA investigations were currently being undertaken

SP CWSP2.1 Encourage the rehabilitation of Cement Hill

#### **City of Holdfast Bay Strategic Directions Reports – 2008 and 2014**

2008 SDR. This SDR, under the heading *Living and Community*, recommended as follows:

*2. Undertake a joint masterplanning and policy approach with the City of Marion to facilitate the appropriate development of the former extractive industry site at Cement Hill*

It allocated a high priority to this recommended action and indicated the action could be implemented in 2007 – 2009, subject to an appropriate developer funded agreement being reached.



2014 SDR. This later SDR listed the Seacliff Park Residential and Neighbourhood Centre DPA (this DPA), noting that the SOI was approved in July 2012, that investigations were underway and that agency consultation was anticipated to commence in March 2014.

This current version of the DPA is considered consistent with both the City of Marion and the City of Holdfast Bay Strategic Directions Reports and helps deliver on the recommendations/targets contained in the reports.

### 2.2.5 Infrastructure Planning

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

Later discussion in this DPA considers infrastructure matters including:

- Service infrastructure – section 3.2.1
- Stormwater management - section 3.2.2.
- Social impact assessment - section 3.2.12
- Open space provision – section 3.2.15.

### 2.2.6 Current Ministerial and Council DPAs

This DPA has considered the following Council and Ministerial DPAs:

DPAs	Response/Comment
City of Marion – Housing Diversity DPA	This DPA is currently with the Minister for Planning for approval. It proposes to include the Area Affected within a Residential Zone – Foothills and Seaside Policy Area. The Area Affected will need to be removed from this Zone/Policy Area as part of this DPA.
City of Holdfast Bay	N/A
Ministerial	There are no Ministerial DPAs on public consultation or pending decisions that are affected by this DPA.

### 2.2.7 Existing Ministerial Policy

This DPA does not propose any changes to existing Ministerial policy.

## **3. Investigations**

### **3.1 Investigations undertaken prior to the SOI**

A number of investigations were undertaken for the subject land prior to agreement on the original Statement of Intent (SOI) in 2012. These were in relation to retail matters (2007), noise assessment (2009), stormwater (2007), water and sewer (2007), traffic and parking (2008) and contamination (2009). While these provided useful background information, they were considered to be dated and it was decided to commission new investigations reports that would be based on the latest data and trends available.

In addition to these new investigations, additional investigations, above those agreed in the SOI process, were also undertaken to ensure the Councils had an appropriate level of information on which to base their decisions on the future zoning of the subject land. These additional investigations were in relation to Regulated/Significant trees, flora and fauna and potential social impacts. These latter investigations were primarily undertaken in 2012 – 2013.

Following discussions with Department of Planning, Transport and Infrastructure staff in March 2019, on the proposed revised scope of the SOI, some of these 2012 – 2013 investigations have now also been updated and expanded to cover the wider area of the Affected Area. In consultation with DPTI, it was decided that not all of the 2012 – 2013 investigations required updating.

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

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

#### **3.2.1 Service Utilities**

Tonkin Consulting initially provided high-level advice on service infrastructure, for the majority of the subject land, in May 2013. Tonkin updated this advice in July 2019, including for the additional land now part of the DPA area.

Again, the relevant service authorities (SA Water, SA Power Networks, Telstra, APA Group and NBN Co.) were contacted. As some service authorities are yet to respond, the following advice is of a preliminary nature. A Dial Before You Dig (DBYD) search was undertaken on 29 May 2019 to review the location of the existing assets.

Current services on and adjacent to the subject land are shown on the following Figure.



### 3.2.1.1 SA Water

SA Water has been contacted and is yet to provide advice regarding any limitations with existing infrastructure that may impact on the proposed development. No changes since the previous investigation were observed within the DBYD search or SA Water's AquaMap database.

#### Mains Water:

There are a number of water distribution mains in the surrounding roads that could potentially provide a water supply to the proposed development site, including:

- 100 mm main in Newland Avenue
- 100 mm main in Scholefield Road
- 250 mm main in Ocean Boulevard and Clubhouse Road
- 200 mm and 100 mm mains in Clubhouse Road
- 3 water meters within the subject site.

There is also a 600 mm transmission main in Scholefield Road. However, both the 600 mm transmission main and the 200 mm main in Clubhouse Road are listed as Not Available on SA Water's Aquamap Database.

In general, residential areas are considered by SA Water to place less demand on the water supply network than industrial areas. Given the change from the former industrial/commercial land uses on the site to the proposed residential/commercial uses, it is not anticipated there would be any significant water supply issues to the subject land.

As part of the previous investigations undertaken in 2013, SA Water advised that the existing water main in Ocean Boulevard should be extended to provide water supply to the proposed development. It is not envisaged that changes to the proposed development nor the passage of time will change this advice significantly.



Notwithstanding this, it should be noted that SA Water will undertake a network assessment for any significant development proposals on the subject land. This assessment will identify any specific supply requirements/limitations and if there is a consequent need for augmentation works. The funding of any required upgrades to services would then be subject to negotiations between SA Water and the developer.

#### Wastewater/Sewer Reticulation:

The development site generally falls in a north-westerly direction towards Scholefield Road. There is an existing 150 mm sewer main within Scholefield Road, with four existing 150 mm connections to the site. It appears that the natural fall of the land is adequate to allow the entire development to be serviced via a gravity main system, without the need for a pump station.

It is expected that the proposed development could be serviced by the construction of new 150 mm sewer mains within the development, connecting to the existing main in Scholefield Road. A rear-allotment drain may also be required along the western boundary, connecting to the existing sewer at the Lipson Avenue/Scholefield Road intersection.

As part of the previous investigations undertaken in 2013, SA Water advised that there were a number of downstream sewers that were close to, or above, design capacity and at the time SA Water was currently investigating augmentation options. They noted that the developer may be required to contribute to the augmentation works.

Further advice from SA Water is being sought in regard to the status of the augmentation works and the ability of the existing system to service the development. The funding of any required upgrades to services would then be subject to negotiations between SA Water and the developer.

#### **3.2.1.2 SA Power Networks**

SA Power Networks (SAPN) has been contacted but is yet to provide advice regarding any significant changes to the network since the previous investigations were undertaken. The only change of note within the DBYD search was the absence of a previously identified transformer station within the northern portion of the development site. It is assumed that this has since been decommissioned.

The subject site is serviced by an overhead power feeder entering the site from Scholefield Road from the north, as well as a feeder line running down the eastern boundary (Ocean Boulevard/Clubhouse Road) and a feeder within the southern boundary of the site.

Dependent on the final form of development on the land, and assumptions in demand requirements, it has been calculated that there will be a demand of approximately 5.1 MVA - 6.1 MVA across the whole development. As this is over 5% of the capacity of the Seacombe sub-station which services the area (50MVA capacity), this is considered a major connection.

SAPN's Distribution Annual Planning Report 2018/19 to 2022/23 identifies no system limitations under 'normal' conditions in the Southern Suburbs for the next two years. However, given the capacity of the sub-station and the size of the development, further advice regarding augmentation of the upstream network infrastructure is required from SAPN. Overall augmentation costs will then be able to be determined, depending on staging of the development and whether upgrades are required to the upstream or downstream network or any electrical reticulation on site.

#### **3.2.1.3 Telstra**

No changes to Telstra services were observed within the DBYD search. There are a number of communication lines entering the site from Scholefield Road and Clubhouse Road. It is not anticipated the development will cause any issues to Telstra infrastructure or require any major network upgrades. It should be noted that Telstra requires a three month lead time for development registrations before construction begins.

#### 3.2.1.4 National Broadband Network Co. (NBC Co)

Since the previous investigation, the rollout of NBN Co. optic fibre within the area has been undertaken. Applications can be made to rollout the NBN to new developments during their construction for efficiency reasons. It is advised this take place once a Development Application has been lodged.

#### 3.2.1.5 APA Group

No changes to APA services were observed within the DBYD search. There is a transmission line running along the eastern boundary (Ocean Boulevard/Clubhouse Road) with a valve located opposite the Ocean Boulevard/Hill St intersection, to allow for a future branch off take. It is anticipated that, due to the transmission line being high pressure and the valve already being installed at the site, the development will not cause any issues in the downstream network.

#### Conclusions

While no significant constraints to the provision of service infrastructure to the subject land have been identified at this time, the preliminary investigations do indicate the need for more detailed network assessments to be undertaken by SA Water and SA Power Networks. These assessments are typically undertaken when a significant development proposal is lodged for approval.

Funding solutions for any specific augmentation requirements/network upgrades, identified by infrastructure providers to service the subject land, will then be negotiated between the developers of the land and the infrastructure provider.

Current 'Infrastructure' policies in the General Section of the Marion Council Development Plan and the Holdfast Bay Council Development Plan require developers to provide services likely to be needed by the users of the land and are considered appropriate for this purpose.

#### 3.2.2 Stormwater Management

Tonkin Consulting initially prepared a stormwater management plan (SMP) for the majority of the subject land in 2013. However, since this time Seacliff Ocean Estate Pty Ltd has acquired additional land at the south-western section of the site and as a result there have been some changes to the proposed development. A revised SMP has therefore been required to inform the DPA.

The design assumptions underlying this SMP and the proposed stormwater management measures are generally consistent with those that have been proposed in the previous SMP but consider changes to the development and conversations that have been had with representatives from the Cities of Marion and Holdfast Bay.

The SMP is based on a proposed development incorporating medium density apartment buildings, detached dwellings on small allotments, a shopping centre and associated car parking, a medical centre and associated car parking and open land, hillside and road reserves.

The site generally falls in a north-westerly direction towards the Les Scott Reserve which is located at the junction of Scholefield Road and Newland Avenue. There is a natural valley through the site, which receives runoff from an upstream catchment of approximately 60 hectares in size. The upstream catchment comprises residential development, local road reserves, Ocean Boulevard and the majority of the Marino Golf Park. In the absence of topographic information, it is assumed that the Linwood Quarry, which is located to the south of the golf course, does not contribute flows to the development site. This is consistent with assumptions made during previous studies within the area.

There is an existing retention basin on the southern side of the quarry access road directly upstream of the site which receives runoff from the upstream catchment. The basin has been observed to overtop during relatively frequent storm events and overflows from this basin are directed through the proposed development site.

In this context it is necessary that development on the site be protected from inundation due to the upstream flows, while also addressing runoff from the site and any potential downstream impact.

### **3.2.2.1 Stormwater Management Plan**

The following sections summarise the recommended stormwater management measures for the development.

### **3.2.2.2 Flood Protection**

To protect the development from floodwaters in all events up to and including a 100-year ARI event the development must provide an internal drainage system to manage local flows and a safe drainage route to convey flows from the upstream catchment through the site. The following management measures should be incorporated into the development so as to reduce the risk of flooding.

#### **Internal Drainage Networks**

In accordance with Council guidelines, the new development should provide a minor drainage system with sufficient capacity to convey the 5-year ARI flows generated by the site. The minor drainage system consists of an underground drainage network, comprised of pipes and surface inlet pits.

Flows in excess of the minor drainage system should be conveyed by the major drainage system. The road network within the site or other public land could be used to contain these flows. The major drainage system should have sufficient capacity to contain the 100-year ARI flows generated by the site. This will help to prevent local flows from encroaching on properties within the development.

The internal drainage system (both minor and major systems) should direct flow towards a detention basin prior to discharging to the Councils' drainage networks in a controlled manner.

When finalising the design of the drainage system for the site, consideration will need to be given to maintaining safe velocities within all overland flow routes.

#### **Drainage Path for Upstream Flows**

There is a small existing basin upstream of the site that currently retains flows from the upstream catchment. One scenario involves increasing the size of this basin to limit 5-year ARI flows to a level that can be managed by the downstream stormwater network. Other scenarios retain the existing storage, but do not require any additional storage.

For all options there will be spill from the basin in larger events and a flow path for these flows will need to be provided to protect the development from flooding.

The form of the flow path will be dependent on the layout of the development but could be in the form of an open channel, piped (estimated size 1050 mm diameter) or a combination of the above. During more detailed investigations, options of utilising the open space along the western boundary of the development as a flow path should be investigated.

#### **Finished Floor Levels**

As outlined in the Development Plans of the Councils, the floor levels of buildings and residential dwellings should be set above flood levels (with sufficient freeboard) so as to protect them from inundation. While all flows should be contained within the road reserve or public land in a 100-year ARI event, buildings should be set above ground levels to provide additional protection.

### **3.2.2.3 Measures to Increase the Downstream Level of Services**

The SMP has also looked at addressing the existing downstream drainage issues at the intersection of Scholefield Road and Newland Avenue and along Kauri Parade, through incorporating detention storage within the site and upstream catchment, upgrading the existing pipe network, and a combination of the two. The proposed mitigation measures are summarised in the following sections.

### **Runoff Generated Within the Development**

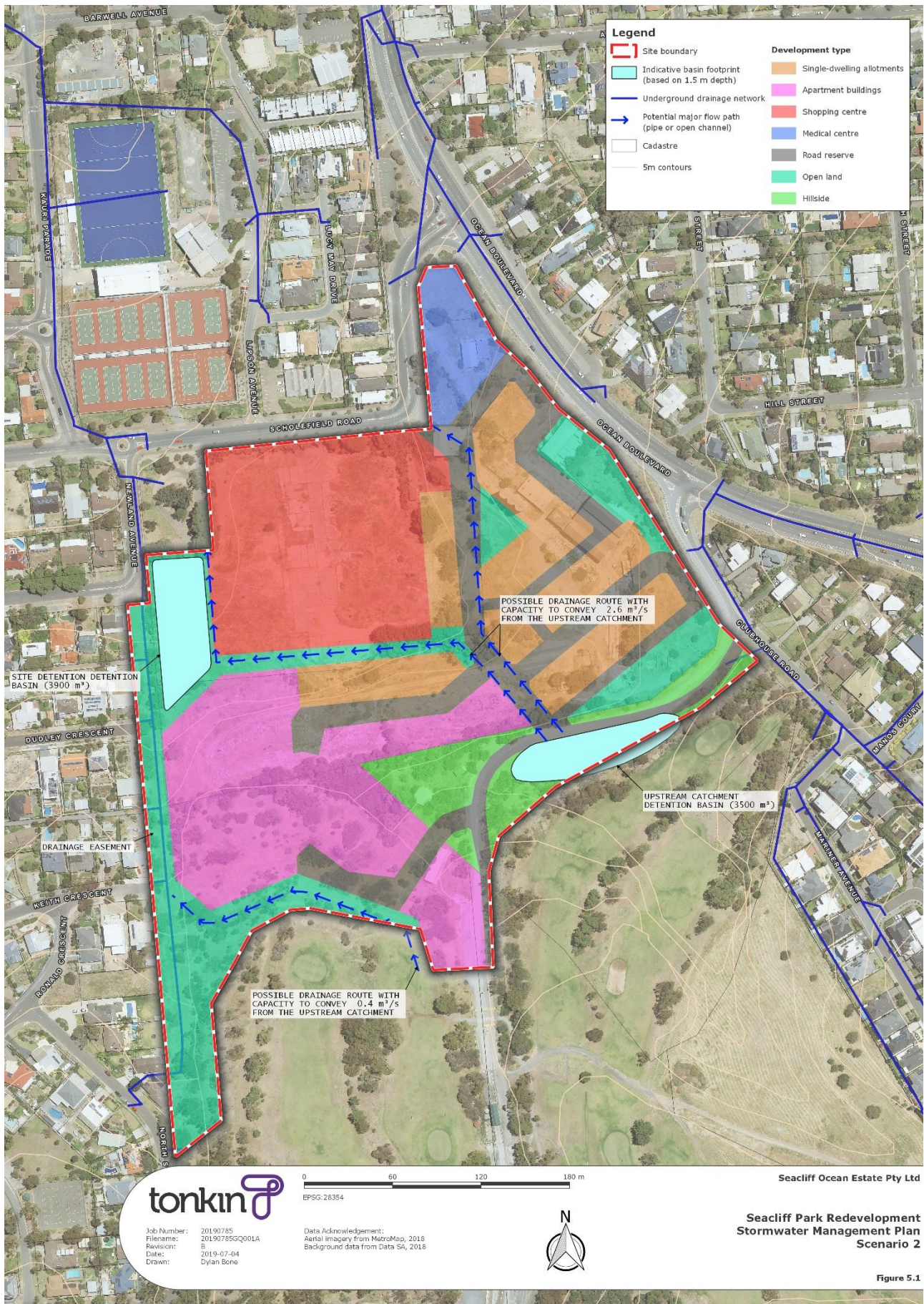
At a minimum, the proposed development must incorporate a total detention storage volume in the order of 1600 m<sup>3</sup>. This will limit post-development 100-year ARI flows to pre-development 5-year ARI flows.

The on-site detention storage is shown as a single detention basin on the following Figure. It was determined that a basin of this size could be located within open land at the north-western (downstream) corner of the site. As design of the development progresses, the required detention storage volume could also be divided among a number of locations and may be in the form of basins and/or underground tanks.

If the Kauri Parade stormwater system is not upgraded, the required volume of detention for the site increases to 3,900 m<sup>3</sup>. This additional storage will limit 5-year ARI flows to a rate that does not overwhelm the downstream network and therefore reduces the frequency of nuisance flooding downstream of the site.

Any detention basins constructed on-site will need to be lined so as to prevent large volumes of stormwater infiltrating the surface. Ideally the detention basin will be constructed by bunding at the downstream end; however, excavation may be required to meet the total volume. This is likely to be extremely costly due to site contamination issues.







## Upstream Catchment

A total detention storage volume in the order of 3500 m<sup>3</sup> is required to limit discharges from the upstream catchment for events up to and including a 5-year ARI event. This will limit flows to a rate that does not overwhelm the downstream network and therefore reduces the frequency of nuisance flooding downstream of the site.

It is recommended the detention for flows from the upstream catchment be located on the southern side of the Linwood Quarry access road (shown on the above Figure) as this is where the majority of the catchment (54 hectares) discharges to.

The remaining portion of the upstream catchment (6 hectares) drains to the south-western corner of the development site. The upstream catchment at this location is largely comprised of pervious area from the Marino Golf Park and is not likely to generate significant flows in a 5-year ARI event. Detention storage downstream of this area is therefore not required.

The above Figure shows the detention basin to manage flows from the upstream basin as a single basin immediately upstream of the development. The detention does not need to be at a single location and options involving the diversion of flows into the golf course, with detention on the golf course, may be considered.

In lieu of providing detention storage to increase the level of service provided by the Kauri Parade stormwater network, upgrades to the piped system were considered. Note that the 1600 m<sup>3</sup> of on-site detention storage would still be required to manage flows generated by the development.

The modelling indicates that in order to provide a 5-year ARI level of service, the pipe in Kauri Parade would need to be a 750 mm diameter pipe. While this system would help to mitigate nuisance flooding within the area, a large portion of the 100-year ARI flows will exceed the capacity of the underground network and move as overland flow along the road.

In order to minimise overland flow to a level that does not cause damage to important infrastructure, or pose a safety risk to the community, in all events up to and including a 100-year ARI event, the main drain along Kauri Parade would need to be upgraded to a 1050 mm pipe. It would also be possible to provide a dual-pipe system with equivalent capacity.

In addition to the above pipe upgrades, additional inlet pits in the vicinity of the Scholefield Road and Newland Avenue intersection and along Kauri Parade may be required in order to collect more flow and minimise bypass.

Prior to committing to a network upgrade, the impacts on the system downstream of Kauri Parade would need to be studied. This is beyond the scope of this study.

### 3.2.2.4 Water Sensitive Urban Design

Implementing the principles of Water Sensitive Urban Design (WSUD) across the proposed development will provide a variety of benefits, including mitigating peak flows during minor events, improving the quality of stormwater runoff and maximising the capture and re-use of stormwater for re-use.

The implementation of WSUD across the site will need to take into account the potential contamination of the site which precludes WSUD measures that promote infiltration. The recommended targets for WSUD and a high-level summary of some of the WSUD measures that are applicable to the proposed development are provided in the following sections.

The Coastal Catchments SMP included an aspirational target for new developments to incorporate an infiltration system that is capable of retaining the first 15 mm of rainfall. The intent of this strategy was to reduce both peak flows and the volume of stormwater discharges to the Gulf. Due to the site contamination within the subject land, it is not possible to incorporate infiltration systems. Other methods for capture, treatment and reuse of water have therefore been recommended.

## Water Quality Improvement Programs

The development should, as far as practicably possible, incorporate measures designed to achieve the following for flows generated within the development:

- 80% reduction in average annual total suspended solids

- 60% reduction in average annual total phosphorus
- 45% reduction in average annual nitrogen
- 90% reduction in average annual little/gross pollutants.

### **Water Re-use**

Measures should be implemented to promote water re-use within the development. The City of Marion has a non-potable water distribution network which delivers water from the Oaklands Aquifer Storage and Recovery (ASR) Scheme. It is understood that currently the extents of the scheme are approximately 3 km (straight line distance) from the development. It is not considered that it would be cost effective to extend the distribution network to service the proposed development alone. Marion Council has indicated it may have some reserves that could be irrigated should the reticulation system be extended to the extent of the proposed development. It is recommended that the financial viability of this option be explored further in conjunction with Council.

Water re-use associated with rainwater collection is recommended for the development. It is recommended that the development incorporate rainwater tanks plumbed into each dwelling for selected indoor and outdoor uses (e.g. toilet flushing or irrigating landscaped areas). It should be noted that it is currently a mandatory requirement of the Building Code of Australia that new Class 1 buildings have an alternative mains water supply. This requirement is often met by the installation of a 1 kL retention tank plumbed to the house. Previous investigations have shown that approximately 40% of re-use demand can be met with a 2 kL tank (based on normal household operations).

The size of the rainwater tank that offers the best cost-benefit ratio will be dependent on roof area and dwelling type. Further investigations should be undertaken as the design of the development progresses. In assessing the yield impacts of allowing sufficient space for rainwater tanks, it is recommended that a minimum tank size of 3 kL be assumed.

### **Other WSUD Measures**

- The incorporation of grassed swales and open space areas within the stormwater network (e.g. overland flow routes) will some provide treatment of runoff prior to discharge from the site.
- Water within the road or pipe can be diverted into a biofiltration system, where it temporarily ponds at the surface before infiltrating through the filter media. Treated water is then collected in a perforated drain at the base of the filter media. The biofiltration systems within the development would need to be lined due to site contamination issues.
- While it is not considered practical to create wetlands at the site due to the limited open space and steep topography, it is recommended that detention basins be landscaped to maximise treatment of the water prior to discharge to the downstream network. Sedimentation zones may also be incorporated into the basins.

Both Development Plans already contain a number of policies that support WSUD requirements in development proposals, so it is not proposed to repeat them as part of this DPA. Specific requirements for WSUD treatments can be negotiated at the Development Application stage. However, policies will be provided to limit outflows as discussed above and in relation to desirable water quality standards.

## Conclusions

The SMP has considered flows from the upstream catchment and management of flows generated by the site so as to protect the development from flood inundation and improve existing drainage issues downstream of the site.

The key stormwater management recommendations include:

- the proposed development must include provision of on-site detention storage so as to limit the 100-year ARI post-development discharge to the 5-year ARI pre-development discharge.
- existing drainage issues along Kauri Parade could be improved by:
  - providing additional detention storage on-site and within the upstream catchment; or
  - upgrading the underground drainage network along Kauri Parade.
- the minor underground drainage network within the development must cater for the 5-year ARI flows generated by the site, discharging to the on-site detention system.
- the major drainage system within the site must cater for the 100-year ARI flows generated by the site, discharging to the on-site detention system.
- the proposed development must provide a drainage route through or around the site to safely convey 100-year ARI flows from the upstream catchment without inundating properties within the development.
- all finished floor levels must be set to a level (with sufficient freeboard) that protects it from inundation in a 100-year ARI event.
- WSUD measures should be incorporated into the development so as to reduce peak flows and the volume of runoff and improve the quality of water discharging off-site.

As both Councils' Development Plans already contain a number of policies that ensure consideration of WSUD requirements in development proposals, it is not proposed to repeat them as part of this DPA. However, additional policies are proposed within the Suburban Neighbourhood Zone to guide the management of stormwater, limit discharge rates and set desirable water quality standards.

It should be noted that the key infrastructure requirements identified in the SMP are not always the sole responsibility of the proponent. Responsibilities and costs will be negotiated between the Councils and the proponent as part of an Infrastructure Agreement dealing with stormwater management matters, including where works are required to increase the level of service provided by the downstream network.

### 3.2.3 Site Remediation Management

A preliminary Remediation Management Plan (RMP) for remediation of a major portion of the subject land was prepared by Golder Associates in 2013. A Preliminary Site Assessment was subsequently undertaken for a further 3.9 ha site, adjacent to the southern boundary of the initial site, by Pavement Asset Services in 2019. The following discussion summarises the findings of the two assessments.

#### 3.2.3.1 Golder Associates 2013

The purpose of this RMP was to provide sufficient information to allow an accredited Site Auditor to prepare interim audit advice as to whether the land could be made suitable for the intended land uses.

The RMP considered remediation options for two portions of the site; one area affected by filling with putrescible waste (the Sove Portion) and the other comprising the remainder of the site (the Lorenzin Depot). These areas are shown on the aerial image below and discussed in more detail following.



### Sove Portion

Quarrying in the Sove Portion of the site is understood to have started around 1900, with the quarry commencing being filled with 'household' (putrescible) waste in the 1930s. While it is not known when waste disposal ceased, a Monier tile plant was constructed on the land by 1970 and demolished in 1999. Les Scott Reserve, which adjoins the north west of the site, appears to form part of the landfill under this Portion.

Today, the Sove Portion of the site is generally flat, with the eastern part covered with concrete pads (now removed) and the western part covered with grass. While a large stockpile of soil is located in the south eastern section of this Portion there are no buildings present.

### Lorenzin Depot

It is understood this site was developed for a cement works and associated infrastructure at the same time as quarrying commenced on the adjacent Sove Portion. Filling of the site also commenced in the 1930s, but with 'hard' construction and demolition waste, unlike in the Sove Portion. More recently the site was used as an office base and vehicle and materials depot for Lorenzin Constructions until approximately 2010.

The Lorenzin Depot site is topographically higher than the Sove Portion and is undulating. Buildings (now removed) include an office block (burnt down in 2011), warehouse and disused concrete batching silos located within the eastern part of the site. An unsealed, gravel-surfaced area west of the office block was used as a car park, while large stockpiles of soil and other material are located in the south western part of the site. Sealed and unsealed roads are located across the site.

### Local Conditions

Prior to development, the western (Sove Portion) part of the site appears to have formed part of a local gully or creek line which had its headwaters to the south of the site and which continued to the north. A secondary creek line passed under the eastern (Lorenzin Depot) part of the site and converged with the larger creek line (which passed under the Sove Portion) to the north of the site. These creek lines were in-filled during the course of industrial occupation of the site. The current site topography is likely to be significantly different to that prior to development, due to the quarrying and subsequent terracing and filling which has occurred. However, the Sove Portion still forms a depression, with the ground to the south, east and west being higher and channelling local surface water flow through this part of the site.

Because of the site's history of quarrying activities and subsequent development, several parts of the site contain deep filling, particularly within the former drainage channels and other quarried areas of the Sove Portion, and where parts of the site have been benched/terraced, such as the southern and western portions of the Lorenzin Depot.

## Soils

Soils under the site can be categorised into three broad types:

- Putrescible waste. This waste is a mix of domestic waste and clay. The domestic waste comprises a broad range of materials including plastic, glass, metal, ceramic, tiles, concrete, brick, rubber, tyres, wood and organics. The vertical extent of the putrescibles waste varies but is generally thickest in the western (unsealed) part of the Sove Portion, where it extends to depths of greater than 10 metres below ground level and is greater than 5 metres thick. The locations of the thickest sequences of putrescibles waste are approximately coincident with the inferred location of the former drainage channels which pass under the Sove Portion.
- General fill materials. Within the western part of the Sove Portion general fill materials are typically located above the putrescibles waste and may have been placed for temporary capping purposes. These fill materials comprise clayey gravels, with varying amounts of bricks, tiles, quarry rubble, concrete, steel, bitumen, cinders, ash and slag products. The overall thickness of general fill is typically less to the east and west of the main body of putrescible waste.

Two main areas of filling are present beneath the Lorenzin Depot – near the former processing plant where cut and terrace works have been conducted, and in the former drainage channel which passes through the centre of the site and trends in a south-east to north-west direction. The thickest sequence of fill (greater than 10 metres) was noted in the central portion of the Lorenzin Depot, coincident with the inferred location of the former drainage channel. The majority of the filling beneath the Lorenzin Depot is quarry waste (rubble) and construction and demolition waste, comprising predominantly bricks, concrete pieces and tiles, steel and wire. Small amounts of ash, cinders or “industrial” waste such as slag have also been observed.

- Natural soils. Natural soils beneath the site comprise inferred weathered siltstone, with overlying residual soils consisting of red, brown, orange and purple gravelly clays. Depth to natural soils/inferred weathered bedrock is relatively shallow in parts of the Lorenzin Depot, particularly in its northern and south-eastern portions. Within the central and south-western parts of the Lorenzin Depot, depth to natural soils is typically greater where deep filling with quarry overburden and construction, demolition and industrial by-product has occurred.

Within the former drainage channel alignments under the Sove Portion, inferred bedrock is present below fill materials at a depth of up to 12.5 metres. Away from the alignment of these channels, depth to natural soils/inferred bedrock is generally shallower.

## Hydrogeology

Shallow groundwater has been intersected beneath the Sove Portion at depths of between approximately 2 metres below ground level and 7 metres below ground level. These locations are generally situated within the alignment of the former drainage channels, although groundwater has been observed at several locations outside of the inferred drainage channels. Groundwater was not generally intersected in boreholes drilled outside of the area of putrescible waste. Recent groundwater elevation measurements suggest groundwater within the waste material may be discontinuous, preferentially filling pockets or voids within the waste. Recharge of shallow groundwater within waste materials under the Sove Portion is likely to be via a combination of infiltration of rainfall through the unsealed areas of the site and sub-surface recharge via the former drainage channels which enter the Sove Portion from the south and east.

Groundwater has only been encountered within the Lorenzin Depot at boreholes drilled within or near the inferred alignment of former drainage channels, although some shallow perched water has been observed in the area situated to the rear of the existing sheds (now removed) used by Lorenzin for plant and storage equipment. Groundwater was not encountered during the drilling of a borehole within the John Mathwin Reserve to the north of the Sove Portion, supporting the inference that groundwater is discontinuous within fill



materials under the Sove Portion, and that movement off-site to the north (via the former creek channel) is not apparent. The construction of Scholefield Road may have formed a barrier to the movement of groundwater (within the fill material) off-site under John Mathwin Reserve.

### Site Contamination

Chemical results reported for the soil investigations indicate there are areas of the site that may be unsuitable for the proposed development without appropriate remediation. Chemical concentrations exceeding the guidelines adopted for residential, commercial and open space land uses were reported in areas generally located beyond the main body of putrescible waste, in the areas where medium density residential and commercial land uses are proposed.

Several metals and organic compounds have been reported in groundwater samples collected from on-site monitoring wells at concentrations exceeding the criteria for potable use. With the exception of a single well, these wells are located and screened within putrescible waste materials. Since groundwater was not intersected during the off-site drilling conducted, groundwater present within the putrescible waste materials does not appear to be moving off-site.

During the gas soil monitoring program, methane and carbon dioxide concentrations exceeding guidelines were recorded at several on-site and off-site monitoring locations. Methane and carbon dioxide concentrations were generally higher in wells screened within the main body of the putrescible waste beneath the Sove Portion but were also above the adopted guideline values in wells situated close to the western and northern boundaries of the site. Some measurements from probes installed to the south-east and east of the main body of putrescible waste indicates the potential for lateral migration of landfill gas away from the main body of putrescible waste in these directions, possibly via a former drainage channel which passes under this part of the Sove Portion. The results of flux box testing undertaken at the site indicates that the potential for vertical migration of soil gas from the putrescible waste to the ground surface may be limited, possibly by the clayey nature of the overlying fill materials.

### Remediation Proposed

The final form of the proposed development will depend on a combination of factors, including the extent of existing site contamination, the degree of encumbrances and financial implications deemed acceptable by the developers and the requirements of the Site Auditor to confirm that the land has been remediated to a state suitable for the intended use.

It has been identified there is the potential for contaminated or aesthetically unsuitable soils to be managed by leaving them *in situ* and minimising exposure through placement of a soil or low permeability covering incorporated into the development design (such as building footprints, hardstand areas). However, retention of such materials may also trigger the need for an Environmental Management Plan for ongoing monitoring and maintenance of the covering media. This approach may be considered for the Sove Portion, in areas used for open space, car parking and commercial allotments.

Residential dwellings will generally be located in the Lorenzin Depot area, where investigations have indicated existing soils are less impacted by former site activities. Therefore, remediation in this area is likely to be less complex and retention of impacted soils less likely.

Soil chemical remediation criteria will be based on relevant land use guidelines, such as those provided in the National Environment Protection Measure (1999).

Management options for landfill gas produced by the putrescibles waste will also depend on where the buildings are placed with respect to waste. It is noted that some areas of the site, which require management of contamination issues, will also require management/remediation to address geotechnical issues.

Based on the current understanding of groundwater conditions beneath the site, groundwater is expected to have limited potential beneficial uses. On this basis, groundwater remediation activities are not proposed.

### Interim Audit Advice

As indicated at the start of this section, a South Australian Environment Protection Authority accredited Site Auditor was engaged to carry out a Site Contamination Audit for the subject land, as required by the *Environment Protection Act 1993*. In September 2013, the Site Auditor advised the EPA that he was of the opinion, based on the knowledge available at this time, that the audit site (the then subject land) should be able to be made suitable for the proposed uses.

### 3.2.3.2 Pavement Asset Services 2019

Pavement Asset Services (PAS) were engaged to conduct a Preliminary Site Investigation (PSI) of a 3.9 ha area of land adjoining the southern boundary of the initial area proposed for rezoning (see the following Figure). While the site is currently owned by Boral Limited, it is understood that the land may be purchased by the owners/proponents of the adjoining site to the north (which is referred to in this report as the Cement Hill site).

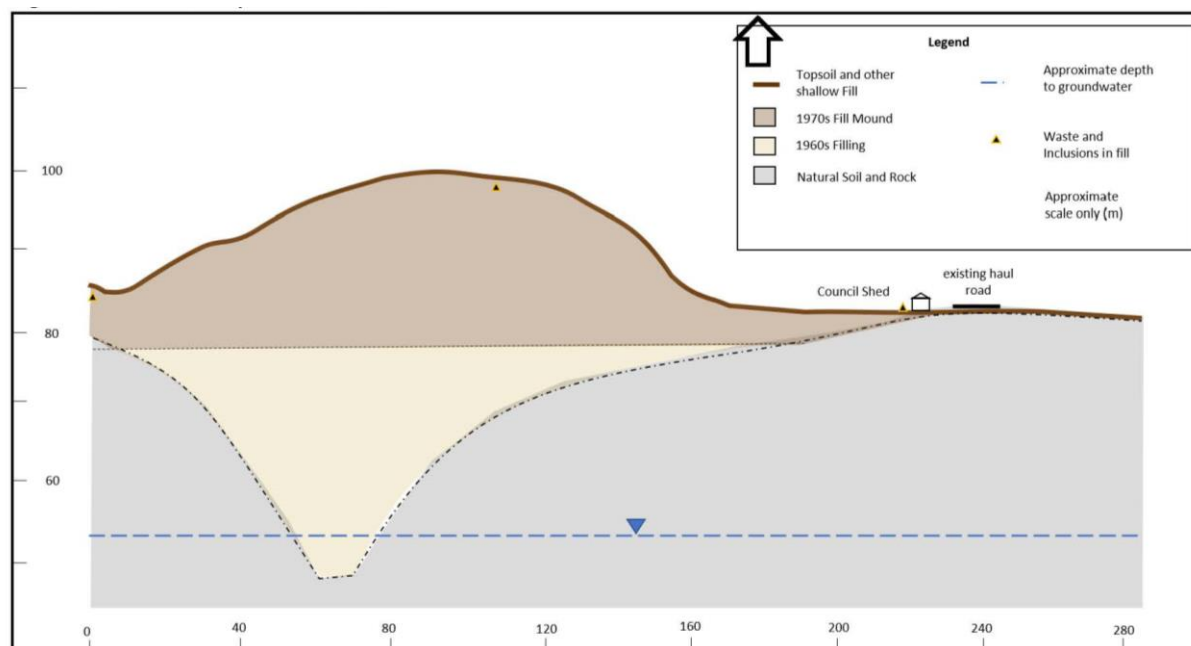
#### Approximate Test Pit Locations



The aim of this preliminary investigation was to collect sufficient information to help form a reasonable conclusion that the site could be made suitable for the land uses planned under the development proposed, which may include medium density residential use, roads and public open space.

The primary potentially contaminating activity identified at the site was the importation and placement of fill materials. Observation of the fill during this and a previous (2015) geotechnical investigation were consistent with the material comprising quarry waste which comprised mineralogical materials only. Only rare instances of minor construction and demolition waste were noted, concentrated in fill placed along the western site boundary. The filling appears to have occurred in two stages, filling of the gully which crossed the site from north to south which occurred in the 1960s. The depth of fill in the base of this gully is unknown but based on the appearance of historical photographs it may be around 10 metres below the lowest point on site, near the centre of the northern site boundary. The fill mound, which now dominates the site and rises a further 20 metres above this low point, appears to have been placed between 1969 and 1979. The fill mound also comprised primarily of quarry waste (see the following Figure).

## Initial Conceptual Site Model



All results from chemical testing of the fill were below residential criteria, with the exception of some hydrocarbons, including benzene, in one sample from a thin layer of grey gravel, possibly from a fuel spill on an historical unsealed hard stand in this area.

Based on the investigations undertaken and review of other available information, it is considered that the site can be made suitable for the proposed residential development. This may be achieved by integrating the site with the Cement Hill site and the development and implementation of a Site Remediation Plan (SRP) for the combined Seacliff Park Development Site.

The SRP should be based on appropriate statistical classification of fill domains (regions occupied by materials with similar composition and origin). It should also include suitable monitoring of the fill by a suitably qualified professional during excavation to identify unexpected finds. Additional data is required to develop the SRP to address spatial and other data gaps identified by Golder (2013) including drilling and soil sampling for the additional characterisation of fill conditions, including the depth of fill on the southern part of the Sove site and potentially within the southern portion of the combined site. A review of current groundwater and soil vapour conditions across the (combined) development site is also required.

## Conclusions

Some of the northern portion of the subject land has been identified as being contaminated as a result of previous land uses and practices, including by the filling of a former quarry with putrescible waste. Investigations have indicated instances of soil, groundwater and land fill gas contamination.

Notwithstanding this, a Site Auditor has provided interim audit advice indicating the subject land should be able to be made suitable for the land uses proposed. The final form of the development will depend on a combination of factors, including the extent of existing site contamination, the degree of encumbrances and financial implications deemed acceptable by the developers and the requirements of the Site Auditor to confirm that the land has been remediated to a state suitable for the intended use.

Preliminary Site Investigations for the southern portion of the now subject land indicate only minor instances of contamination and it is considered this portion of the site can be made suitable for the proposed residential development.

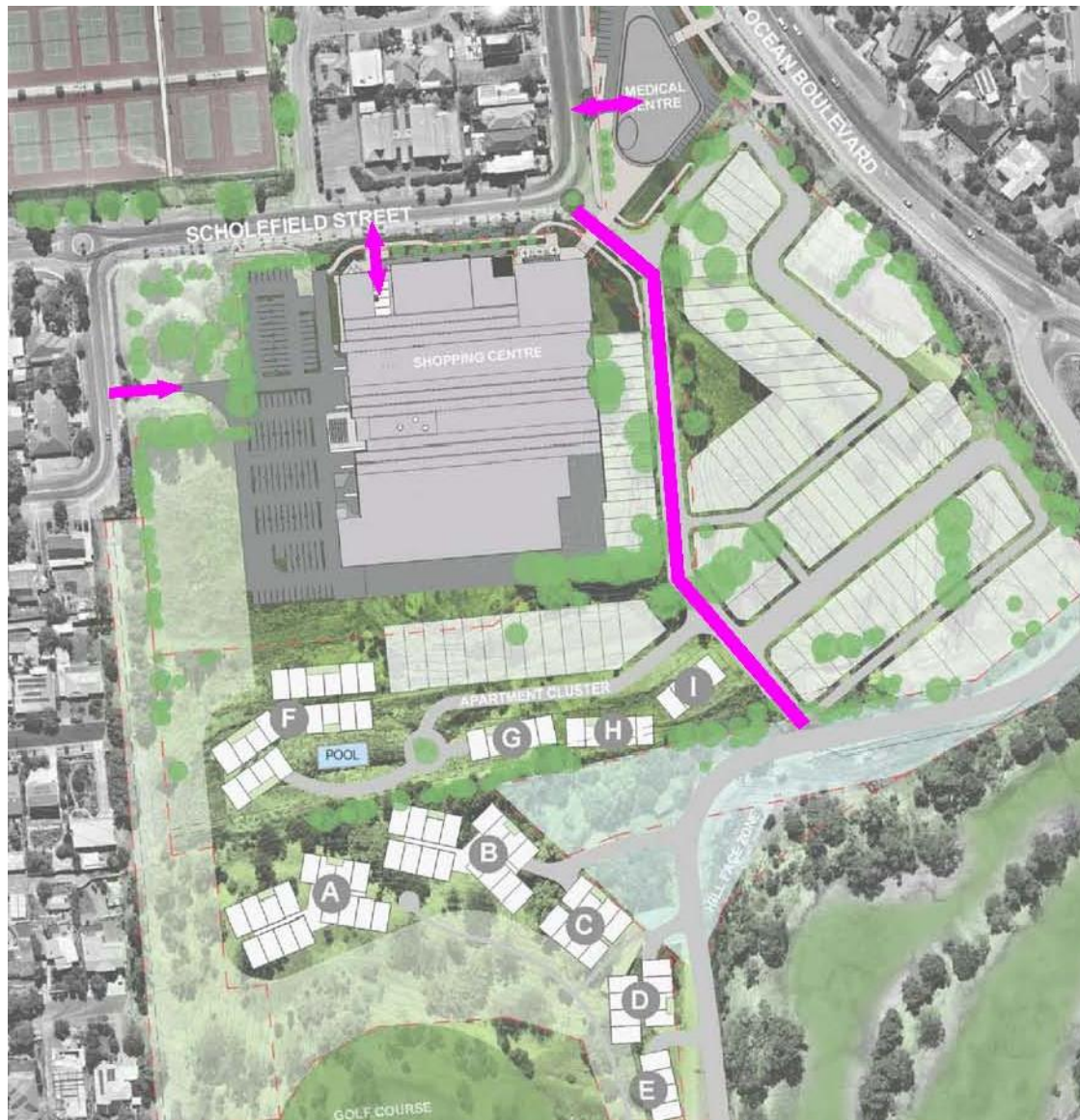
As both Councils' Development Plans already contain policies that ensure consideration of site contamination issues in development proposals, it is not proposed to repeat them as part of this DPA.



### 3.2.4 Traffic Assessment

A traffic assessment has been prepared for the subject land by mfy traffic consultants (June 2019). Noting that the final form of development on the land is yet to be determined, this assessment is based on an indicative Concept Plan (see below) which shows a mixed-use development comprising approximately 150 residential allotments, nine apartment buildings (comprising some 420 one, two and three bedroom units – noting that the final number could be more or less), a 6,000 square metres shopping centre with supermarket and specialty shops and a 2,000 square metres medical centre.

#### Indicative Concept Plan and Access Points



The assessment assumes that the development will not be commenced until 2021, with an anticipated development period in the order of 10 years. The assessment has, therefore, assumed full development traffic could be realised by 2036 which is consistent with the design year adopted by DPTI for the forecast volumes.

The general findings of the assessment are summarised below.

#### 3.2.4.1 Adjacent Road Network

Ocean Boulevard is an arterial road in the care and control of the Commissioner of Highways. The road has an annual average daily traffic (AADT) in the order of 33,000 vehicles per day (vpd).

Scholefield Road is a collector road in the care and control of the City of Holdfast Bay. The road has an AADT in the order of 6,000 vpd. The Road forms a priority intersection with Ocean Boulevard at the north eastern corner of the subject site.

Clubhouse Road is a local road in the care and control of the City of Marion. It presently services the golf course, Boral Linwood Quarry and a residential estate. It is estimated that the road has an AADT in the order of 1,100 vpd, of which approximately 100 vpd are associated with drivers accessing the Quarry. Clubhouse Road forms an intersection with the Quarry haulage road at which the Quarry haulage road has priority.

Clubhouse Road forms a priority intersection with Ocean Boulevard at the south eastern corner of the subject site. This intersection is treated with a seagull island.

An approval for the Quarry access to be relocated to the Lonsdale Road/Majors Road signalised intersection has been granted. Following the construction of the access, Clubhouse Road will no longer be used as the access for the Quarry site but is proposed to be used to access the subject land.

#### **3.2.4.2 Access**

The Concept Plan (see Indicative Concept Plan and Access Points Figure above) identifies that a north-south connector road will link Scholefield Road and the (existing) Quarry haulage road. All movements will be permitted at the intersections created by the proposed road. This road will primarily service the residential developments.

The provision of the connecting road will result in drivers having multiple options to access the arterial road. This will reduce the impact at the Scholefield Road and Clubhouse Road intersections with Ocean Boulevard.

The Concept Plan also identifies the following direct access points:

- two access points on Scholefield Road servicing the shopping centre site and the medical centre site. All movements will be permitted at these access points
- an ingress to the shopping centre site via Newland Avenue.

The provision of direct access to the commercial sites will reduce the traffic impact on the internal road network. The provision of an ingress on Newland Avenue will service a proportion of traffic accessing the shopping centre from the west. Comparatively, it will, therefore, reduce the number of vehicles turning right at the Newland Avenue/Scholefield Road roundabout and at the shopping centre access on Scholefield Road.

The assessment concluded that during the investigations associated with the subsequent design phases for the site, consideration should be given to sightlines at the future intersection on the existing Quarry haulage road, given the current alignment of this road. The location of the access for the medical centre site should also be reviewed so that it achieves sufficient separation from the Ocean Boulevard/Scholefield Road intersection and the proposed north-south connector road.

#### **3.2.4.3 Pedestrian /Cyclist Linkages**

Pedestrian and bicycle facilities adjacent the site include:

- bicycle lanes on Ocean Boulevard adjacent the site. These lanes develop north of the Clubhouse Road intersection.
- bicycle lanes on Newland Avenue (adjacent the Marino Railway Station) which connect to an off-street bicycle track.
- footpaths along the northern boundary of the site on Scholefield Road which provide connectivity to the adjacent reserve, Marino Railway Station and the bus stops.

There are two significant bike and pedestrian trails (illustrated as the blue lines in the Figure below) located in the vicinity of the site. The first is situated along the coastal area connecting Hallett Cove and Seacliff beaches. There are a number of reserves and look out areas along this trail. The second trail is via Newland Avenue which connects to key amenities including the train station, sports facilities and the school.

At present, there is no formal connection between the subject site to these trails although pedestrians/cyclists could access these trails via the adjacent street network.



A review of the *Bikedirect* network map identifies that Scholefield Road and Ocean Boulevard form part of the bicycle routes. It is noted that there are no bicycle lanes on Scholefield Road and the bicycle lanes on Ocean Boulevard are not continuous.

The assessment supports the provision of strong linkages for pedestrians and cyclists between the subject land and adjacent facilities.

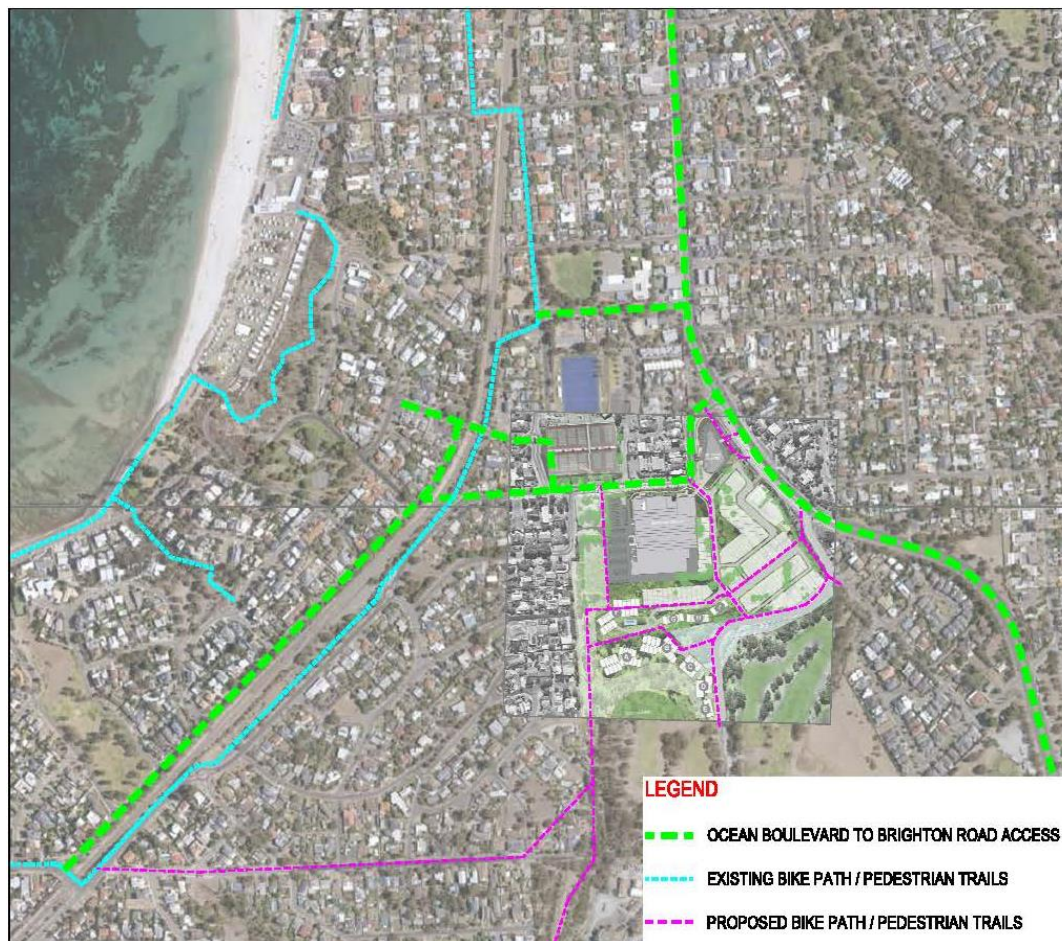
Consideration should be given to the provision of pedestrian and cyclist links along the boundaries of the subject land. In particular, links should be provided to connect to the existing bicycle trials west of the subject site and the golf course to the south.

Potential links to the adjacent reserves should also be provided. In particular, pedestrian links to the Les Scott Reserve should be explored further.

In addition, consideration could be given to formal bicycle routes on Scholefield Road to connect the adjacent residential developments via Newland Avenue and Clubhouse Road. These links will establish connections to the public transport facilities (bus and train).

Potential pedestrian and cyclist links to/from the site are identified on the Figure below.

### Potential Pedestrian and Cyclist Linkages



### 3.2.4.4 Public Transport

The subject site is located approximately 750 metres (which equates to about a 10-minute walk) from the Marino Railway Station. The railway station is situated on the Seaford line which operates between Seaford and Adelaide providing connectivity to the City.

The site is also serviced by bus stops on 43 and 43A Scholefield Road and bus stop 43 on Ocean Boulevard. The bus stops on Scholefield Road are serviced by routes 640 which operates between Marino and Marion Centre Interchange. It provides a direct service to the Marino Railway Station.

The bus stop on Ocean Boulevard is serviced by a number of bus routes. These routes provide connectivity between the southern suburbs, Adelaide City, Marion Centre Interchange and Flinders University.

#### **3.2.4.5 Road Crashes**

DPTI data indicates that the Ocean Boulevard/Scholefield Road intersection accounts for a significant portion of the crashes adjacent the site. In the five-year period, there has been 11 crashes at the intersection of which four have resulted in casualties.

#### **3.2.4.6 Traffic Generation**

A forecast of the traffic generated by the proposed rezoning has been undertaken based on the yields identified in the Concept Plan. The traffic generation rates adopted for the assessment are based on rates that have been adopted in previous Development Plan Amendment assessments.

Based on the above assessment, the proposed development could generate an additional 670 trips in the morning peak hour and 880 trips in afternoon peak hour. The actual generation would not be expected to be this high, as there will be a number of internal trips that will be shared amongst the proposed land uses. For example, a significant portion of the shopping trips would be generated by local residents which means that a trip generated by the residence is not also then generated by the shopping centre. Nonetheless, the above forecast volume has been adopted for this assessment.

#### **3.2.4.7 Traffic Distribution**

Traffic distribution for the residential component and the commercial component will differ due to the different origin and destinations. As such, separate distribution parameters were adopted for each component.

It is considered that 25% of the trips generated by the residential development will be internal to the road network which will comprise of trips to the school, recreational facilities, the train station and the future commercial developments. The remaining trips will be external and will occur via the Scholefield Road and Clubhouse Road intersection.

The commercial component consists of a shopping centre and a medical centre. In identifying the catchment area for the commercial component, consideration has been given to the similar establishment in the surrounding suburbs. Accordingly, it is identified that the proposed commercial developments will predominantly service Seacliff Park, Seaview Downs, Kingston Park, Seacliff and Marino.

As such, it is considered that 50% of the trips generated by the commercial development will originate from the west. These trips will occur via the internal road network. The remaining trips will occur via Ocean Boulevard/Scholefield Road intersection.

Based on these assumptions the potential trips generated by future development along the road network were identified. This was then compared with potential trips generated from the subject land based on the existing zoning to inform further traffic analysis.

#### **3.2.4.8 Traffic Analysis**

This traffic assessment is aimed at understanding the impact of the development facilitated by the proposed rezoning on the external road network, and in particular the arterial road network. In undertaking this assessment, consideration has been given to the 2021 base case (when the anticipated development is expected to be commenced) and 2036 design year (when it is assumed for the purpose of this assessment that full development will be realised). The assessment includes SIDRA analysis of the key intersections on the arterial road and a review of the traffic growth on the roads surrounding the subject site.

#### **Ocean Boulevard / Scholefield Road Intersection**

This analysis indicates that the intersection will require an upgrade to cater for the volumes which are anticipated to use the intersection in 2021 - irrespective of the proposed land rezoning. This would be further compounded if the area was to be developed in accordance with the current zoning.

While alternative solutions to resolve this issue could be considered (such as a roundabout), a signalised intersection would improve safety for the road users given the relatively high crash risks at the subject intersection and would be consistent with other intersection treatments along the road.

The analysis of the signalisation scenario identifies that a signalised intersection would be able to accommodate the future growth in traffic and the additional traffic volume that would be generated if the land was to be developed irrespective of the current or proposed zoning.

The signalisation of the intersection would introduce queues and delays for through traffic on Ocean Boulevard. However, the queues will have minimal impact on the road network and the level of service would not exceed the intersection's average level of service.

The modelling assessment identifies that the traffic impact associated with the proposed rezoning is minimal in comparison to the traffic impact resulting from the existing zoning. The pm peak hour models for the proposed rezoning identify a small increase in degree of saturation which is a result of the additional traffic volume which could be generated by the commercial development, albeit these forecast volumes have not accounted for shared trips between the retail and residential land uses and therefore the actual variation could be even lower. Further, the intersection would still operate within an acceptable degree of saturation and more importantly, the increase in the average delays will be under five seconds.

Particular consideration was given to the 95<sup>th</sup> percentile right turn queue on Ocean Boulevard to assess any crash risk associated with this queue extending into the through lane. The assessment identifies that the channelised right turn facility would have to be extended to 142 metres by 2036 based on development on the existing land occurring in accordance with the current zoning. The proposed rezoning will require an additional 15 metres extension to that right turn lane.

#### **Ocean Boulevard / Clubhouse Road Intersection**

This analysis was also undertaken for the Ocean Boulevard/Clubhouse Road intersection for the 2021 and 2036 without development and proposed zoning scenarios. It has been assumed that developments as per the existing zoning will not use Clubhouse Road.

While the queues will be low, the right-turning drivers from Clubhouse Road will experience delays close to approximately 1½ minutes in 2021 and two minutes in 2036. Such delays correspond to a level of service F. In comparison, the delays experienced by the right turn drivers from Scholefield Road will be under one minute. This reinforces the likelihood of a transfer of the right turn traffic to a signal at the Ocean Boulevard/Scholefield Road intersection should it be provided.

The assessment confirms that the right turn would operate within capacity and the potential queue would be readily accommodated at the existing facility. The proposed new Quarry access will remove the commercial vehicle traffic associated with the Quarry site. This will improve the safety of all users at the intersection and will occur subject to the rezoning.

#### **Brighton Road / Seacombe Road Intersection**

SIDRA analysis was completed at the Brighton Road/Seacombe Road intersection to identify any potential traffic impact which could result if the subject land is rezoned.

The analysis shows that the intersection is operating at capacity and will not be able to accommodate any growth in traffic, particularly in the southbound direction during the pm peak hour. It also identifies that the 95<sup>th</sup>-percentile right turn queue on Brighton Road exceeds the available storage capacity of the channelised lane during the am and pm peak hours.

Considering that the intersection will not be able to accommodate additional traffic, an analysis of the 2036 traffic volumes was undertaken to identify the potential upgrade required at the intersection – including consideration of the constructability of the upgrade. The analysis identifies that the potential upgrade to the intersection would improve capacity.

Further it was identified that the proposed rezoning will have minimal impact on the operation of the intersection. More importantly, the impact will be similar to that created by potential developments in the existing zoning. This is identified by the commensurate degree of saturation and level of service. In addition, the increase in average delays at the intersection will be minimal.

However, the potential upgrade would not resolve the issue relating to 95<sup>th</sup> percentile right turn queue extending into the through lane on Brighton Road. This is the case irrespective of the proposed zoning amendment. Should DPTI adopt a more significant upgrade to also resolve this safety issue, the variation in volumes associated with the proposed rezoning would not impact the design outcome for the intersection. Of note, the modelling also identified that extending the exit lane on the southern approach will improve capacity for the intersection.

### 3.2.4.9 Impact on the Road Network

The daily traffic volume on the adjacent road network will increase as a result of the anticipated development. The Table below shows the forecast increase in traffic volumes associated with the growth over time, as well as that associated with the development.

#### Forecast Increase in Traffic Volumes

Scenario	vehicles per day				
	Ocean Boulevard	Scholefield Road (west of site)	Scholefield Road (east of site)	Clubhouse Road	Seacombe Road
Existing	33,000	6,000	6,000	1,100	12,700
2021	37,200	6,000	6,400	1,100	12,900
2036	39,500	6,900	7,300	1,100	15,200
2036 + Existing Zoning	40,500	7,600	7,600	1,100	15,500
2036 + Proposed Zoning	43,000	9,650	9,550	3,500	16,450

The assessment identifies that the anticipated future development will not alter the classification or function of the road network encompassing the subject land. More importantly, the increase in daily traffic associated with the proposal, when compared to that if development was based on existing zoning, is minimal. Further, the above volumes would be accommodated within the existing carriageway widths.

### 3.2.4.10 Car Parking Rates

Minimum car parking requirements for the subject land have previously been investigated (and agreed) by both Councils.

Based on these investigations and experience gained in the assessment of relevant development proposals, the following requirements are proposed:

#### Residential Development

- Detached dwelling, semi-detached dwelling and row dwelling: 1 space for a 1 bedroom dwelling and 2 spaces for 2 or more bedrooms
- Group dwelling and residential flat building: 1 space for a 1 bedroom dwelling, 1.5 spaces for 2 bedrooms and 2 spaces for 3 or more bedrooms
- Plus 0.25 spaces per dwelling for visitor parking.

#### Non-Residential Development

- Shop: 5 spaces per 100 square metres
- Most other non-residential uses: 4 spaces per 100 square metres.



### 3.2.4.11 Bicycle Parking Requirements

Both Council's Development Plans require the provision of safe and secure bicycle parking in centres and for some residential developments, such as residential flat buildings. End of journey facilities (i.e. showers, changing facilities and secure lockers) are also encouraged for some commercial and community developments.

In this context, it is proposed to extend current bicycle parking requirements applying to some parts of both Council areas to cover the subject land as follows:

Form of Development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces_
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 – plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

### Conclusions

The existing transport network is well defined in the area with good access to public transport via a number of bus routes and access to the Seaford Rail Line.

Pedestrian and cyclist routes should be incorporated within the planning for the site to ensure safe and convenient routes for users, with strong connections to adjoining movement networks and facilities.

Analyses of the key intersections on Ocean Boulevard indicate that upgrades will be required to the Scholefield Road intersection and Seacombe Road intersection to accommodate the 2021 and 2036 traffic volume, irrespective of the proposed rezoning.

The impact of the proposed development will be minimal on the upgraded intersections and the road network particularly in comparison to the impacts resulting from development of the subject land in accordance with the existing zoning.

While there is a requirement for future works to facilitate access and improve road safety and capacity at existing intersections on Ocean Boulevard, the proposed rezoning will not bring forward the requirements for this works or result in an increase in the design criteria (with the exception of the increased right turn lane length on the approach to Schofield Drive).

Access to the quarry will be relocated and signalised which will substantially improve road safety and be beneficial for future development within the subject area. These improvements will readily off-set any traffic impact associated with the variation in traffic volumes associated with the change of land use.

Anticipated future development will not alter the classification or function of the road network encompassing the subject land.

Traffic volumes will be able to be accommodated within the existing carriageway widths.

As both Councils' Development Plans already contain relevant policies under the heading of 'Transportation and Access', it is not proposed to repeat them as part of this DPA. However, additional policies are proposed in the Suburban Neighbourhood Zone to support active transport options while the desired car and bicycle parking rates for development on the subject land are to be located within relevant policies in the Development Plans. In addition, a Concept Plan prepared for the subject land shows the indicative locations of access points, pedestrian/cycle path links and the signalised intersection.

It should be noted that the future infrastructure requirements discussed are intended as a guide and are subject to change in the course of actual development and future travel demands.

### 3.2.5 Retail Assessment

*The 30-Year Plan for Greater Adelaide (2017 Update)* promotes the concept of 'activity centres' which provide concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses. The purpose of activity centres is to cluster commercial and employment activity to improve accessibility, productivity and the efficient use of infrastructure.

The range of activities found in such centres vary, depending on the 'level' of the centre. For example, at a strategic level, the *30-Year Plan* shows the activity centre in the Adelaide CBD as a 'Capital City' centre and at Marion as a 'Regional' centre. Within the Marion Council area, the centres at Edwardstown and Hallett Cove are shown as 'District' level centres, as is Glenelg within the Holdfast Bay Council area.

At the Development Plan level, activity centres have been traditionally contained within various Centre Zones, dependent on the level of activity provided. However, in more recent times, the provision of activity centres has also been recognised within a number of other Zones (i.e. Suburban Activity Node Zone, Suburban Neighbourhood Zone, Mixed Use Zone).

To assist in understanding the level of services likely in the various 'centre' zones, examples are provided below:

#### Marion Council Development Plan

- Regional Centre Zone (e.g. Marion Regional Centre at Sturt Road, Oaklands Park)
- District Centre Zone (e.g. Hallett Cove Centre at Lonsdale Highway, Hallett Cove)
- Neighbourhood Centre Zone (e.g. Park Holme Centre at Marion Road, Park Holme)
- Local Centre Zone (e.g. corner of Dwyer Road and Johnstone Road at Oaklands Park)
- Mixed Use Zone (e.g. Castle Plaza at South Road, Edwardstown)
- Suburban Activity Node Zone (e.g. Alawoona Avenue at Mitchell Park).

#### Holdfast Bay Council Development Plan

- District Centre Zone (e.g. along Jetty Road at Glenelg and Brighton Road at Brighton, south of the rail line)
- Neighbourhood Centre Zone (e.g. along Brighton Road at Hove, north of the rail line)
- Local Centre Zone (e.g. corner of Brighton Road and Bowker Street at North Brighton).

As indicated, it is proposed that the subject land be rezoned to Suburban Neighbourhood Zone. In addition to supporting medium density residential development, policies for the Zone also support the establishment of 'local and neighbourhood activity centres that are located within a walkable distance of most residents. Further policies indicate that such centres should 'provide a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.'

In relation to the retail component of the proposed centre, two retail studies (LOCATIQN, *Seacliff Village, Retail Floorspace Demand Analysis*, September 2013 and Deep End Services, *City of Holdfast Bay – Retail analysis to inform planning policy*, 2013) concluded that neighbourhood level shopping (i.e. a supermarket and specialty shops) could be supported on the subject land. However, based on the assumptions and information used in the modelling undertaken, there was a difference in the recommendations as to the size of the retail facilities which should be provided.

In summary, the LOCATIQN analysis supported a retail offering of some 8500m<sup>2</sup> of retail floorspace (comprising a 'major full-line' supermarket of 4000m<sup>2</sup>, 2000m<sup>2</sup> of mini-major floorspace and 2500m<sup>2</sup> of specialty retail floorspace), while the Deep End analysis suggested 5000m<sup>2</sup> to 7000m<sup>2</sup> retail floorspace (comprising a supermarket of 3000 to 3500m<sup>2</sup>, 1000m<sup>2</sup> to 1500m<sup>2</sup> of mini-major floorspace and 1000m<sup>2</sup> to 2000m<sup>2</sup> of specialty retail floorspace).



While its analysis suggested a smaller retail GLA was appropriate for the site, Deep End also indicated that a larger floor space would not make existing centres unviable. Further, LOCATIQN indicated impacts (from its suggested larger floor areas) were only likely to be experienced by competitive facilities in the short term, with centres continuing to benefit from growth in the retail market once these impacts had been absorbed.

It is noted that since these analyses were undertaken, the size of the retail offering being provided along Brighton Road at Brighton and at Westfield Marion has increased. For example, in 2016 Westfield Marion was expanded by 3000m<sup>2</sup> incorporating an Aldi supermarket, 10 new shops and four new eateries. A further \$260M expansion was announced in December 2018.

At Brighton, the Brighton Central Shopping Centre was redeveloped during 2017/2018, resulting in a doubling in size of the Foodland supermarket and the provision of a wider range of specialty shops, while further north along Brighton Road a new generation Woolworths store was opened in March 2019. This provided an increase in supermarket floor space from 1500m<sup>2</sup> to over 3600m<sup>2</sup>.

Within this context, and taking into account the Councils' vision for the proposed Seacliff Park activity centre and for it to be at a 'neighbourhood scale', it is proposed the centre be developed with up to 6,000 square metres in floor area for shops and 2,000 square metres in floor area for other non-residential land uses.

### Conclusions

A neighbourhood level activity centre is considered warranted for the subject land, providing for a range of shopping, community, business and recreational facilities. Such a centre will support the 'walkable' neighbourhood concept, reducing the need for car travel for local residents and providing environmental benefits. Later discussion in the Social Impact Assessment also supports the establishment of a centre on this land.

Retailing is recognised as an integral service in a neighbourhood centre, and as a key attractor often underpins the wider provision of community services. The proposed size of the retail component (i.e. 6,000m<sup>2</sup>) of the centre is considered appropriate, being at a neighbourhood scale, 'filling' an identified gap in retail services in the local and wider area and able to provide a level of variety in the retail offering. The projected impacts on existing retailing in the wider area have been identified as not threatening the viability or continued operation of any centres and within the normal competitive range. Impacts are expected to be short term, with centres continuing to benefit from growth in the retail market once these impacts had been absorbed.

As both Councils' Development Plans already contain relevant policies under the headings of 'Centres and Retail Development', it is not proposed to repeat them as part of this DPA. However, additional policies are proposed in the Suburban Neighbourhood Zone to provide more specific guidance on development within the neighbourhood activity centre area, including indicating the types of retail uses envisaged, maximum floorspace areas and parking requirements.

## 3.2.6 Environmental Noise and Vibration Assessment

An environmental noise and vibration assessment was undertaken for the subject land in 2013 by Sonus acoustic engineers. The assessment identified potential environmental issues for the redevelopment of the site as including:

### 3.2.6.1 Ocean Boulevard Traffic Noise

This assessment detailed the conceptual acoustic treatments likely to be required to achieve appropriate internal noise levels and listed varying construction requirements for dwellings depending on their distance from the closest edge of Ocean Boulevard. As the overall design of the site progresses, and building layouts are finalised, consideration can also be given to the location of outdoor areas that utilise the shielding effect of the proposed buildings from Ocean Boulevard. There is also the potential to reduce the treatments required to individual buildings by the inclusion of an appropriately designed roadside barrier.

### **3.2.6.2 Linwood Quarry Haulage Road Truck Noise**

This assessment detailed the conceptual acoustic treatments likely to be required (physical barrier/fence and building construction/materials) to reduce noise levels in dwellings adjacent to the haulage road to an acceptable level. The assessment also noted that should the haulage road be relocated, specific acoustic treatments to address this road would not be required. As indicated, the haulage road is to be relocated, with trucks now to exit the Quarry site to the east, at the intersection of Ocean Boulevard and Majors Road. Such an action will negate the need for specific amelioration measures to be adopted for sensitive development previously in proximity to the haulage road.

### **3.2.6.3 Linwood Quarry Haulage Road Truck Vibration**

The vibration from a range of trucks, including multiple trucks moving simultaneously on the haulage road, was measured adjacent to the south-eastern boundary of the subject land. While the vibration measures varied, the requirements of Australian Standard AS2670.2 were found at distances of approximately 8 metres from the edge of the haulage road with no specific treatment required to residential development.

Similar to truck noise, the assessment also noted that should the haulage road be relocated, a setback distance for vibration purposes would not be required. As indicated, the haulage road is to be relocated, with trucks now to exit the Quarry site to the east, at the intersection of Ocean Boulevard and Majors Road.

### **3.2.6.3 Ground Vibration and Air Blast from Linwood Quarry**

The energy from blasting at the Linwood Quarry can be transmitted to nearby structures in two separate ways:

- As ground vibration transmitted from the site of a blast through the ground, with transmission affected by the geology of the terrain and the distance to the receptor source. The vibration is similar to a seismic event in that it causes the ground to feel as if it is shaking and has the capacity to cause damage to structures at very high readings. Ground vibration is measured in peak particle velocity (PPV) in mm/s. The quarry has limits set for ground vibration that have a large safety factor to the design criteria set for residential and commercial structural design.
- As air blast that causes the noise heard from a blast, and in its simplest form is the compression of air molecules in a wave travelling away from the source at a rapid speed. The transmission of air blast pressure away from the explosive source is affected by the topography and the atmospheric conditions that occur during the event, including the direction and strength of the wind, the humidity and the density and ground height of the cloud cover. While air blasts can rattle windows during higher impacts and can startle people who are not aware of the blasting, it is considered very unlikely to cause damage to properties due to the fact that it is a wave of compressed air particles.

The drill and blasting practices at Linwood Quarry are closely monitored and, where necessary, modified, to achieve compliance with Australian Standard AS2187.2 which sets the statutory limits for vibration and air blast. In addition, it is noted that the operational activities of the Quarry are progressively moving further to the south and east, away from the subject land.

In commenting generally on noise and vibration from the quarry activities, Sonus advised that typically requirements are based on the closest sensitive receivers, which in this circumstance are already located closer to the activities than the residential development proposed in this DPA. The required extent of action from the quarry operator would therefore be no different than it currently is (because it is based on the closest dwelling). Sonus further opined that it would be extremely unusual for a complaint regarding blasting noise and vibration or mining activity to “leap frog” the closest dwellings in a densely populated area.

## Conclusions

Portions of the subject land will be subject to noise and vibration impacts from traffic on Ocean Boulevard. Various measures are available to mitigate these impacts on residential development to an acceptable level, including constructing acoustic barriers, set-backs from the road frontages, siting and layout of rooms and outdoor areas and employment of acoustic materials in construction. The final treatments required are likely to be a combination of these measures and will be determined at the development application stage.

Both Councils' Development Plans already contain relevant policies under the headings of 'Interface between Land Uses', 'Residential Development' and 'Noise and Air Emissions Overlay'. Maps delineating the subject land as a 'Noise and Air Emissions Designated Area' are to be included in both Development Plans, invoking application of the Minister's Specification SA 78B *Construction requirements for the control of external sound*.

Given the relocation of the Quarry haulage road away from the Area Affected, noise and vibration from quarry trucks is no longer an issue that needs to be considered in the policy setting.

### 3.2.7 Air Quality Assessment

An Air Quality Reverse Amenity Impact Assessment was undertaken for the subject land by Pacific Environment Limited in 2013.

The Assessment identified the subject land as being situated with the Boral Linwood Quarry to the south (beyond the Marion Golf Park), a residential area to the west, a reserve and residential area to the north across Scholefield Road, residential land to the east of Ocean Boulevard and the quarry haulage road entry on the boundary to the south-east.

In this context, the key concerns identified in the report were in relation to significant truck movements generated by quarry/concrete batching operations along the haulage road. While a number of measures were identified to manage issues created by these truck movements (i.e. washing of trucks on site to reduce dust carriage, use of roadway sprinklers to suppress dust, regular use of truck sweeping to clean the road, establishment of an appropriate vegetation buffer, retention of an appropriate distance buffer, location and siting of residential development and provision of a high acoustic wall), the agreed relocation of the haulage road will negate the need for specific amelioration measures to be adopted for sensitive development previously in proximity to the haulage road.

In terms of general dust monitoring, the Assessment indicated the data provided for 2 three month periods demonstrated dust levels and trends similar to local/regional air quality data for the same period, suggesting that the Linwood Quarry was not significantly impacting on the local PM10 air quality during this period. (PM 10 refers to particulate matter with a diameter of 10 micrometers or less).

The Assessment also noted that the proposed redevelopment of the subject land involved a mixed-use development including residential use, which would increase the population in an area which had a history of air quality related complaints and issues. In this circumstance, and while outside of planning controls, the Assessment also suggested the need to have effective measures in place to manage perceptions and expectations in relation to nuisance dust complaints. A suggested starting place for this was in the advertising of the development, being upfront about the proximity to the quarry and the potential for dust from its operations and the controls in place to improve the situation.

## Conclusions

The production of construction materials at the Linwood Quarry is of metropolitan significance, with the quarry being listed in *The 30-Year Plan for Greater Adelaide*. In recognition of the significance of the resource it is necessary that any new adjoining developments are located and designed to minimise the potential for impact on residents from the quarry as well as enabling the continuation of the quarry activities without undue constraints.

Although only over a six month period information provided by Boral on PM10 dust monitoring indicates dust levels and trends similar to local/regional air quality data, suggesting that the Linwood Quarry is not significantly impacting on the local PM10 air quality.

The agreed relocation of the haulage route will negate the need for the specific amelioration measures suggested above.

### 3.2.8 Linwood Quarry

The Linwood Quarry operations are located to the south of the subject land, with the quarry haulage road currently located adjacent to the southern and eastern boundaries of the site. The quarry has been in operation since 1882 and is now operated by Boral Resources (SA) Limited. It produces limestone aggregates, rail ballast, pre-mix concrete and road materials.

Current operations are worked continuously throughout the year with an annual sales output of between 750,000 and 1,000,000 tonnes of material. The site normally operates from 6.30am to 5.00pm Monday to Saturday, although truck movements on the site can continue out of hours with cement deliveries to the concrete plant and aggregate deliveries from the quarry to customers in the metropolitan area.

The quarry is identified as an active mine/mineral deposit on *Map 6 - Strategic mineral resources and operating renewable projects* in the *30-Year Plan*.

In December 2018, Boral lodged a proposal with the Department of Energy and Mining (DEM) to extend the quarry towards the east of the present pit (i.e. towards Ocean Boulevard). It is understood this proposal is to be considered by the Minister for Mineral Resources/DEM in the first half of 2019.

As previously discussed, a new access road from the Quarry to the Ocean Boulevard/Majors Road intersection has now been approved by the Department of Planning, Transport and Infrastructure. This access road will replace the current haulage road which runs adjacent to the southern boundary of the subject land. This will remove significant truck movements from close proximity to the proposed development. It is proposed that the haulage road alignment be retained and used for southern access into the subject land.

A formal tendering process has commenced to appoint a contractor for the construction of the new haulage road to the east. It is expected the works will commence in the first half of 2019.

#### 3.2.8.1 Complaints

Boral operates both management and engineering mitigation control measures that apply at all times during construction, operation and shut down phases of the quarry site. In extreme cases, all product loading, drilling and crushing activities may be stopped. Traffic management, dust control and drilling and blasting practices are closely monitored, and in the latter case are recorded in accordance with Australian Standards. Management controls operate on the avoidance principle restricting operations and /or activities in certain designated areas, at certain times and in unfavourable conditions. Engineering controls generally comprise containment, suppression and/or collection.

Notwithstanding these practices, the quarry activities are the subject of a small number of complaints (approximately 5) each year. Over a number of years approximately 50% of complaints related to dust, 29% to noise, 7% to vibration, 3% to quarry material on roads and 11% to multiple concerns.

With an increase in the number of people in proximity to the quarry activities there is the potential for an increase in the number of complaints about quarry activities from residents new to the area. However, as discussed above, the proposed relocation of the haulage road should minimise this number. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future.

### Conclusions

Boral Resources has plans to continue operations at the Linwood Quarry site for the next 30 years and beyond.

A small number of complaints are received each year in relation to the quarry activities, despite Boral's management and engineering mitigation control measures. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future.

It is expected the relocation of the haulage route away from its current location, adjacent to the southern boundary of the subject land, will minimise the potential for new complaints from new residents on the subject land.

## 3.2.9 Flora and Fauna Assessment

A flora and fauna assessment was undertaken for the then subject land by EBS Ecology in 2013. A further flora assessment was undertaken by EBS Ecology in 2019, to cover the additional land being sought to be added to the Affected Area.

The following discussion provides a summary of the findings of both reports.

### 3.2.9.1 Flora and Fauna Assessment - 2013

This assessment reviewed the legislative requirements which might impact on the flora and fauna within the site, including the:

- *Native Vegetation Act 1991* (the subject land is not within the area of effect of this Act)
- *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
- *National Parks and Wildlife Act 1972*
- *Natural Resources Management Act 2004*
- *Development Act 1993*.

It also commented on the Environmental Setting of the subject land, based on the Interim Biogeographical Regionalisation of Australia (IBRA) landscape based approach to classification. The subject land is located within the Flinders Lofty Block Bioregion, Mount Lofty Ranges Sub-region and the Adelaide Foothills Environmental Association.

### Database Searches

Database searches undertaken for the subject land primarily included the EPBC Protected Matters online database (to identify any matters of national environmental significance or other matters protected by the *Environment Protection and Biodiversity Conservation Act* (EPBC Act) and the Atlas of Living Australia (ALA) website. The ALA is comprised of an integrated collection of databases including the Biological Database of South Australia, Birds Australia, Birds SA, Australasian Water Study Group and SA Museum.

The EPBC Protected Matters search highlighted 48 listed threatened species, 36 migratory species and 1 ecological community of relevance for the wider area, of which 22 species (4 birds, 1 frog, 1 mammal and 16 flora) were identified as possibly occurring within the subject land.

The ALA search recorded a total of 122 flora species, 72 birds, 4 mammals and 3 reptiles as being within 5 km of the subject land. Of these, 1 bird and 1 reptile species are of national conservation significance, and 4 flora and 7 bird species are of state conservation significance

An assessment of the likelihood of occurrence rating for each of the 22 threatened species identified in the Protected Matters Search and 13 species in the ALA database searches was then undertaken, within a rating system of 'Highly Likely', 'Likely', 'Possible' and 'Unlikely'.

Thirty four of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons. The remaining species, the Yellow-tailed Black Cockatoo was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source. However, subsequent to the preparation of the assessment, the Aleppo Pines were removed as part of site clearance of the land, which also involved removal of all derelict buildings on the land.

### Field Survey

A field survey of the subject land was also undertaken 'on foot'. This identified 76 flora species, of which only four were indigenous species and in very limited numbers:

- 1 small patch of *Austrostipa scabra* (Falcate-awn Spear-grass)
- 2 individual *Acacia pycnantha* (Golden Wattle)
- a single *Enchylaena tomentosa* var. *tomentose* (Ruby Saltbush)
- a small patch of *Myoporum insulare* (Common Boobialla).

Two vegetation associations were identified within the subject land as shown on the following map:

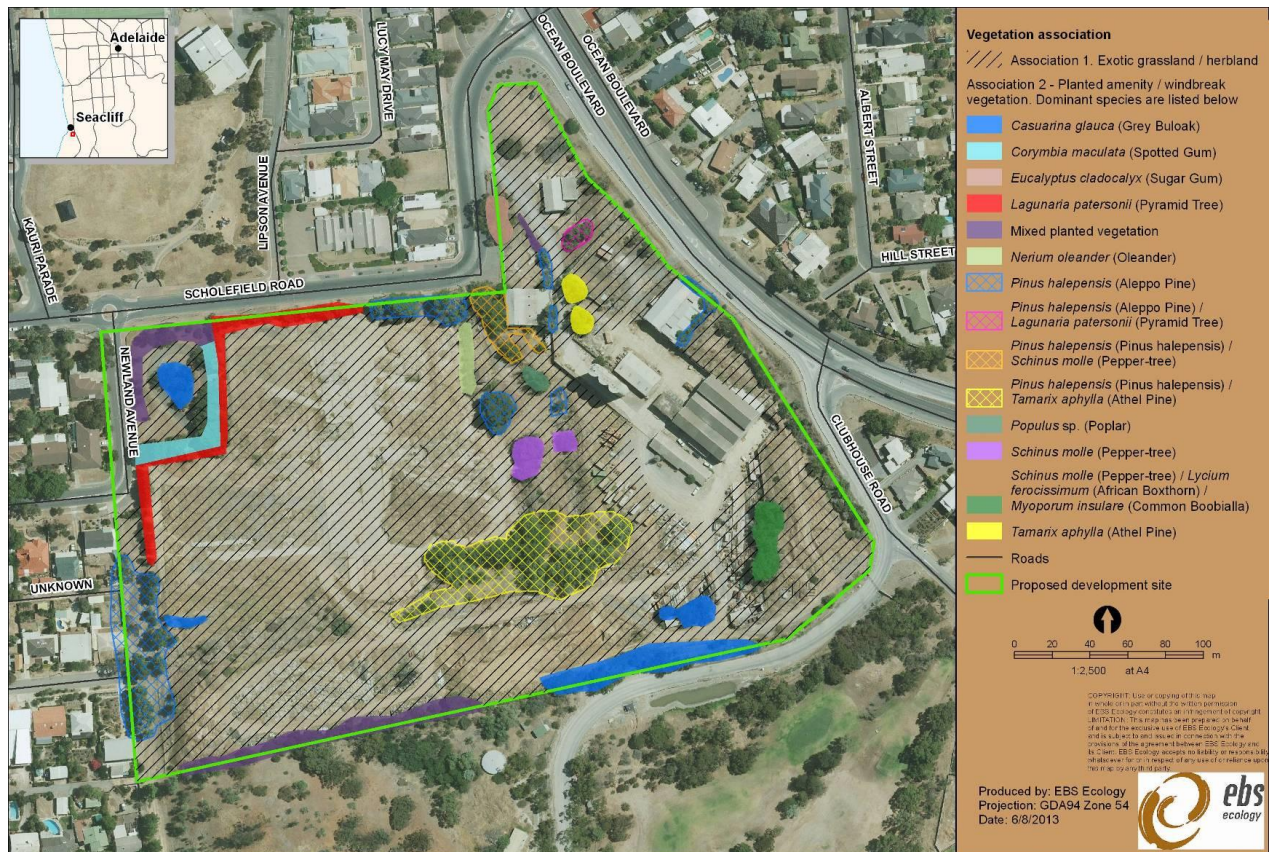
- Association 1 – Exotic grassland/Herbland
- Association 2 – Planted amenity/windbreak vegetation.

Association 1 – Exotic grassland/Herbland was the dominant association covering an area of approximately 6.26 hectares and was considered to be in very poor condition where the ground had been disturbed, scraped or filled, creating favourable conditions for exotic species. Dominant species included Soursobs, Wild oat, Rice Millett, Wild Radish and Pincushion.

Association 2 – Planted amenity/windbreak vegetation was observed along the boundary fenceline and in close proximity to derelict sheds, covering an area of approximately 1.67 hectares. Dominant flora species included exotic species that had been previously planted and were now very large in height, including Aleppo Pine, Grey Bul oak, Platypus gum, Pepper-tree and Athel Pine. This association included three of the four indigenous species identified above. The condition of the vegetation was considered to be very poor, although its visual amenity value was considered high, particularly along sections of the southern, western and northern boundaries and in the Council reserve at the corner of Scholefield Road and Newland Avenue.

Again however, subsequent site clearance works, undertaken in conjunction with removal of all derelict buildings on the land, has resulted in the removal of all vegetation internal to the site owned by the proponent.





Vegetation associations - 2013

Six fauna species were observed within the subject land, comprising five bird species (Silver Gull, Rock Dove, Australian Raven, Nankeen Kestrel and Australian Magpie) and one feral mammal (Brown Hare /European Hare)). No conservation significant species were observed during the field survey.

Of the flora species identified, nine were classed as Declared weed species under the *Natural Resources Management Act 2004*.

### 3.2.9.2 Vegetation Clearance Assessment - 2019

As indicated above, this 2019 assessment was undertaken to cover the additional land (some 3.9 hectares) being sought to be added to the Affected Area. Prepared by EBS Ecology, as was the 2013 assessment, the introductory information (i.e. Legislative Summary, Background Information and Methods) is of a similar nature to that discussed in the 2013 assessment.

In summary, the key findings of the 2019 assessment were:

#### Database Searches

Database searches were undertaken using the Protected Matters Search Tool (PMST) associated with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) , the Biological Data Bases of South Australia (BDBSA) flora and fauna supertable overview associated with the State's *National Parks and Wildlife Act 1974* and a review of relevant literature and flora and fauna surveys previously conducted in, or in proximity to the subject land. These searches indicated:

### **EPBC threatened ecological communities**

There was one nationally Threatened Ecological Community (TEC) that had the potential to occur within vicinity of the site: Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia. However, no indigenous *Eucalyptus microcarpa* trees were located within the area and this community was not observed within or in close proximity to the area.

### **EPBC threatened flora species**

Ten EPBC listed flora species were identified in the Protected Matters Report as potentially occurring or having potential habitat occurring within the vicinity of the area. However, none of these species were observed or were deemed likely to occur within the subject land.

### **EPBC threatened fauna species**

Thirty-six EPBC listed fauna species were identified in the Protected Matters Report as potentially occurring or having habitat potentially occurring within the vicinity of the area. This included 27 bird, five mammal, one fish and three reptile species. However, no species were determined as likely to occur within the subject land, based on preferred habitat and previous records within close proximity to the land.

Thirty-eight species listed as migratory and/or marine under the EPBC Act were identified in the Protected Matters Report as potentially occurring or having habitat potentially occurring within the vicinity of the area. However, no species were considered likely to use the subject land for habitat resources.

### **State threatened flora species**

Eight threatened flora species were highlighted as having observations within 5 km of the area from the Naturemaps super tables. However, none of these species were deemed as likely to occur onsite. *Acacia whibleyana* was observed as a planted specimen adjacent to the entrance track to the Boral site.

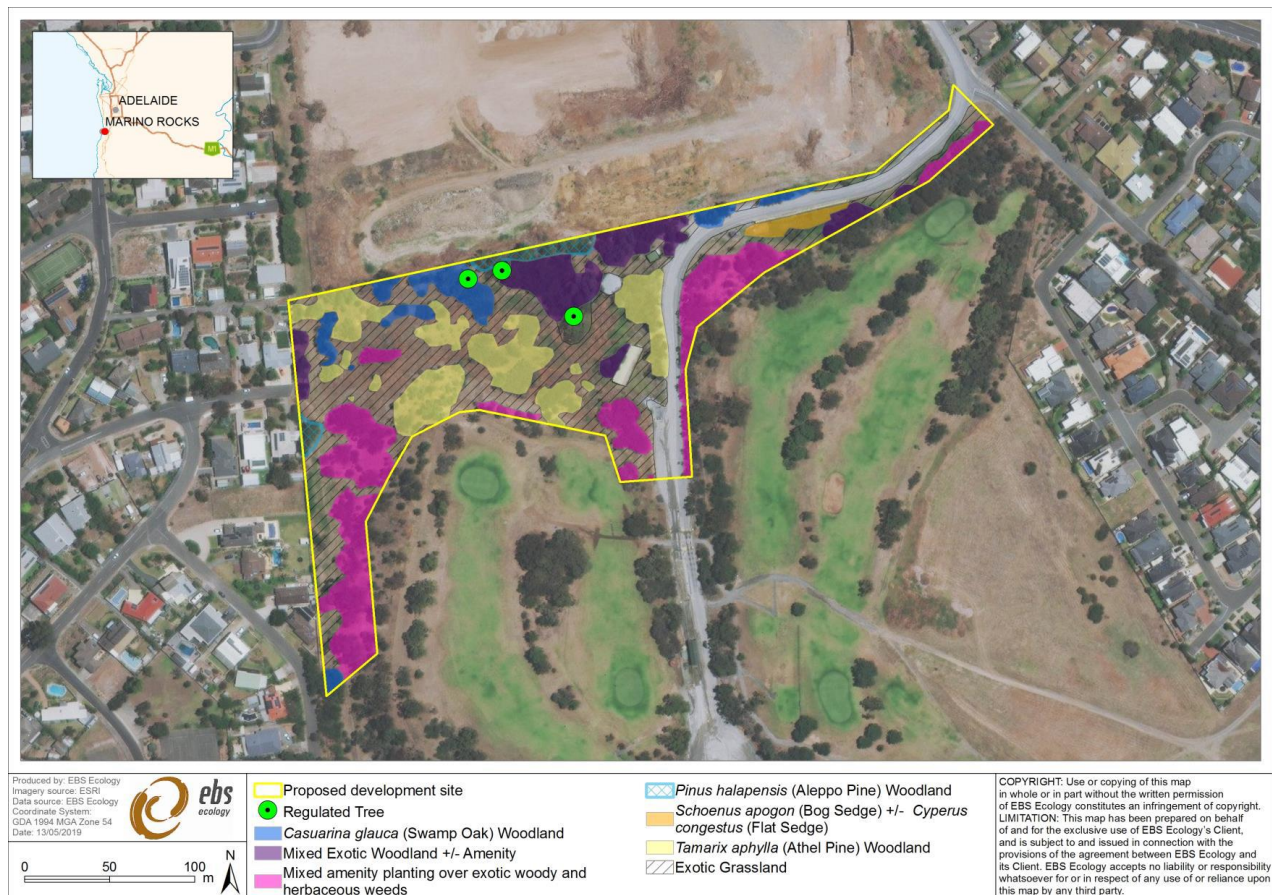
### **State threatened fauna species**

The Naturemaps fauna supertable search within 5 km of the area indicated four species listed as threatened at state level. None of the fauna species were considered likely to utilise the site for habitat resources based on the vegetation structure, proximity to arterial roads and adjoining land use.

### **Field Survey**

'Walking' the site indicated the vegetation consisted of planted trees for the purpose of amenity value. The area was mapped as broad exotic vegetation associations with mixed amenity over exotic emergents accounting for a large part of the area (see the Figure following).





### Vegetation associations – 2019

Woody weed species such as *Olea europaea* (Olive) have emerged naturally over time, and other species such as *Tamarix aphylla* (Athel Pine) and *Pinus halepensis* (Aleppo Pine) were planted due to their hardiness and high growth rate. These are all classified as significant environmental weeds and removal will be beneficial to lower the weed spreading capacity to adjacent reserves. Other native plantings were largely Western Australian species such as Mallets. Overall the vegetation present was low ecological value with declared weed species providing the highest cover.

The eastern section of the area adjacent to the access road was largely a cutting / bank landform. This was planted largely with *Eucalyptus* species of mixed origin. Part of the section has been planted with local indigenous species, consisting of primarily *Eucalyptus porosa* (Mallee Box) and *Eucalyptus cosmophylla* (Cup Gum). The *Eucalyptus porosa* plantings have been successful and provide a natural look to the bank. *Eucalyptus cosmophylla* were highly stunted and in poor condition. The understorey was of almost entire exotic nature with species such as *Olea europaea* (Olive), *Lycium ferocissimum* (Boxthorn), *Chrysanthemoides monilifera* (Boneseed), *Oxalis pes-caprae* (Sour sob), *Cenchrus clandestinus* (Kikuyu), *Euphorbia terracina* (False Caper), *Asparagus asparagoides* (Bridal Creeper), *Rhamnus alaternus* (Blowfly bush), *Marrubium vulgare* (Horehound), *Senecio pterophorus* (African Daisy) and *Pinus halepensis* (Aleppo Pine) all well represented and regenerating.

The western extent of the area was dominated by *Tamarix aphylla* (Athel Pine) plantings, emergent *Lycium ferocissimum* (Boxthorn) and *Rhamnus alaternus* (Blowfly Bush). There were dense thickets of declared weed species along the northern portion of the area.

Areas without plantings and emergent weeds were dominated by exotic grasses and herbaceous species, particularly *Cenchrus clandestinus* (Kikuyu) and *Cynara cardunculus* (Artichoke Thistle).

Two Regulated trees and one Significant tree (under the *Development Act 1993*) were observed within the area (as shown on the above Figure), two *Eucalyptus camaldulensis* (Red Gum) and another introduced native species, potentially *Eucalyptus gomphocephala* (Tuart Gum). While these trees were in good condition, they were not providing significant structural habitat such as hollow bearing limbs. If removal of these trees is required, approvals under the *Development Act* will need to be sought from Marion Council

Eleven species of declared weeds (under the *Natural Resources Management Act 2004*) were observed during the field survey. Five of these species were also listed as Weeds of National Significance (WoNS). WoNS have been agreed by Australian governments based on an assessment process that prioritised these weeds based on their invasiveness, potential for spread and environmental, social and economic impacts.

## Conclusions

At the time of the 2013 survey, vegetation within the then subject land was considered to be in very poor condition and dominated by exotic flora species, both planted and established. Declared weeds were common and widespread throughout the site. Subsequent site clearance works, undertaken in conjunction with removal of derelict buildings on the land, has resulted in further disturbance to the vegetation internal to the site owned by the proponent.

A search of relevant databases identified 35 'threatened' faunal species as possibly occurring within the subject land. However, more detailed assessment indicated 34 of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons.

The remaining species, the Yellow-tailed Black Cockatoo (YTBC) was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source, although it was noted no YTBC were observed during the survey period.

However, subsequent removal of the Aleppo Pines means it is now 'Unlikely' that the YTBC would be attracted to the land. This removal of the Pines was considered likely to have only a minor impact on YTBC, given that there are other known pine plantations within the southern Adelaide area that they can feed on, as well as the fact YTBC can travel long distances in search of food.

Large areas of rubbish, rubble and waste material were observed on the majority of the subject site. While these areas were likely to be habitat for various reptiles, no reptiles of conservation significance were identified as occurring within the site. Subsequent site clearance works has reduced areas of rubbish, further reducing habitat opportunities.

The 2013 assessment report also provided advice in relation to minimising the impact of development on the ecological values of the subject land. This advice focussed on management of on-site activities, including developing and implementing weed and pest management plans to restrict weed spread offsite, fauna management procedures for construction works and a suitable storm water catchment plan to have no impacts on any potential offsite habitat.

As with the 2013 assessment, the 2019 assessment over the additional land proposed to be included within the area affected indicated no significant flora or fauna species have been identified on the subject land.

While not a DPA matter, EBS recommended various measures should be put in place to control declared plant species and environmental weed species, particularly during the construction process.

No additional policies are proposed for inclusion in the DPA on this matter.



### 3.2.10 Regulated/Significant Tree Survey

A Regulated/Significant Tree survey and assessment was undertaken for the main portion of the land and immediate surrounding environs by Symatree in 2013. EBS Ecology subsequently considered this issue for the additional land to be included in its 2019 flora and fauna assessment (see discussion above in section 3.2.9.2).

#### 3.2.10.1 The 2013 Survey

The 2013 survey identified 12 trees that met the criteria for a 'regulated tree' (i.e. a trunk or multiple trunks with a total circumference of two metres or more measured at a point 1 metre above natural ground level). No trees were identified as meeting the criteria for a 'significant tree' (i.e. a total circumference of 3 metres or more).

The remaining vegetation on the site was described as being dominated by a mix of tree species that were not subject to planning controls. These species include Pepper Corns, Norfolk Island Hibiscus and Athel Pines. In addition, a number of self-sown Aleppo Pines, in various stages of maturity, were also found on the site.

Of the Regulated trees, seven were located within the proposed development site, while four were located in the Holdfast Bay Council reserve at the corner of Scholefield Road and Newland Avenue and one was located within the road reserve adjacent to the current main entrance to the subject land on Scholefield Road.

The approximate locations of these trees are shown on the following aerial image.



**Locations of Regulated trees**

Assessment of the 12 Regulated trees suggested that five were in poor health, had poor structure, or both, and could be supported for removal. The report suggested that seven trees could be retained, subject to final design of the proposed development. One of these trees was within the Scholefield Road road reserve, four within the Les Scott Reserve and two were internal to the site. These latter two trees were identified as Aleppo Pines, which within natural areas are considered weed species. While suggesting their retention, the report acknowledged their location may restrict site remediation works or development that would otherwise be considered reasonable and that in this context removal of the trees could be supported on balance.

As previously indicated, the removal of the trees in poor health and the Aleppo Pines has subsequently been undertaken as part of site clearance works. The Regulated trees on Council land (i.e. within the road reserve and on Les Scott Reserve) remain.

### 3.2.10.1 The 2019 Survey

The EBS Ecology *Vegetation Clearance Assessment* report prepared in 2019 for the additional land proposed to be included within the area affected, identified two Regulated trees and one Significant tree as being located within this area.

The locations of these three trees are shown on the Vegetation association – 2019 Figure in preceding section 3.2.9.2.

The table below provides a summary of the findings of the 2019 assessment:

Tree Number	Species	Easting/Northing	Circumference (metres)	Health	Regulated/Significant
T1	Eucalyptus camaldulensis ssp. camaldulensis	274193 / 6119477	2.13	Good	Regulated
T2	Eucalyptus camaldulensis ssp. camaldulensis	274151 / 6119504	3.33	Good	Significant
T3	Eucalyptus sp. (gomphocephala?)	274131 / 6119494	2.73	Good	Regulated

The removal of any Regulated or Significant Trees from within the subject land will require a Development Application to be lodged with the relevant Council and an assessment undertaken against the relevant provisions of that Council's Development Plan. This would typically occur during site preparation works or at the later development proposal stage.

#### Conclusions

The 2013 assessment identified eleven trees within or near to the initial area affected as meeting the 'Regulated' tree definition under the *Development Act*. Four of these were within Holdfast Bay's Les Scott Reserve. A further Regulated tree was located on the road reserve of Scholefield Road. Of the seven trees on the land likely to be redeveloped, five were in poor health, had poor structure, or both, and were supported for removal. The other two trees internal to the development site were Aleppo Pines, which within natural areas are considered weed species. While suggesting their retention, the report acknowledged their location may restrict site remediation works or development that would otherwise be considered reasonable and that in this context removal of the trees could be supported on balance.

Subsequent to the preparation of the Symatree report, the removal of the trees in poor health and the Aleppo Pines was undertaken as part of site clearance works. The Regulated trees on Council land (i.e. within the road reserve and on Les Scott Reserve) remain.

The 2019 assessment identified a further two Regulated trees and one Significant tree on the additional land proposed to be included in the area affected. These were considered to be in good condition.

As both Councils' Development Plans contain policies specifically for assessing Regulated and Significant tree applications, no additional policies are proposed in this DPA.

### 3.2.11 Cultural Heritage

#### 3.2.11.1 Aboriginal Heritage

The Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation Division has advised that the Central Archive, which includes the Register of Aboriginal Sites and Objects, has no entries for Aboriginal sites on the subject land.

It is noted that all Aboriginal sites and objects are protected under the *Aboriginal Heritage Act 1988*, whether they are listed in the Register or not. Pursuant to the Act, it is an offence to damage, disturb or interfere with any Aboriginal site or damage any Aboriginal object (registered or not) without the authority of the Minister for Aboriginal Affairs and Reconciliation. If the planned activity is likely to damage, disturb or interfere with a site or object, authorisation of the activity must first be obtained from the Minister under section 23 of the Act. Section 20 of the Act requires that any Aboriginal sites, objects or remains, discovered on the land, need to be reported to the Minister. Penalties apply for failure to comply with the Act.

#### 3.2.11.2 Other Heritage

Review of the Marion Council Development Plan and the Holdfast Bay (City) Development Plan indicates there are no items of State or Local heritage significance or Contributory items on the subject land or in the immediate vicinity.

#### Conclusions

Research indicates there are no Aboriginal sites or items of State or Local heritage on the subject land. No additional policies for cultural heritage are therefore proposed in this DPA.

### 3.2.12 Social Impact Assessment

Creating Communities, a multidisciplinary social and communications planning firm, examined the potential social impact of the rezoning of the subject land in 2013. In preparing the assessment, discussions were held with key staff at both Councils, desk-top research of key factors undertaken and, where necessary, 'spot checking' of significant factors was also undertaken.

The assessment report indicated that the site was viewed as a 'blight' on the area and a physical barrier for the transition of people throughout the area. However, the proposed development of the site was considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.

Given the existing demographics of the surrounding suburbs, type of residential units likely to occur, the potential cost of the majority of the units and the prevailing psyche of housing choice, Creating Communities considered it highly likely that the vast majority of the proposed dwellings would be occupied by singles, young couples without children and older empty-nesters. While there was potential for some families to locate here, that was considered to be a clear minority.

Based on this predicted demographic, Creating Communities found that the provision of community services and infrastructure at both the regional and district levels would be able to absorb the additional needs of the incoming population. It also noted that the development had the potential to be of significant overall and specific benefit to the local area and its amenity, with the main risk lying in failing to adequately take advantage of the opportunity that both the new residents and redeveloped site could offer.

Review of the 2019 proposed residential development form indicates it is likely to encompass in the order of 150 residential allotments and some 430 – 480 apartments at a medium density of 35 – 70 dwelling units per hectare and in a medium rise form of 3 – 6 storeys height. These forms of residential product are aimed more at singles, couples and an older demographic, rather than having a family orientation. This demographic is in line with that previously considered by Creating Communities in its assessment and, as such, its assessment is still considered relevant.

Potential positive and negative social impacts associated with the development of the subject land were (and are) considered to include:

Positive impacts	Negative impacts
The current land use is typically considered negatively, and therefore the change in use is likely to be seen in a positive light by local residents.	
The potential for higher density residential outcomes reinforces a range of strategic directions of the South Australian government, as well as the two Councils, to achieve residential infill.	
The addition of in the order of 600 dwellings will help to address the ongoing public demand for accommodation in the local area and in Adelaide more broadly.	
Increased employment opportunities during construction and in retail activities.	
A boost in the local economy from retail activities, new households requiring goods and services and office space providing opportunities for businesses to grow and develop.	Conversely, some shops in the wider area will face increased competition and short term financial impacts.
The addition of up to 1,400 new residents who are likely to have commonalities with existing residents.	Conversely, the additional residents may increase pressure on existing, local health facilities. An additional GP will be required in the local area.
The ability to create development amenable to 'ageing in place'.	
Increased housing prices in adjacent areas as a result of the new retail and housing development.	Conversely, rental prices may also rise, although most own their homes.
The provision of some affordable housing provides a much needed opportunity for a section of the community, enabling the local area to maintain a socially diverse environment.	
The opportunity for additional community facilities and services (i.e. a community centre/hub, recreation/open space, GP services, child care centre).	
	The two closest local schools are currently (in 2013) operating at or near capacity. Although the predicted demographic will not generate a significant demand for school places it is possible that this may constitute a low negative impact. Further to this

Positive impacts	Negative impacts
	comment, it is to be noted that with a build time of some 6 – 10 years before reaching final population yields, potential impacts on school places can be further considered in the interim.
Improved quality of the living environment.	Conversely, remediation and construction activities may have potential short term impacts on existing adjacent development.
Enhanced connectedness with existing public transport options, open space and the establishment of walking and cycling opportunities through the site.	
Space for celebrating community. The development can offer spaces to accommodate events and activities that help celebrate and build community.	
Ongoing cooperative working. The rezoning process has promoted a productive, cooperative working relationship between the two Councils and there is opportunity for this to increase, to the benefit of ratepayers.	

## Conclusions

The social impact assessment identified a number of positive impacts likely to result from the proposed rezoning of the subject land and its subsequent development for medium density residential, community, retail and open space purposes. Overall, the development of the subject land will provide a vastly improved amenity to the area and enable connections across the land and to adjoining areas. In addition, the policies proposed in this DPA provide support for the physical location of community services within the neighbourhood activity centre, with envisaged uses including a community centre, consulting rooms, indoor recreation centre, offices, place of worship and a pre-school (child-care centre).

As shown in the table above, a few potentially negative impacts were also identified, but these are considered of short term duration. In relation to the demand for school places, the assessment indicated that while the two closest local schools were operating at or near capacity (in 2013), there was unlikely to be a high demand generated based on the predicted demographic. This remains valid in 2019. In addition, there were a number of local primary and secondary schools (both public and private) that were considered to have the capacity to absorb future demand.

### 3.2.13 Affordable Housing

The 30-Year Plan promotes the need to ensure that Adelaide maintains its housing affordability advantage compared to other states. It recognises that, when measuring affordability, it is important to recognise that household costs relate not only to the actual purchase cost of the home but that other aspects of daily life must also be considered. These include transport costs, which are the second largest component of household expenditure. Consequently, the total 20-year cost per household (factoring in interest payments and travel costs) can be significantly higher for people living in the outer metropolitan areas compared to those living in inner and middle rim suburbs.



To reduce transport costs and to increase affordable living options, the 30-Year Plan promotes the development of walkable neighbourhoods. These are neighbourhoods that provide close and convenient access by foot, bike or public transport to local services, shops, primary schools and public open space.

There are a number of policies within the Plan that discuss the need to provide affordable housing, including Policy 43 that states:

*“Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).”*

Development of the subject land is considered to provide opportunity for consideration of affordable housing options.

Both the Marion and Holdfast Bay Development Plans already contain Affordable Housing Overlay policies. Application of these policies to the subject land will be achieved by showing the subject land as a ‘designated area’ on an Affordable Housing Overlay Map.

In addition, both Development Plans also contain other Affordable Housing policies and ‘Affordable housing’ is recognised as an envisaged use in the Suburban Neighbourhood Zone which is proposed to be introduced over the land.

### 3.2.14 Mineral Extraction Zone

The western portion of the Area Affected, within the Marion Council area, is currently located within a Mineral Extraction Zone. This Zone reflects the mineral resources in the area and the associated quarrying activities of the Boral operated Linwood Quarry.

Over a number of year the quarrying operations have progressively moved further south towards Perry Barr Road at Hallett Cove, away from the subject land. In December 2019, Boral lodged a Mining Lease Proposal with the Department for Energy and Mining, seeking to develop the quarry in an easterly direction, towards Ocean Boulevard/Lonsdale Road at Seacliff Park and Hallett Cove.

This expansion of quarrying activities to the east, together with the agreed relocation of the current haulage road from adjacent to the southern boundary of the subject land to a future exit at the intersection of Ocean Boulevard and Majors Road intersection, means that land adjacent to the southern boundary of the proponent’s land is no longer required for mining activities. Being located immediately adjacent to the proponent’s land means that it forms a logical extension to that land, and it is proposed that it also be rezoned to Suburban Neighbourhood Zone.

The surrender of this portion of the tenement, to remove this land from the associated Mining Lease, is being sought with the Department for Energy and Mining.

The Minister for Planning has advised that the Councils need to provide confirmation of the extinguishment of the mining licence (or as a minimum that the process has commenced) at the time the DPA is lodged for approval.

### 3.2.15 Open Space Provision

Section 50 of the *Development Act 1993* (Open Space Contribution Scheme) provides a legislative framework for the allocation of public open space and the contribution of funds towards future open space.

Where within a council area an application proposes the division of land into more than 20 allotments, and one or more of the allotments is less than one hectare in area, the council may require up to 12.5% of the land to be vested in the Council to be held as open space. Alternatively, a financial contribution may be payable to the council based on a set formula, or a combination of land and financial contribution can be agreed.

Where the division of land is for 20 allotments or less, and one or more allotments is less than one hectare in area, or undertaken under the *Community Titles Act 1996*, the State Planning Commission may require a contribution or enter into an agreement where certain land will be vested in the council or Crown to be held as open space and a contribution will be made.

The statutory provision of open space (either as land, a financial contribution or a combination of both) is therefore dependent on a land division proposal, its type and the number of allotments proposed.

In the circumstances of this DPA there are a number of factors that prevent a definitive allocation of open space at this time, including:

- The final form of development likely to occur on the subject land, and its need for associated land division, has not yet been determined. For example, development could be in a mixed-use format (i.e. retail with residential above) or as standalone land uses (i.e. residential, retail or commercial), with some activities not requiring further land division to proceed and therefore not being required to make an open space contribution.
- Depending on the extent of land division proposed, whether the open space contribution is to be provided to Council (primarily as a land contribution, but potentially as a land/monetary contribution) or the State Planning Commission (primarily as a monetary contribution, but potentially as a land contribution).
- Development is likely to occur over a number of years and will be influenced by market conditions at the time.

Notwithstanding these factors, the proponents have committed to working with both Councils to ensure realistic and site relevant open space outcomes are achieved.

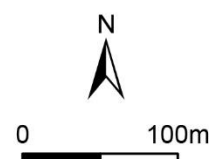
These outcomes are based on:

- Initial discussions with both Councils in 2015 to consider the open space development concepts and planning requirements for the DPA. A subsequent site visit to inspect the site and concept proposal led to in-principle agreement for the form of open space proposed.
- Recognition of the changes that have occurred in the provision of facilities and in planning for open space and recreation within both the Cities of Marion and Holdfast Bay since 2015.
- Further discussions with both Councils in 2019 on the proposed amendments to the DPA and in light of the updated Council strategies. This has again resulted in in-principle support with regard to the provision and location of open space around the periphery of the site, its potential use for stormwater management and meeting principles for regional connectivity and accessibility to and through the site. In particular, the proposed shared bike path/ pedestrian connections that enhance existing community circulation north – south and east- west, including to the Marion Golf Course located to the south, are supported. These features are shown indicatively on the following Concept Plan.



- Hills Face Zone
- Residential
- Neighbourhood Activity Centre
- Existing Reserves
- Detention Basin / WSUD
- Open Space / Buffers
- Signalised Intersection
- New Traffic Management Device

- Existing Roundabouts
- Possible Access Point (two-way)
- Possible Access Point (one-way)
- Pedestrian / Cyclist Links
- Proposed Public Road
- Development Plan Boundary
- Concept Plan Boundary



In addition to this in-principle agreement for open space provision and location, legal advice is being sought as to whether the wider Infrastructure Agreement being considered for other infrastructure elements is also required to detail of the open space infrastructure being sought, noting that this aspect is typically dealt with at the development application stage where the design process is more advanced.

Key documents that will be used to inform further open space planning and design within the subject land include:

#### City of Marion

- Playground Framework and associated documents
- Streetscape Guidelines
- Tree Management Framework
- Verge Development Guidelines
- Remnant Vegetation Plan
- Community Facilities Policy
- Open Space Policy 2018
- Walking and Cycling Guidelines 2018-2022

#### City of Holdfast Bay

- Development of the Kauri Parade Sporting and Community Precinct to the north of the DPA area
- Playspace Research and Guidelines
- Playspace Action Plan 2019-29
- Open Space and Public Realm Strategy 2018-2030.

Potential areas of open space are indicated on the above Concept Plan and support stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.

Both Councils' Development Plans already contain a number of General Section policies under *Open Space and Recreation* that provide guidance on open space provision and development. Reference is also proposed to open space within the Desired Character statement for the Suburban Neighbourhood Zone.

### 3.2.16 Summary of Investigations

The investigations undertaken for the land show that in relation to:

**Service utilities:** No significant impediments to service provision have been identified. However, funding solutions for any specific augmentation requirements/network upgrades will still need to be negotiated between the developers of the land and the infrastructure provider.

**Stormwater management:** Suitable measures are available to cater for both upstream flows and flows generated on-site, to avoid negative impacts on the downstream system. A combination of pipe work, suitably sized detention/retention basin(s) and water sensitive design techniques can be employed to appropriately manage the quantity and quality of stormwater.

**Site contamination:** There are varying levels of contamination identified across the site, which can be dealt with by established methods to render the land suitable for the intended use. Preliminary advice from an accredited Site Auditor has advised the EPA that, based on the knowledge available at this time, the subject land should be able to be made suitable for the proposed uses.

**Traffic impacts:** While suitable access points to the subject land can be provided from Scholefield Road and the former Quarry haulage road, it has been assessed that signalisation of the Ocean Boulevard/Scholefield Road intersection is required – irrespective of the impact of this DPA. On-site car parking will need to be provided at the rates set.

**Retail development:** Neighbourhood level retail facilities can be justified on the subject land, in combination with other community facilities. Any negative impacts on existing centres within the region are likely to be short term. Based on the Councils' vision for the activity centre and for it to be at a neighbourhood scale, it is proposed the centre be developed with up to 6,000 square metres floor area for shops and 2,000 square metres floor area for other non-residential land uses.

**Environmental noise and vibration:** A combination of factors such as setbacks, acoustic barriers, siting, design and materials used in construction, can provide a suitable amenity for sensitive development in proximity to likely noise and vibration sources. The relocation of the Quarry haulage road to the south-east of the area affected has removed the potential for noise and vibration impacts caused by Quarry truck movements.

**Air quality:** Data suggests that the Linwood Quarry is not significantly impacting on the local particulate (PM10) count. The relocation of the Quarry haulage road to the south-east of the area affected has removed the need for specific amelioration measures to be applied to the subject land in relation to dust issues.

**Linwood Quarry:** An average of five complaints per year are received in relation to dust, noise, vibration, etc. from the wider area. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future. The relocation of the adjacent haulage route will negate the need for specific amelioration measures to be applied to the subject land.

**Flora:** Vegetation within the subject land was described as being in very poor condition and dominated by exotic flora species, both planted and established. Declared weeds were common and widespread throughout the site. More recent site clearance works have removed much of this vegetation.

**Fauna:** 34 of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons. The remaining species, the Yellow-tailed Black Cockatoo (YTBC) was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source. However, the subsequent removal of the Aleppo Pines means it is 'Unlikely' that the YTBC will be found on the land. In addition, there are other known pine plantations within the southern Adelaide area that they can feed on, as well as the fact YTBC can travel long distances in search of food.

**Regulated trees:** Subsequent to the preparation of the tree assessment report, 7 Regulated trees in poor condition and/or central to the development site have been removed as part of site clearance works. The 5 Regulated trees on Council owned land have been retained. The removal of any further Regulated/Significant trees would be the subject of a further assessment/approval process.

**Aboriginal and other heritage:** There are no registered sites or objects, or items of State, Local or contributory significance, on the land or in proximity.

**Social impact:** The site is currently viewed as a 'blight' on the area and a barrier for the transition of people throughout the area. The proposed development is considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.

**Open space:** In-principle agreement has been reached between the proponent and the Councils on key areas of open space and their support for stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.



## 4. Recommended policy changes

### 4.1 Recommended Policy Changes

The majority of the Affected Area lies within the Marion Council area, with the remainder in the Holdfast Bay Council area. Review of the current zoning applying to the subject land follows.

#### 4.1.1 Marion Council Area

Within the Marion Council area, the majority of the land is within the Residential Zone (Cement Hill Policy Area 10), with a smaller portion within the Mineral Extraction Zone and the Hills Face Zone.

Planning policies for the Residential Zone (Cement Hill Policy Area 10) indicate that it is an area primarily accommodating detached dwellings at low densities on individual allotments.

Planning policies for the Mineral Extraction Zone indicate that it comprises land intended for the mining and quarrying of minerals in a sustainable manner. As discussed in Section 3.2.14, a portion of the Zone is no longer required for mining purposes and the process to surrender this portion of the Mining Lease has commenced with the Department for Energy and Mining.

While a small portion on the southern boundary of the subject land is within the Hills Face Zone, no change to the Zone boundary or policies is proposed in this DPA.

#### 4.1.2 Holdfast Bay Council Area

Within the Holdfast Bay Council area, the land, including Les Scott Reserve, is within the Residential Zone.

Planning policies for this zone indicate that it is to comprise 'a range of dwelling types' with 'increased densities in close proximity to centres, public transport routes and public open spaces.' Medium to high density forms of housing are identified in specific policy areas, but not for the subject land.

#### 4.1.3 Conclusions and Recommended Policy Changes

As has been discussed earlier in this Analysis section, there are a number of significant constraints applying to the subject land. While these are largely able to be overcome or ameliorated to an appropriate standard suitable for the intended uses, not all of the site will be available to accommodate 'built' development. Given the economic realities of rendering the land 'fit for purpose', development on the site will need to be of a form and density that is financially viable from a development perspective.

As described above, the existing policies applying to the subject land are not considered conducive to the form or density of development considered necessary to successfully redevelop the land in a manner that will provide significant community benefit and vastly improved amenity.

While the final form and yield of the development area will be determined over a potential 6 to 10 years build time, it is likely to encompass the following elements:

- In the order of 150 residential allotments
- In the order of 430 to 480 multi-storey apartment dwellings
- Shops up to 6,000 square metres in area
- Other non-residential development up to 2,000 square metres in area
- Community open space.

After reviewing a number of policy modules contained within the SA Planning Policy Library, including the Mixed Use Zone and the Neighbourhood Centre Zone, it is considered the Suburban Neighbourhood Zone policies (with minor amendments) best reflect the proposed development scenario for the bulk of the subject land.



Review of the policies for the Mixed Use Zone indicates that it promotes a number of land use forms that are more commercial/industrial in nature and that are not envisaged on the subject land (i.e. institutional facility, light industry, recycling collection depot, service trade premises, warehouse and only 250 square metres of shops). While Neighbourhood Centre Zone policies could be applied to a portion of the land, the intent of these policies is also largely reflected in the Suburban Neighbourhood Zone policies which support a neighbourhood level activity centre. Given the potential constraints applying to the development of the land (i.e. the location and form of development may change based on the final Site Contamination Audit findings), the flexibility provided by the proposed Suburban Neighbourhood zoning is preferred over that to other more 'rigid' zones in this instance.

While the proposed policies for the Suburban Neighbourhood Zone are shown in full in Attachments M 2 and HB 2 in The Amendment section of this DPA, the objectives for the Zone are listed below:

- 1 *A medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.*
- 2 *Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.*
- 3 *A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.*
- 4 *Sustainable development outcomes through appropriate stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.*
- 5 *Development that contributes to the desired character of the zone.*

In summary, the DPA proposes the following changes:

- In the Marion Council Development Plan rezoning the subject land from Residential Zone (Cement Hill Policy Area 10) and Mineral Extraction Zone to Suburban Neighbourhood Zone.
- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Making "local additions" to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Inclusion of new maps showing the subject land as a "Designated Area for Noise and Air Emissions" and "Affordable Housing" in both Development Plans.
- Inclusion of a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.

## 4.2 State Planning Policy Library update

In the Statement of Intent for this DPA, both Councils indicated that they would update their Development Plans to include the latest version of Water Sensitive Design policies from the 'Natural Resources' module of the SA Planning Policy Library (version 6). This proposal has been reviewed as part of this DPA process but is not required as it has already occurred in previous DPAs. As indicated above, the zoning proposed for the subject land is based on the Suburban Neighbourhood Zone from version 6 of the SAPPL Library.

## **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 majority of the site (where residential zoning currently applies) currently falls under the Residential Code provisions, having been identified as a 'Determined Area' for the purposes of Schedule 4 – Complying development, Clause 2B – New dwellings. Under this Clause the Code generally applies to new single and two-storey detached and semi-detached dwellings, which, if they meet specified performance criteria, must be granted Development Plan Consent.

However, as this DPA proposes a mixed use form of development with higher residential densities, including multi-storey buildings, it is unlikely that application of the Code will occur. In addition, application of the Code could actually hinder the desired development of the site. In this circumstance, the revocation of the 'Determined Area' status of the subject site is considered supportable.

## 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 the Councils' Development Plans
- 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 Appendix A of 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 31 July 2012 and as revised on 7 June 2019. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 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 Marion Council Development Plan and the Holdfast Bay (City) Development Plan.

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

This DPA affects both the Marion Council Development Plan and the Holdfast Bay Council Development Plan. The adjoining Development Plans are therefore the West Torrens (City) Development Plan, Unley (City) Development Plan, Mitcham (City) Development Plan, Onkaparinga Development Plan and Land Not Within a Council Area (Metropolitan) Development Plan.

The area affected by the DPA is a discrete site that is located on the western boundary of Marion Council and the eastern boundary of Holdfast Bay Council, some distance from any of the adjoining Development Plans (i.e. over 1 km from the boundary of the Land Not Within a Council Area (Metropolitan) Development Plan, some 3 km from the boundary of the Onkaparinga Development Plan, some 4 km from the boundary of the Mitcham (City) Development Plan, some 9.5 km from the boundary of the Unley (City) Development Plan and some 7.5 km from the boundary of the West Torrens (City) Development Plan.

Given these distances and the fact that the proposed policies are based on relevant SAPPL modules, it is considered that this DPA will not affect the policies of Development Plans for adjoining areas. Where adjoining Development Plans have been converted to the SAPPL format and content, the policies in this DPA will be complementary.

### 6.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council areas, as discussed in section 2.3.3 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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## 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 Adrian Skull, as Chief Executive Officer of the City of Marion, 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 Marion and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

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

XXX

DATED this XXX day of XXX 2019

.....  
Chief Executive Officer



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

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

XXX

DATED this XXX day of XXX 2019

.

.....  
Chief Executive Officer

## Appendices

### **Appendix A - Assessment of the Planning Strategy**

## Appendix A - Assessment of the Planning Strategy

### Targets and Policies

The DPA will support achievement of the following Targets and Policies from *The 30-Year Plan for Greater Adelaide – 2017 Update*.

Target	Response
<b>Containing our urban footprint and protecting our resources</b> <ul style="list-style-type: none"> <li>85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045</li> </ul>	The redevelopment of this brownfields site for higher density residential development will increase the amount and diversity of housing stock within the established urban area of metropolitan Adelaide.
<b>More ways to get around</b> <ul style="list-style-type: none"> <li>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</li> </ul>	The site is located some 500 – 850 metres walking distance from the Marino Railway Station on the Adelaide to Seaford train line. There are also bus stops on Scholefield Road on the northern side of the site and on Ocean Boulevard on the eastern boundary of the site.
<b>Getting active</b> <p>Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045</p>	Scholefield Road on the site's northern boundary and Ocean Boulevard on the eastern boundary are identified bike routes on the Bikedirect network. Development within the neighbourhood activity centre will also provide opportunities to walk to work within the site.
<b>Walkable neighbourhoods</b> <p>Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045</p>	The redevelopment of the site will meet the criteria for a walkable neighbourhood, providing convenient access by foot and bike to public open space, primary schools, shops and bus/train services.
<b>A green liveable city</b> <p>Urban green cover is increased by 20% in metropolitan Adelaide by 2045</p>	The redevelopment of this brownfields site will provide increased green cover through the establishment of new open space areas, links to existing adjacent open spaces, street tree plantings and amenity plantings in association with the neighbourhood activity centre.
<b>Greater housing choice</b> <p>Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045</p>	The policies for the SAPPL based Suburban Neighbourhood Zone support the provision of a range of dwelling type and densities. Residential development is anticipated to be primarily of a medium density nature (i.e. 35 – 70 dwelling units/ha) and of medium rise design (i.e. 3 – 6 storeys).

Policy	Response
<b>Transit corridors, growth areas and activity centres</b>	
<b>Policy 1:</b> Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.	The redevelopment of the site will facilitate a medium density, medium rise residential area in proximity to rail and bus public transport options.
<b>Policy 2:</b> Increase residential and mixed use development in the walking catchment of: <ul style="list-style-type: none"> <li>- Strategic activity centres</li> <li>- Appropriate transit corridors</li> <li>- Strategic railway stations.</li> </ul>	The redevelopment of the site proposes the establishment of a medium density residential area around a new neighbourhood level activity centre in proximity to rail and bus public transport options.
<b>Policy 3:</b> Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The proposed residential density across the site is in the order of 35 to 70 dwelling units/ha (medium density), with pockets of development that may be lower or higher than this target.
<b>Policy 4:</b> Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	Residential development is likely to be predominantly of medium rise form (3- 6 storeys), with some pockets of lower rise as well.
<b>Policy 5:</b> Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	The redevelopment of the site will facilitate a medium density, medium rise residential area around a new neighbourhood level activity centre and in proximity to rail and bus public transport options.
<b>Policy 6:</b> Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.	The redevelopment of the site will provide urban renewal opportunities to a disused brownfields site.
<b>Policy 8:</b> Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit-focused and connected city, high quality urban design, and economic growth and competitiveness.	The proposed introduction of the Suburban Neighbourhood Zone over the site will support the establishment of an accessible neighbourhood level activity centre on the land.
<b>Policy 9:</b> Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.	Policies within the Suburban Neighbourhood Zone will support the creation of a vibrant, mixed use activity centre with a quality public realm.
<b>Design quality</b>	

Policy	Response
<b>Policy 25:</b> 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 redevelopment of this brownfields site is anticipated to occur through a comprehensive urban design process, incorporating a coordinated approach to the built form, streetscapes, open space and the public realm.
<b>Policy 26:</b> Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.	A diverse range of building forms is proposed which takes advantage of some of the site's sloping nature. It will provide for medium density residential development in an area which is currently characterised by detached dwellings on larger allotments. Affordable housing policies will apply to the site.
<b>Policy 28:</b> Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.	In addition to General Section policies which require consideration of these matters, policies for the Suburban Neighbourhood Zone will also reinforce the need for the provision of appropriate movement networks through the site and connections to the surrounding areas.
<b>Housing mix, affordability, and competitiveness</b>	
<b>Policy 36:</b> Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The redevelopment of the site will provide medium density housing adjacent to a new neighbourhood level activity centre and in proximity to public transport options providing access to the wider area.
<b>Policy 37:</b> Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: <ul style="list-style-type: none"> <li>- ancillary dwellings such as granny flats, laneway and mews housing</li> <li>- dependent accommodation such as nursing homes</li> <li>- assisted living accommodation</li> <li>- aged-specific accommodation such as retirement villages</li> <li>- small lot housing types</li> <li>- in-fill housing and renewal opportunities.</li> </ul>	The policies for the Suburban Neighbourhood Zone support the provision of a range of dwelling types and densities. In terms of accommodation, the list of envisaged uses includes affordable housing, aged persons accommodation, dwellings and residential flat buildings.
<b>Policy 40:</b> Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.	The redevelopment of this brownfields site will support higher density development and innovative building forms appropriate to the nature of the land.

Policy	Response
<b>Policy 43:</b> Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).	Affordable Housing Overlay policies will apply to the land through its listing as a 'designated area' on an overlay map.
<b>Policy 45:</b> Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.	Affordable Housing Overlay policies will apply to the land through its listing as a 'designated area' on an overlay map. As previously discussed, a range of dwelling types are envisaged on the land in close proximity to public transport options
<b>Health, wellbeing and inclusion</b>	
<b>Policy 47:</b> Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include: <ul style="list-style-type: none"> <li>- diverse housing options that support affordability</li> <li>- access to local shops, community services and facilities</li> <li>- access to fresh food and a range of food services</li> <li>- safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity</li> <li>- diverse areas of quality public open space (including local parks, community gardens and playgrounds)</li> <li>- sporting and recreation facilities</li> <li>- walkable connections to public transport and community infrastructure.</li> </ul>	The redevelopment of this brownfields site will result in the creation of a healthy neighbourhood that provides a range of housing options, including affordable housing, convenient access to a neighbourhood activity centre to be built on the same site, pedestrian and cycling networks internal to the site and connecting to the surrounding area, internal open space areas and connections to surrounding open space and sports facilities and walkable connections to train and bus services.
<b>Policy 50:</b> Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.	Local open space will be provided as part of the overall development of the site. Strong links will be provided to adjoining open space areas/facilities (i.e. Les Scott Reserve, John Mathwin Reserve and the Marion Golf Park).
<b>The economy and jobs</b>	



Policy	Response
<b>Policy 56:</b> Ensure there are suitable land supplies for the retail, commercial and industrial sectors.	The Suburban Neighbourhood Zone policies support the establishment of a neighbourhood level activity centre within the Zone. Policies for the activity centre support in the order of 6,000 square metres of retail space and 2000 square metres of other forms of commercial development.
<b>Transport</b>	
<b>Policy 74:</b> Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).	The development site is adjacent to Ocean Boulevard/Brighton Road, a 'Major Traffic and/or Freight Route' identified on Map 7. No new access points will be created from the subject land to Ocean Boulevard. Access will be provided from Scholefield Road and it is likely that a signalised intersection will be required at the intersection of Scholefield Road with Ocean Boulevard.
<b>Policy 78:</b> Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).	Pedestrian and cycling networks will be provided within the subject land, with convenient linkages to the new neighbourhood activity centre and the surrounding areas.
<b>Infrastructure</b>	
<b>Policy 86:</b> Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including: <ul style="list-style-type: none"> <li>- walking and cycling paths and facilities</li> <li>- local stormwater and flood management including water sensitive urban design</li> <li>- public open space</li> <li>- sports facilities</li> <li>- street trees</li> <li>- community facilities, such as child care centres, schools, community hubs and libraries.</li> </ul>	As part of the redevelopment of the site for residential and activity centre land uses, an appropriate level of infrastructure will be provided. This will include walking and cycling networks, local stormwater and flood management requirements, public open space, convenient access to adjacent sports facilities, street trees and the opportunity to establish community facilities within the neighbourhood level activity centre.
<b>Open space, sport and recreation</b>	
<b>Policy 99:</b> Ensure quality open space is within walking distance of all neighbourhoods to: <ul style="list-style-type: none"> <li>- link, integrate and protect biodiversity assets and natural habitats</li> <li>- provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres</li> </ul>	Public open space will be provided as required within the site. It will include convenient linkages to the activity centre proposed adjacent to Scholefield Road and to adjoining reserve areas/sports facilities.

Policy	Response
<ul style="list-style-type: none"> <li>- be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time</li> <li>- incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity</li> <li>- contain appropriate and low-maintenance species and locate trees to maximise shade</li> <li>- encourage unstructured recreation opportunities such as the provision of a variety of paths and children's play equipment</li> <li>- foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities.</li> </ul>	
<b>Climate change</b>	
<p><b>Policy 105:</b> Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> <li>- protect valuable primary production land</li> <li>- reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas</li> <li>- conserve areas of nature protection areas</li> <li>- safeguard the Mount Lofty Ranges Watershed</li> <li>- reduce vehicle travel and associated greenhouse gas emissions.</li> </ul>	<p>The provision of a medium density, medium rise built form on this brownfields site will deliver a more compact urban form. In creating a walkable neighbourhood in proximity to public transport options, there will be a reduced need for private vehicle travel.</p>
<p><b>Policy 107:</b> Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.</p>	<p>Policies for the Suburban Neighbourhood Zone support the establishment of medium density and low to medium rise residential development.</p>
<p><b>Policy 111:</b> Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.</p>	<p>Redevelopment of this brownfields site for residential and activity centre land uses will enable the creation of a liveable urban environment, through the provision of open spaces, street trees, pedestrian and cycling networks and a high amenity public realm.</p>

Policy	Response
<b>Water</b>	
Policy 115: Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.	A variety of Water Sensitive Urban Design mechanisms will be integrated through the zone at the neighbourhood, street, site and building level.
<p>Policy 117: Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</p> <ul style="list-style-type: none"> <li>- run-off from infill development</li> <li>- urban flooding from increased short-duration intense rainfall events associated with climate change</li> <li>- pollution from roads and other developed areas.</li> </ul>	A stormwater management plan for the site has been developed that takes into consideration upstream catchment needs, on-site stormwater generation and the need to assist in reducing downstream impacts. This plan has taken into account the wider regional stormwater plan in place for the joint Council areas.
<b>Emergency management and hazard avoidance</b>	
<b>Policy 121:</b> Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.	Given the previous brownfields uses on the land, site contamination investigations have been undertaken to confirm the location, type and extent of soil and groundwater contamination. Preliminary advice has been provided on likely remediation measures and an Environmental Auditor has provided a preliminary opinion which indicates the land can be made suitable for the intended land uses.

# Development Plan Amendment

By the Council

## City of Marion City of Holdfast Bay

Seacliff Park Residential and Centre DPA

The Amendment

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Amendment Instructions Table					
Name of Local Government Area: City of Marion					
Name of Development Plan: Marion Council					
Name of DPA: Seacliff Park Residential and Centre					
<p><i>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 29 November 2018.</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 is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): <b>Yes</b>					
<b>Advertisements</b>					
1.	Insert	After the last entry in the Table in PDC 20	Attachment M1	N	N
<b>Centres and Retail Development</b>					
2.	Insert	After the words "Suburban Activity Node" Zone" in PDC 7	"or the <b>Suburban Neighbourhood Zone</b> ,"	N	N
<b>Orderly and Sustainable Development</b>					
3.	Insert	After the last dot point in PDC 10.	▪ <a href="#">Concept Plan Map Mar/9 – Mixed Use Zone</a>	N	Y – Map Reference Tables



			<ul style="list-style-type: none"> <li><a href="#">Concept Plan Map Mar/10 – Seacliff Park.</a></li> </ul>		
<b>Residential Development</b>					
4.	Replace	"Dwellings" in PDC 19	with "Except where otherwise specified, dwellings"	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>					
Amendments required (Yes/No): <b>Yes</b>					
<b>Suburban Neighbourhood Zone</b>					
5.	Insert	After the contents of the "Suburban Activity Node Zone"	The contents of Attachment M2	N	N
<b>TABLES</b>					
Amendments required (Yes/No): <b>Yes</b>					
<b>Table Mar/2 – Off Street Vehicle Parking Requirements</b>					
6.	Insert	After "Consulting room" and the associated number of required car parking spaces	"Consulting room in the Suburban Neighbourhood Zone" and "4 for the first consulting room plus 1 per each additional consulting room"	N	N
7.	Insert	After "Row" (dwelling) and the associated number of required car parking spaces	"Detached Semi-detached Row in the Suburban Neighbourhood Zone" and "1 per 1 bedroom dwelling 2 per 2 or more bedroom dwelling"	N	N
8.	Insert	After "Residential flat building" and the associated number of required car parking spaces	"Group Residential flat building in the Suburban Neighbourhood Zone" and "1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 or more bedroom dwelling plus 0.25 visitor spaces per dwelling"	N	N

9.	Insert	After “Pre-school, primary school and secondary school” and the associated number of required car parking spaces	“Pre-school in the Suburban Neighbourhood Zone” and “1 per employee plus 0.25 per child as drop off/pick up bays plus 1 space for wheelchair access”	N	N
10.	Insert	After “With dine-in and drive through facilities” and the associated number of required car parking spaces	“Restaurant (other than as listed above) in the Suburban Neighbourhood Zone” and “1 per 2 seats able to be provided”	N	N
11.	Replace	The words “(where located within a centre)” for “Shop”	With “(where located within a centre, including in the Suburban Neighbourhood Zone)”	N	N
12.	Insert	After “Radio and TV studio” and the associated number of required car parking spaces	“All other non-residential uses in the Suburban Neighbourhood Zone” and “4 per 100 square metres”	N	N

**Table Mar/5 – Bicycle Parking Requirements for Designated Areas**

13.	Insert	After the last item in the “Designated area” column	“Suburban Neighbourhood Zone”	N	N
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**MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)**

Amendments required (Yes/No): **Yes**

**Map Reference Tables**

14.	Insert	In “Zone Maps” a new row immediately after “Suburban Activity Node” and “Mar/8”	“Suburban Neighbourhood” and “Mar/10”	N	N
15.	Insert	In “Overlay Maps” after reference to “Affordable Housing Map Number Mar/8”	“, Mar/10”	N	N
16.	Insert	In “Overlay Maps” after reference to “Noise and Air Emissions Map Number Mar/8”	“, Mar/10”	N	N

**Seacliff Park Residential and Centre DPA**  
**City of Marion and City of Holdfast Bay**  
***Amendment Instructions Table***

17.	Insert	In “Concept Plan Maps” a new row immediately after the last entry	Containing “Seacliff Park” and “Mar/10”	N	N
<b>Map(s)</b>					
18.	Replace	Council Index Map	With corresponding map in Attachment M3	N	N
20.	Insert	Immediately after Overlay Map Mar/10 Heritage	The new maps in Attachment M4	N	N
21.	Replace	“Zone Map Mar/10” and “Policy Area Map Mar/10”	With corresponding maps in Attachment M5	N	N
22.	Insert	Immediately after “Concept Plan Map Mar/9 – Mixed Use Zone”	The new map in Attachment M6	N	N

**Attachment M1**

Zone	Maximum Height (metres)	Maximum Display Area or Panel Size (square metres)
Suburban Neighbourhood Zone		
- Non residential sites within the residential area of the zone	4	4 (2 per side if double-sided)
- Sites within the neighbourhood activity centre area of the zone	8	12 (6 per side if double sided)

## Attachment M2



## Suburban Neighbourhood Zone

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

### OBJECTIVES

- 1 A predominantly medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.
- 2 Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.
- 3 A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 4 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone will be developed predominantly as a medium density residential area focused around a neighbourhood scale activity centre. The layout of the area will support integration of activities, an active public realm and provide convenient pedestrian, cycling and vehicular access to public open space, shops, a range of community services and adjacent education facilities.

Development across the zone will take advantage of scenic views of the Adelaide coastline and cityscape in the arrangement of streets, open spaces and the orientation of buildings. Buildings of up to six storeys are envisaged.

Public open space will provide a high level of amenity for local residents and will be primarily designed for local use. Reserves will support a network of pedestrian and cycling linkages throughout the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre. Some reserves will also provide a joint stormwater management function.

Stormwater, both from the upstream catchment and generated within the zone, will be carefully managed to ensure that flows do not exceed the capacity of the downstream system. A variety of Water Sensitive Urban Design mechanisms will be integrated throughout the zone at the neighbourhood, street and site level. Where practical, harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces.

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

A variety of dwelling types and densities, and a range of allotment sizes, will be provided across the zone, catering for different household sizes, life cycle stages and housing preferences. The average net residential site density will be in the order of 35 to 70 dwelling units per hectare across the zone, with pockets of development that may be lesser or greater than this target. Buildings of up to 6 storeys in height are envisaged in some parts of the zone.

In the residential area, setbacks to local streets will be used to provide opportunities for landscaping to soften the built form. A cohesive built form will be achieved through design elements such as roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include balconies, windows and doors that overlook the street to promote community interaction and safer streets.

The residential area public realm will include unique and interesting themes achieved through landscaping, surface treatments, street furniture, building design and other elements. Garaging and associated entry points will not dominate the appearance of a building from a local street (including a laneway). Street patterns and walkways will be designed to minimise the need for local vehicle trips, promote low vehicle speeds and maximise shared street opportunities in local streets. These networks will encourage walking and cycling to local facilities and public transport services.

The neighbourhood activity centre will incorporate a mixture of services, providing for the daily and weekly shopping, business and community needs of the surrounding community. It will contain in the order of 6,000 square metres floor area for retail activities and in the order of 2,000 square metres floor area for other non-residential land uses. It will comprise generally multi-storey, mixed use buildings where the street level uses are primarily non-residential. Upper floor uses will primarily comprise residential development with some complementary non-residential uses such as offices and consulting rooms.

The built form within the activity centre will have a strong contemporary urban character, with active building frontages orientated towards Scholefield Road, adjacent open space to the west and other public areas. A variety of materials, colours and façade articulation will be used to provide interest and amenity. Active ground floor frontages will be provided, with clear connection of the building with public areas and spaces. Features and activities that attract people are encouraged, such as frequent doors and display windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths.

The activity centre public realm will include landscaping comprising established upper canopy trees, consistent with the scale and height of buildings, to provide shade as well as softening the building form. It will also feature a public plaza with a strong connection to the Scholefield Road frontage. A pedestrian friendly environment will be provided through such means as wide footpaths, colonnades, courtyards, verandahs and awnings and street furniture.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development, or any combination thereof, are envisaged in the zone:
  - affordable housing
  - aged persons accommodation
  - dwelling
  - domestic outbuilding
  - educational establishment
  - pre -school
  - primary school
  - residential flat building
  - supported accommodation.
- 2 The following additional forms of development, or combination thereof, are also envisaged within the designated neighbourhood activity centre identified on [\*Concept Plan Map Mar/10 - Seacliff Park\*](#):

- community centre
  - consulting room
  - indoor recreation centre
  - office
  - place of worship
  - pre-school
  - restaurant (excluding those incorporating a drive-through facility)
  - shop (excluding a bulky goods outlet or a retail showroom or a shop associated with a premise that sells and/or trades petrol).
- 3 Development should be in accordance with [Concept Plan Map Mar/10 - Seacliff Park](#).
- 4 Non-residential development should be located within the designated neighbourhood activity centre.
- 5 Development listed as non-complying is generally inappropriate.

## Form and Character

- 6 Development should be consistent with the desired character for the zone.
- 7 Development may be up to 6 storeys in height.
- 8 The visual massing and height of buildings in the designated neighbourhood activity centre should be progressively reduced to a maximum of 3 storeys at the interface with lower rise residential development.
- 9 Garage top apartments should:
- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
  - (b) front a street or laneway that provides rear access for vehicles associated with the main dwelling and garage top apartment
  - (c) complement the existing dwelling or mixed use building.
- 10 An acoustic barrier should be constructed within the zone adjacent the boundary with Ocean Boulevard to mitigate noise and vibration issues associated with traffic using the road.
- 11 A landscape buffer with a minimum width of 10 metres should be constructed within the zone adjacent the boundary with Ocean Boulevard to mitigate air quality issues associated with traffic using the road.

## Dwellings and Residential Flat Buildings

### Building to the Side Boundary

- 12 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
  - (b) constructed in accordance with any approved building envelope plan

- (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height **above reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development.**
- 13 Dwellings **and residential flat buildings** developed to both side boundaries should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

#### Setbacks from the Side Boundary

- 14 Walls of dwellings **and residential flat buildings** set back from the side boundary should be designed in accordance with the following:

Wall height (measured from <b>reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development</b> )	Minimum setback from side boundaries (metres)
For any portion of the wall less than or equal to 7 metres	0.9
For any portion of the wall greater than 7 metres	1.5

#### Front Setbacks

- 15 Dwellings and residential flat buildings (excluding verandahs, porticos and the like) should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From the primary road frontage of all other roads	3 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of all other roads	1.5

### Setbacks from Rear Boundaries

- 16 The walls of dwellings and residential flat buildings should be set back from rear boundaries, except where the rear boundary adjoins a laneway, in accordance with the following parameters:
- (a) ground floor minimum setback of 2.5 metres
  - (b) second storey minimum setback of 4 metres
  - (c) third storey or more minimum setback of 4 metres plus any increase in wall height over 6 metres.
- 17 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
  - (b) constructed in accordance with an approved building envelope plan.

### Development Fronting a Laneway

- 18 Laneways should:
- (a) be of adequate dimensions to enable safe and efficient movements for pedestrians, cars and service vehicles (including for waste collection)
  - (b) have a minimum road reserve width of 8 metres
  - (c) be through routes of a straight configuration
  - (d) not be longer than 140 metres without a mid-link lane.
- 19 Development fronting a laneway should enable safe and easy access into/from the laneway and be set-back a sufficient distance to:
- (a) avoid the need for people to step directly onto the road reserve when leaving a dwelling
  - (b) avoid the need for doors/gates to protrude into the laneway when open
  - (c) adequately cater for the turning path of a typical motor vehicle accessing the site.
- 20 Built development facing a laneway should be setback from the boundary of the laneway:
- (a) a minimum of 0.5 metres for the ground floor of a dwelling and may be on the boundary for upper levels
  - (b) a minimum of 0.5 metres and a maximum of 1.0 metre for a garage or carport.
- 21 Dwellings and residential flat buildings facing a laneway should provide visible front door access, with a clearly identified house number, letter box and access to metered services.

## Private Open Space

22 Dwellings and residential flat buildings should include private open space that conforms to the requirements below:

Minimum area of private open space (particularly dwellings with ground level living rooms)

Site area	Private open space (POS)		
	Total	Directly accessible from a living room	Off-ground
175 square metres or greater	20 per cent of site area	10 per cent of the site area with a minimum dimension of 5 metres by 5 metres	10 square metres
Less than 175 square metres	35 square metres	16 square metres with a minimum dimension of 4 metres by 4 metres	8 square metres

Dwellings with ground level habitable rooms should have at least the total amount of private open space specified above. Off-ground areas such as balconies, roof patios, decks or the like may comprise part of the open space if each is at least the size specified.

One part of the private open space should:

- Be directly accessible from a living room of the dwelling and no less than the size specified;
- Have a minimum dimension as specified above; and
- Have a gradient no steeper than 1-in-10.

All other private open space should have a dimension of at least 2.5 metres at ground level and 2 metres off-ground level.

Minimum area of private open space (dwellings located wholly above ground level or without ground level habitable rooms)

Dwelling type	Private open space
Studio (no separate bedroom)	6 square metres
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	11 square metres plus 4 square metres for each bedroom after the first two

Dwellings without ground level habitable rooms should have at least the amount of private open space specified above. All private open space should have a dimension of at least 2



metres, and be directly accessible from a living room of the dwelling.

### Site Area

- 23 A dwelling should have a site area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling), a frontage to a public road and a site depth of not less than that shown in the following table:

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)	Minimum site depth (metres)
Detached dwelling (except where constructed boundary to boundary)	270	7	20
Semi-detached dwelling	220	6	20
Row dwelling and detached dwelling constructed boundary to boundary	220	5	20
Group dwelling / residential flat building (1 and 2 storey)	200	15	45

### Minimum Dwelling Areas for Residential Flat Buildings

- 24 Residential flat buildings should contain dwellings with internal floor areas of not less than the following:
- (a) studio (where there is no separate bedroom): 35 square metres
  - (b) 1 bedroom dwelling/apartment: 50 square metres
  - (c) 2 bedroom dwelling/apartment: 65 square metres
  - (d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

“Internal floor areas” includes internal storage areas but does not include balconies or car parking as part of the calculation.

### Affordable Housing

- 25 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

## Neighbourhood Activity Centre

26 The designated neighbourhood activity centre should:

- (a) maximise its role as a neighbourhood focus by including shops, a range of community facilities and residential development
- (b) comprise buildings of a human scale, addressing the street and other areas accessible to the public
- (c) be physically connected with surrounding residential areas by:
  - (i) avoiding large expanses of vehicle parking that physically separates the activity centre from surrounding residential areas
  - (ii) including pedestrian and cycle linkages that enable residents to comfortably walk and cycle directly from residential areas to and also within activity centre facilities
- (d) orientate development towards and near to public spaces and street frontages
- (e) incorporate, where possible, mixed use development along the edges to provide a transition from activity centre uses to residential areas
- (f) include shelter for pedestrians along public streets and internal access ways
- (g) ensure building façades create diversity of interest and have the appearance of an aggregation of small buildings
- (h) ensure roof forms are varied and do not include large expanses of roofline that are visible from the public domain
- (i) ensure buildings address the street frontage and open spaces with service areas generally accessed via rear lanes or internal to the centre and not visible from public streets or residential development.

27 A range of setbacks should be used within the activity centre to:

- (a) support active frontages
- (b) accommodate activities within the wider public realm (i.e. the streets, open spaces and other areas accessible to the public).

28 Development with larger floor areas and typically large frontages (e.g. such as a supermarket) within the activity centre should be designed to present a small frontage to the public area, which is integrated with the smaller scale frontages of other development by such means as 'wrapping or capping' the larger shop frontage with smaller shops fronting the external environment.

29 Upper floors of multi-storey mixed use buildings should primarily comprise of residential development, with some complementary non-residential uses such as offices or consulting rooms.

## Stormwater Management and Water Quality

- 30 Development should include stormwater management systems designed to achieve the following stormwater runoff outcomes:
- (a) Protection from the 1 in 100 year average recurrence interval flows generated by the upstream catchment. This should include a safe overland flow path and could include a suitably sized pipe system for these floodwaters through or around the zone, discharging to a suitably sized detention basin which discharges at a rate no greater than 0.1m<sup>3</sup>/sec.
  - (b) Stormwater runoff generated by development from rainfall events having up to a 1 in 5 year average recurrence interval should be retained/reused within the zone and discharged at a rate no greater than 0.03m<sup>3</sup>/sec to the downstream drainage system, in lieu of soil infiltration into underlying contaminated soil. However, use of on-site Water Sensitive Design treatments should be maximised.
  - (c) The peak 1 in 100 year average recurrence interval flow discharged from the zone should be reduced to the existing 5 year average recurrence interval peak flow of 0.66m<sup>3</sup>/sec.
- 31 The amenity of the proposed development should be protected from polluted upstream catchment stormwater discharged through the zone.
- 32 Development should include stormwater management systems designed to achieve the following catchment runoff quality outcomes compared to an equivalent urban catchment with no water quality management:
- (a) Suspended solids - 80% reduction in average annual pollutant load
  - (b) Total phosphorous - 60% reduction in average annual pollutant load
  - (c) Total nitrogen - 45% reduction in average annual pollutant load
  - (d) Litter/gross pollutants– 90% reduction in average annual pollutant load
  - (e) Oil and Grease – no visible oils for flows up to the 3 month ARI Peak Flow
  - (f) Flow-run off rates that do not exceed the rate of discharge from the site that existed during pre-development.

## Bicycle Parking

- 33 Bicycle parking should be provided at the rate set out in [Table Mar/5 – Bicycle Parking Requirements for Designated Areas.](#)

## PROCEDURAL MATTERS

### Complying Development

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

## Non-complying Development

The following forms of development and any development which includes one or more or a combination of the following forms of development (in any fashion, including as an integrated component), are non-complying:

Form of development	Exceptions
Adult products and services premise	
Amusement machine centre	
Advertisement and/or advertising hoarding where one or more of the following applies:	
Neighbourhood activity centre area of the zone:	Except in regard to subclause (d), advertisements that display third party content where integrated with a bus shelter or public telephone booth located on a primary arterial road
<ul style="list-style-type: none"> <li>(a) it moves, flashes or rotates</li> <li>(b) it projects above the roof line when roof mounted</li> <li>(c) when attached to a building, has any part projecting above the walls, fascia or parapet</li> <li>(d) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed</li> <li>(e) has a height greater than 8 metres above reference level</li> <li>(f) it exceeds a display area or panel size of 12 square metres in area (6 square metres if double sided)</li> </ul>	
Residential area of the zone:	Except in regard to subclause (g), advertisements that display third party content where integrated with a bus shelter
<ul style="list-style-type: none"> <li>(a) it is illuminated (internally, externally or indirectly)</li> <li>(b) it moves, flashes or rotates</li> <li>(c) when freestanding, exceeds 4 metres above reference level at any point</li> <li>(d) when attached to a building, has any part protruding above the highest level of that building</li> <li>(e) when on a non-residential site it exceeds a display area or panel size</li> </ul>	

Form of development	Exceptions
<p>of 4 square metres in area (2 square metres if double sided)</p> <p>(f) when on a residential site it exceeds a display area or panel size of 0.4 square metres in area (0.2 square metres if double sided)</p> <p>(g) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed</p>	
Bulky goods outlet or retail showroom	
Car wash facility	
Fuel depot	
Hospital	
Industry	
Motor repair station	
Petrol filling station	
Premise that incorporates a facility for the fuelling of vehicles	
Public service depot	
Restaurant incorporating a drive-through facility	
Road transport terminal	
Service trade premise	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

## Public Notification

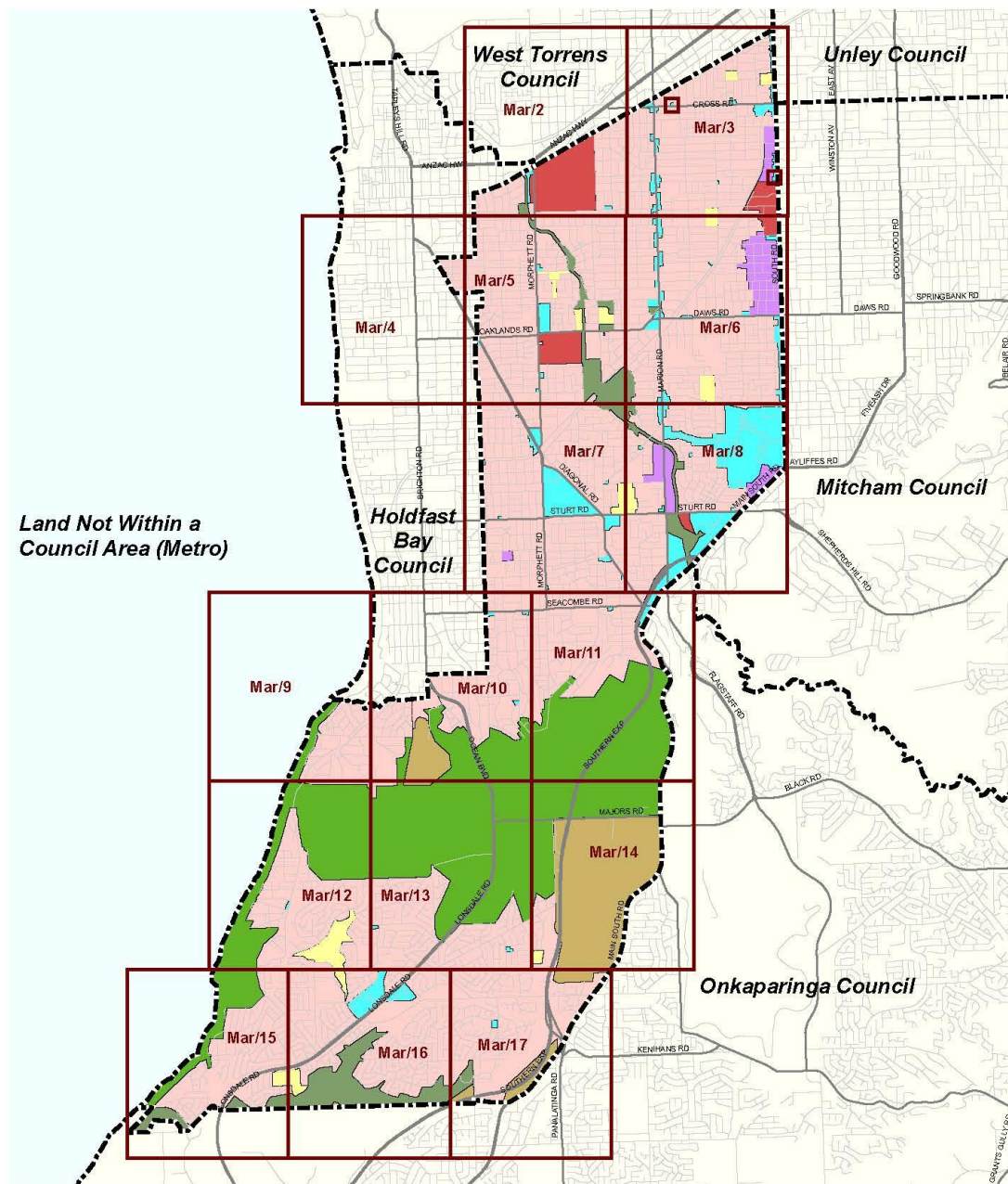
Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Dwelling	
Nursing home	
Office that is ancillary and in association with a dwelling	
Residential flat building	
Retirement village	
Supported accommodation	
Within the neighbourhood activity centre:	
(a) community centre	
(b) consulting room	
(c) indoor recreation centre	
(d) office	
(e) place of worship	
(f) pre-school	
(g) shop	



## Attachment M3



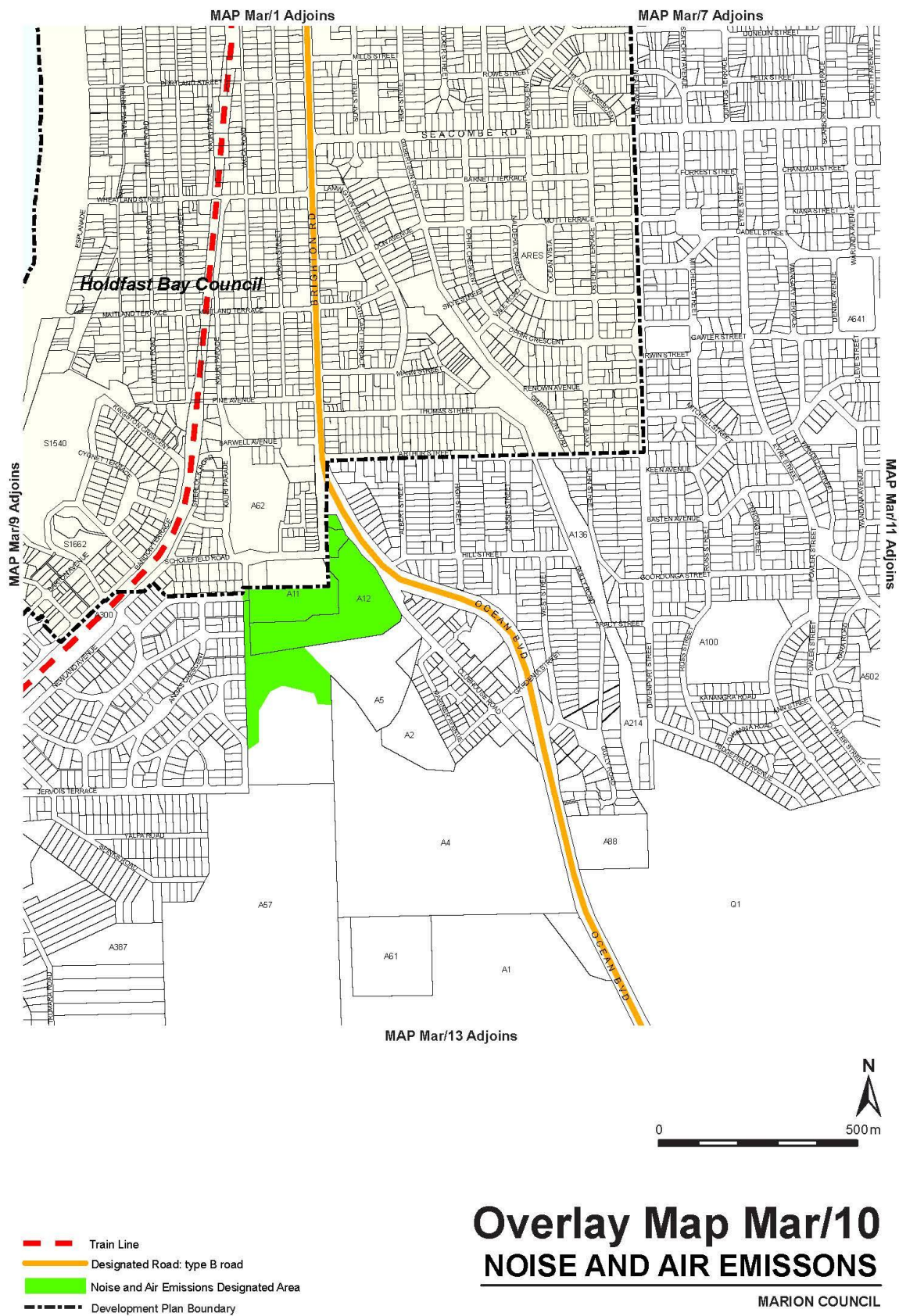
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the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



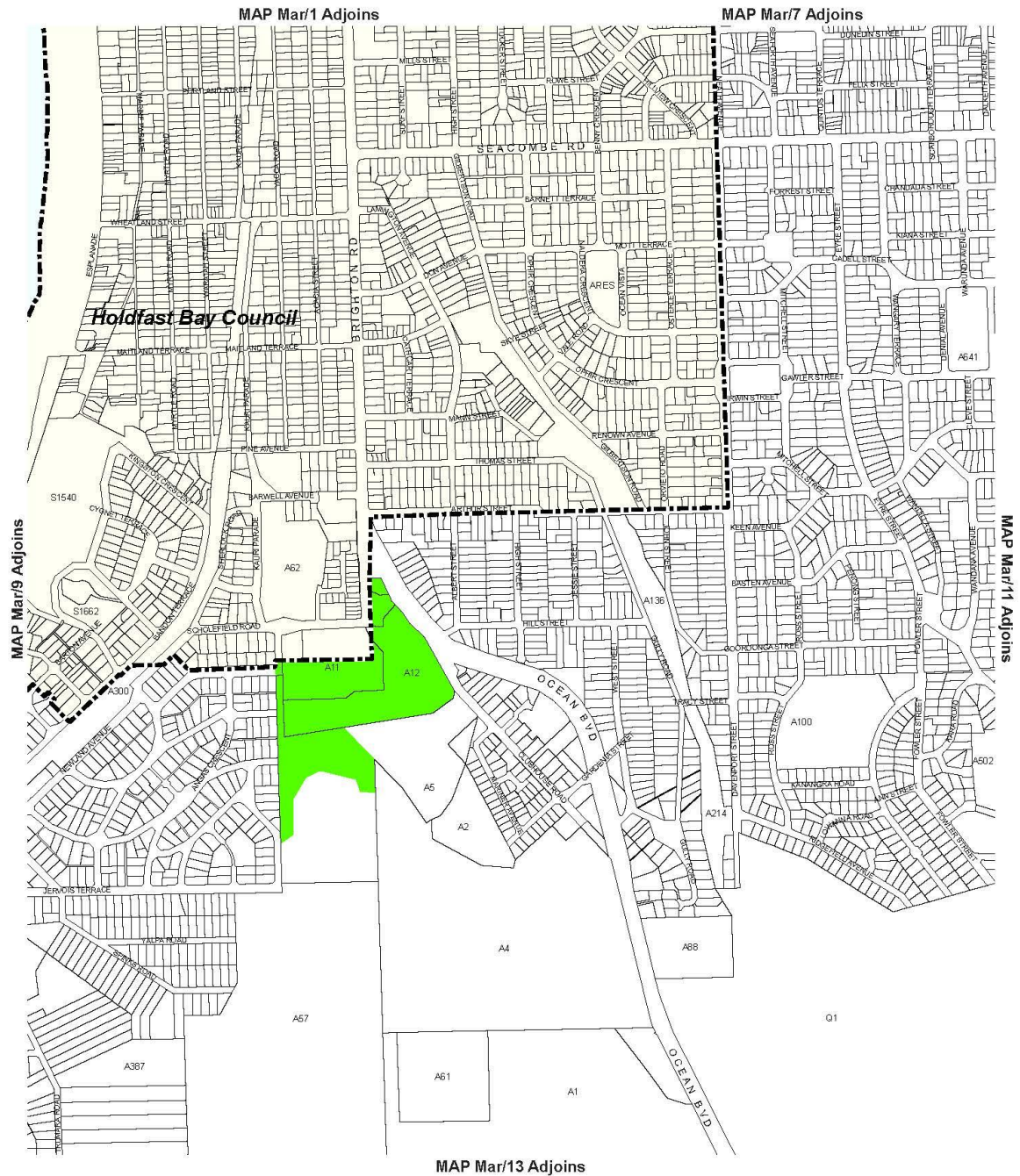
## Council Index Map

MARION COUNCIL

Attachment M4







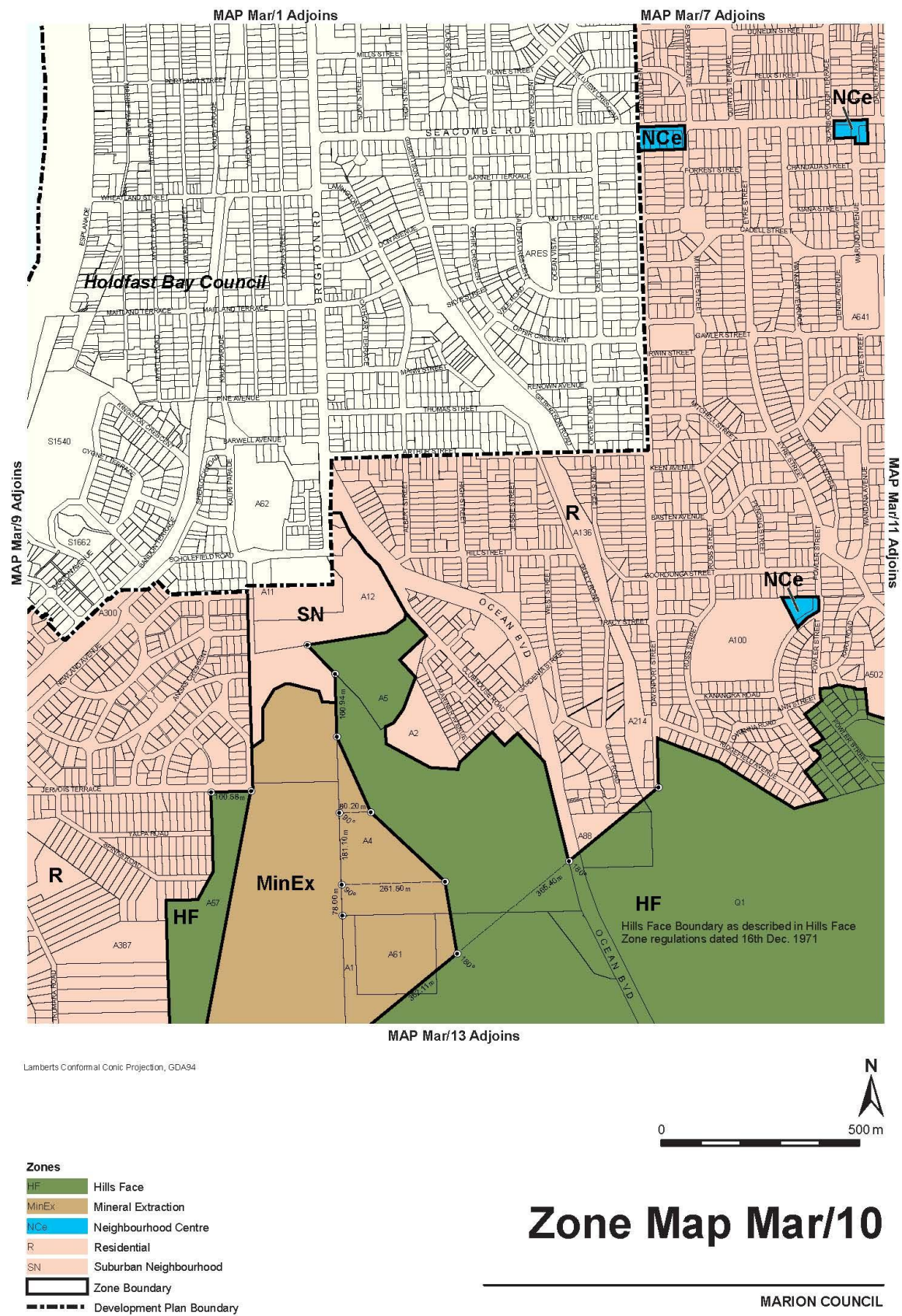
- Affordable Housing Designated Area
- Railways
- Development Plan Boundary

## Overlay Map Mar/10

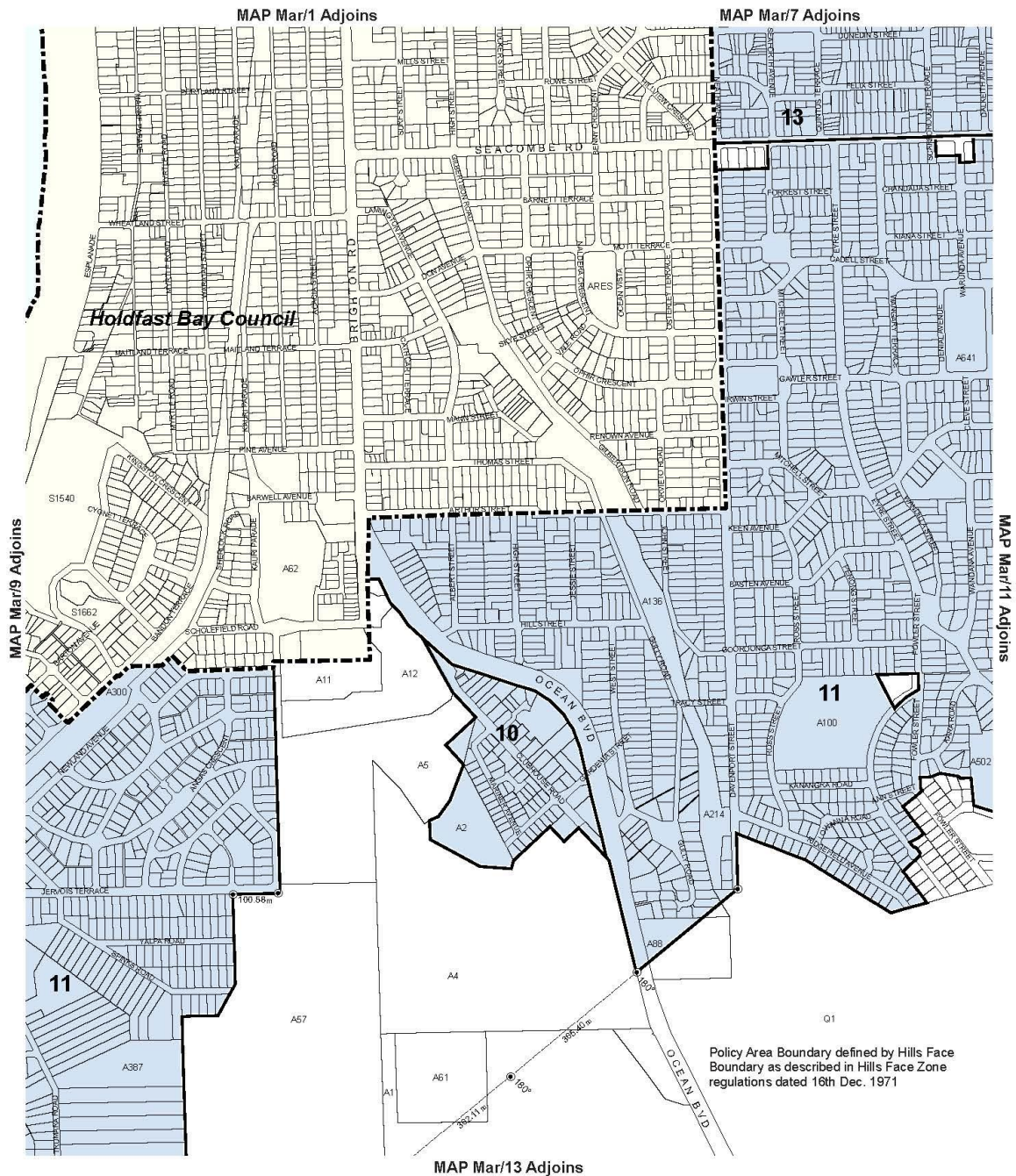
### AFFORDABLE HOUSING

MARION COUNCIL

Attachment M5







Lamberts Conformal Conic Projection, GDA94

**Policy Area**  
10 Cement Hill  
11 Hills  
13 Northern

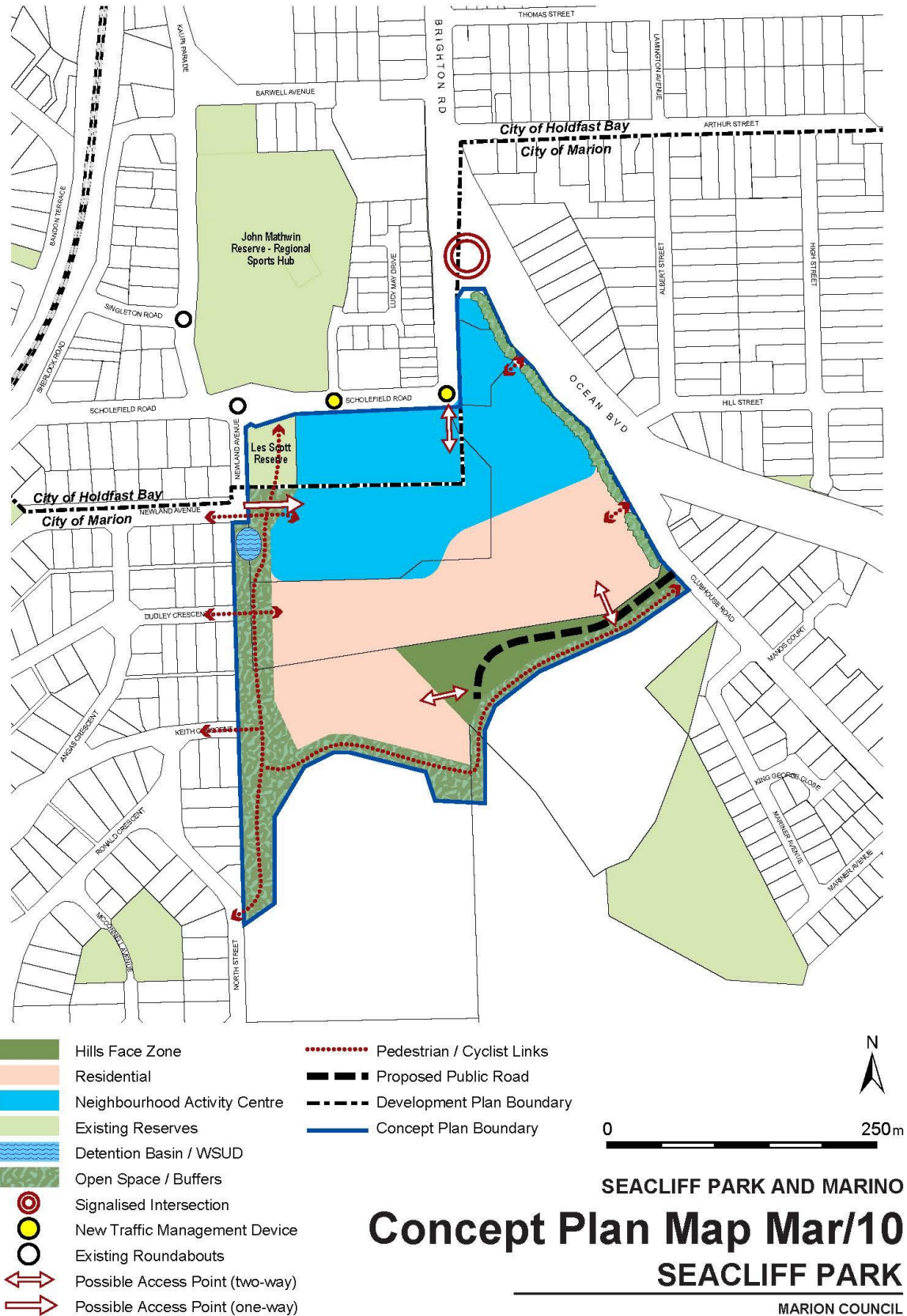


## Policy Area Map Mar/10

Policy Area Boundary  
Development Plan Boundary

MARION COUNCIL

## Attachment M6





Amendment Instructions Table					
Name of Local Government Area: City of Holdfast Bay					
Name of Development Plan: Holdfast Bay (City)					
Name of DPA: Seacliff Park Residential and Centre					
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 2 June 2016.</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 is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): <b>Yes</b>					
<b>Centres and Retail Development</b>					
1	Replace	Objective 8	With “Vibrant multi-purpose centres at Glenelg, Brighton and Seacliff.”	N	N
2	Replace	PDC 10	With “A shop or group pf shops with a gross leasable area of greater than 250 square metres should be located within a centre zone or other recognised activity centre.”	N	N
<b>Interface between Land Uses</b>					
3	Insert	After Objective 2	“3 Protect desired land use forms from the	N	N

			encroachment of incompatible development.”		
<b>Orderly and Sustainable Development</b>					
4	Insert	After PDC 9(g)	“(h) <a href="#">Concept Plan Map HoB/6 – Minda Incorporated Brighton Campus</a> “(i) <a href="#">Concept Plan Map HoB/7 – Seacliff Park</a>	N	Y Map Reference Tables
<b>Residential Development</b>					
5	Insert	After the words “with the following” in PDC 14	“(except where facing a laneway in the Suburban Neighbourhood Zone)”	N	N
6	Insert	After the words “the following parameters” in PDC 17	“(except within the Suburban Neighbourhood Zone)”	N	N
7	Insert	After the words “the following parameters” in PDC 21	“(except within the Suburban Neighbourhood Zone)”	N	N
8	Insert	After the words “the following parameters” in PDC 24	“(except within the Suburban Neighbourhood Zone)”	N	N
9	Insert	After the words “street frontage” in PDC 25	“(except within the Suburban Neighbourhood Zone)”	N	N
10	Insert	After the words “street frontage” in PDC 25	“(except within the Suburban Neighbourhood Zone)”	N	N
11	Insert	After the words “the following values” in PDC 28	“(except within the Suburban Neighbourhood Zone)”	N	N
12	Insert	After the words “the following table” in PDC 32	“(except within the Suburban Neighbourhood Zone)”	N	N
13	Replace NEW	“Dwellings” in PDC 35	With “Except where otherwise specified, dwellings”	N	N
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>					
Amendments required (Yes/No): <b>Yes</b>					
<b>Suburban Neighbourhood Zone</b>					
14	Insert	After the contents of the “Residential High Density Zone”	The contents of Attachment HB 1	N	N
<b>TABLES</b>					
Amendments required (Yes/No): <b>Yes</b>					

15	Replace	Table HoB/1 – Off Street Vehicle Parking Requirements	With the contents of Attachment HB 2	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 Tables</b>					
16	Insert	In “Zone Maps” a new row immediately after “Residential High Density Zone”	Containing “ <b>Suburban Neighbourhood Zone</b> ” and “ <b>HoB/10</b> ”	N	N
17	Insert	In “Overlay Maps – Noise and Air Emissions – after reference to Overlay Map Number HoB/8”	Reference to “, <b>HoB/10</b> ”	N	N
18	Insert	In “Overlay Maps” a new row immediately after “Noise and Air Emissions”	Containing “ <b>Affordable Housing</b> ” and “ <b>HoB/2, HoB/4, HoB/10</b> ”	N	N
19	Insert	In “Concept Plan Maps” a new row immediately after “Minda Incorporated Brighton Campus”	Containing “ <b>Seacliff Park</b> ” and “ <b>Concept Plan Map HoB/7</b> ”	N	N
<b>Map(s)</b>					
20	Replace	“Council Index Map”	With corresponding map in Attachment HB 3	N	N
22	Insert	Immediately after “Overlay Map HoB/10 Natural Resources”	The new maps in Attachment HB 4	N	N
23	Replace	“Zone Map HoB/10”	With the contents of Attachment HB 5	N	N
24	Replace	“Structure Plan Map HoB/1 Holdfast Bay	With the contents of Attachment HB 6	N	N
25	Insert	After “Concept Plan Map HoB/6 – Minda Incorporated Brighton Campus”	The contents of Attachment HB 7	N	N

## Attachment HB 1

## Suburban Neighbourhood Zone

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

### OBJECTIVES

- 1 A predominantly medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.
- 2 Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.
- 3 A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 4 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone will be developed predominantly as a medium density residential area focused around a neighbourhood scale activity centre. The layout of the area will support integration of activities, an active public realm and provide convenient pedestrian, cycling and vehicular access to public open space, shops, a range of community services and adjacent education facilities.

Development across the zone will take advantage of scenic views of the Adelaide coastline and cityscape in the arrangement of streets, open spaces and the orientation of buildings. Buildings of up to six storeys are envisaged.

Public open space will provide a high level of amenity for local residents and will be primarily designed for local use. Reserves will support a network of pedestrian and cycling linkages throughout to the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre. Some reserves will also provide a joint stormwater management function.

Stormwater, both from the upstream catchment and generated within the zone, will be carefully managed to ensure that flows do not exceed the capacity of the downstream system. A variety of Water Sensitive Urban Design mechanisms will be integrated throughout the zone at the neighbourhood, street and site level. Where practical, harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces.

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

A variety of dwelling types and densities, and a range of allotment sizes, will be provided across the zone, catering for different household sizes, life cycle stages and housing preferences. The average net residential site density will be in the order of 35 to 70 dwelling units per hectare across the zone, with pockets of development that may be lesser or greater than this target. Buildings of up to 6 storeys in height are envisaged in some parts of the zone.

In the residential area, setbacks to local streets will be used to provide opportunities for landscaping to soften the built form. A cohesive built form will be achieved through design elements such as roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include balconies, windows and doors that overlook the street to promote community interaction and safer streets.

The residential area public realm will include unique and interesting themes achieved through landscaping, surface treatments, street furniture, building design and other elements. Garaging and associated entry points will not dominate the appearance of a building from a local street (including a laneway). Street patterns and walkways will be designed to minimise the need for local vehicle trips, promote low vehicle speeds and maximise shared street opportunities in local streets. These networks will encourage walking and cycling to local facilities and public transport services.

The neighbourhood activity centre will incorporate a mixture of services, providing for the daily and weekly shopping, business and community needs of the surrounding community. It will contain in the order of 6,000 square metres floor area for retail activities and in the order of 2,000 square metres floor area for other non-residential land uses. It will comprise generally multi-storey, mixed use buildings where the street level uses are primarily non-residential. Upper floor uses will primarily comprise residential development with some complementary non-residential uses such as offices and consulting rooms.

The built form within the activity centre will have a strong contemporary urban character, with active building frontages orientated towards Scholefield Road, adjacent open space to the west and other public areas. A variety of materials, colours and façade articulation will be used to provide interest and amenity. Active ground floor frontages will be provided, with clear connection of the building with public areas and spaces. Features and activities that attract people are encouraged, such as frequent doors and display windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths.

The activity centre public realm will include landscaping comprising established upper canopy trees, consistent with the scale and height of buildings, to provide shade as well as softening the building form. It will also feature a public plaza with a strong connection to the Scholefield Road frontage. A pedestrian friendly environment will be provided through such means as wide footpaths, colonnades, courtyards, verandahs and awnings and street furniture.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development, or any combination thereof, are envisaged in the zone:
  - affordable housing
  - aged persons accommodation
  - dwelling
  - domestic outbuilding
  - educational establishment
  - pre-school
  - primary school
  - residential flat building
  - supported accommodation.
- 2 The following additional forms of development, or combination thereof, are also envisaged within the designated neighbourhood activity centre identified on [Concept Plan Map HoB/7 – Seacliff Park](#)



- community centre
  - consulting room
  - indoor recreation centre
  - office
  - place of worship
  - pre-school
  - restaurant (excluding those incorporating a drive-through facility)
  - shop (excluding a bulky goods outlet or a retail showroom or a shop associated with a premise that sells and/or trades petrol).
- 3 Development should be in accordance with [Concept Plan Map HoB/7 – Seacliff Park](#).
- 4 Non-residential development should be located within the designated neighbourhood activity centre.
- 5 Development listed as non-complying is generally inappropriate.

### Form and Character

- 6 Development should be consistent with the desired character for the zone.
- 7 Development may be up to 6 storeys in height.
- 8 The visual massing and height of buildings in the designated neighbourhood activity centre should be progressively reduced to a maximum of 3 storeys at the interface with lower rise residential development.
- 9 Garage top apartments should:
- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
  - (b) front a street or laneway that provides rear access for vehicles associated with the main dwelling and garage top apartment
  - (c) complement the existing dwelling or mixed use building.

### Dwellings and Residential Flat Buildings

#### Building to the Side Boundary

- 10 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
  - (b) constructed in accordance with any approved building envelope plan
  - (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height above reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development.

- 11 Dwellings and residential flat buildings developed to both side boundaries should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

#### Setbacks from the Side Boundary

- 12 Walls of dwellings and residential flat buildings set back from the side boundary should be designed in accordance with the following:

Wall height (measured from reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development)	Minimum setback from side boundaries (metres)
---	--

For any portion of the wall less than or equal to 7 metres 0.9

For any portion of the wall greater than 7 metres 1.5

#### Front Setbacks

- 13 Dwellings and residential flat buildings (excluding verandahs, porticos and the like) should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From the primary road frontage of all other roads	3 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of all other roads	1.5

#### Setbacks from Rear Boundaries

- 14 The walls of dwellings and residential flat buildings should be set back from rear boundaries, except where the rear boundary adjoins a laneway, in accordance with the following parameters:

(a) ground floor minimum setback of 2.5 metres

- (b) second storey minimum setback of 4 metres
  - (c) third storey or more minimum setback of 4 metres plus any increase in wall height over 6 metres.
- 15 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
  - (b) constructed in accordance with an approved building envelope plan.

### Development Fronting a Laneway

- 16 Laneways should:
- (a) be of adequate dimensions to enable safe and efficient movements for pedestrians, cars and service vehicles (including for waste collection)
  - (b) have a minimum road reserve width of 8 metres
  - (c) be through routes of a straight configuration
  - (d) not be longer than 140 metres without a mid-link lane.
- 17 Development fronting a laneway should enable safe and easy access into/from the laneway and be set-back a sufficient distance to:
- (a) avoid the need for people to step directly onto the road reserve when leaving a dwelling
  - (b) avoid the need for doors/gates to protrude into the laneway when open
  - (c) adequately cater for the turning path of a typical motor vehicle accessing the site.
- 18 Built development facing a laneway should be setback from the boundary of the laneway:
- (a) a minimum of 0.5 metres for the ground floor of a dwelling and may be on the boundary for upper levels
  - (b) a minimum of 0.5 metres and a maximum of 1.0 metre for a garage or carport.
- 19 Dwellings and residential flat buildings facing a laneway should provide visible front door access, with a clearly identified house number, letter box and access to metered services.

### Private Open Space

- 20 Dwellings and residential flat buildings should include private open space that conforms to the requirements below:

Minimum area of private open space (particularly dwellings with ground level living rooms)

Site area	Private open space (POS)		
	Total	Directly accessible from a living room	Off-ground

175 square metres or greater	20 per cent of site area	10 per cent of the site area with a minimum dimension of 5 metres by 5 metres	10 square metres
Less than 175 square metres	35 square metres	16 square metres with a minimum dimension of 4 metres by 4 metres	8 square metres

Dwellings with ground level habitable rooms should have at least the total amount of private open space specified above. Off-ground areas such as balconies, roof patios, decks or the like may comprise part of the open space if each is at least the size specified.

One part of the private open space should:

- Be directly accessible from a living room of the dwelling and no less than the size specified;
- Have a minimum dimension as specified above; and
- Have a gradient no steeper than 1-in-10.

All other private open space should have a dimension of at least 2.5 metres at ground level and 2 metres off-ground level.

Minimum area of private open space (dwellings located wholly above ground level or without ground level habitable rooms)

Dwelling type	Private open space
Studio (no separate bedroom)	6 square metres
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	11 square metres plus 4 square metres for each bedroom after the first two

Dwellings without ground level habitable rooms should have at least the amount of private open space specified above. All private open space should have a dimension of at least 2 metres, and be directly accessible from a living room of the dwelling.

## Site Area

- 21 A dwelling should have a site area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling), a frontage to a public road and a site depth of not less than that shown in the following table:

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)	Minimum site depth (metres)
Detached dwelling (except where constructed boundary to boundary)	270	7	20
Semi-detached dwelling	220	6	20
Row dwelling and detached dwelling constructed boundary to boundary	220	5	20
Group dwelling / residential flat building (1 and 2 storey)	200	15	45

### Minimum Dwelling Areas for Residential Flat Buildings

22 Residential flat buildings should contain dwellings with internal floor areas of not less than the following:

- (a) studio (where there is no separate bedroom): 35 square metres
- (b) 1 bedroom dwelling/apartment: 50 square metres
- (c) 2 bedroom dwelling/apartment: 65 square metres
- (d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

“Internal floor areas” includes internal storage areas but does not include balconies or car parking as part of the calculation.

### Affordable Housing

23 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

### Neighbourhood Activity Centre

24 The designated neighbourhood activity centre should:

- (a) maximise its role as a neighbourhood focus by including **shops**, a range of community facilities and residential development
- (b) comprise buildings of a human scale, addressing the street and other areas accessible to the public
- (c) be physically connected with surrounding residential areas by:

- (i) avoiding large expanses of vehicle parking that physically separates the activity centre from surrounding residential areas
  - (ii) including pedestrian and cycle linkages that enable residents to comfortably walk and cycle directly from residential areas to and also within activity centre facilities
  - (d) orientate development towards and near to public spaces and street frontages
  - (e) incorporate, where possible, mixed use development along the edges to provide a transition from activity centre uses to residential areas
  - (f) include shelter for pedestrians along public streets and internal access ways
  - (g) ensure building façades create diversity of interest and have the appearance of an aggregation of small buildings
  - (h) ensure roof forms are varied and do not include large expanses of roofline that are visible from the public domain
  - (i) ensure buildings address the street frontage and open spaces with service areas generally accessed via rear lanes or internal to the centre and not visible from public streets **or residential development.**
- 25 A range of setbacks should be used within the activity centre to:
- (a) support active frontages
  - (b) accommodate activities within the wider public realm (i.e. the streets, open spaces and other areas accessible to the public).
- 26 Development with larger floor areas and typically large frontages (e.g. such as a supermarket) within the activity centre should be designed to present a small frontage to the public area, which is integrated with the smaller scale frontages of other development by such means as 'wrapping or capping' the larger shop frontage with smaller shops fronting the external environment.
- 27 Upper floors of multi-storey mixed use buildings should primarily comprise of residential development, with some complementary non-residential uses such as offices or consulting rooms.
- 28 Outdoor storage, loading and service areas should be:
- (a) screened from public view by a combination of built form, solid fencing and/or landscaping
  - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
  - (c) sited away from sensitive land uses.
- 29 Undercroft garaging of vehicles should only occur when:
- (a) the overall height and bulk of the development does not adversely impact on streetscape character of the locality or the amenity of adjacent properties



- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
  - (c) the site slopes up from the street
  - (d) driveway gradients provide for safe and functional entry and exit
  - (e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
  - (f) openings to undercroft areas are integrated with the main building so as to minimise visual impact
  - (g) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
  - (h) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)
  - (i) the height of the car park ceiling does not exceed 1 metre above the finished ground level.
- 30 Buildings with 4 storeys or more above natural surface level should include provision for undercroft parking.
- 31 Semi-basement or undercroft parking should be suitably integrated with the building form.
- 32 In the case of semi-basement or undercroft car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

## **Stormwater Management and Water Quality**

- 33 Development should include stormwater management systems designed to achieve the following stormwater runoff outcomes:
- (a) Protection from the 1 in 100 year average recurrence interval flows generated by the upstream catchment. This should include a safe overland flow path and could include a suitably sized pipe system for these floodwaters through or around the zone, discharging to a suitably sized detention basin which discharges at a rate no greater than  $0.1\text{m}^3/\text{sec}$ .
  - (b) Stormwater runoff generated by development from rainfall events having up to a 1 in 5 year average recurrence interval should be retained/reused within the zone and discharged at a rate no greater than  $0.03\text{m}^3/\text{sec}$  to the downstream drainage system, in lieu of soil infiltration into underlying contaminated soil. However, use of on-site Water Sensitive Design treatments should be maximised.
  - (c) The peak 1 in 100 year average recurrence interval flow discharged from the zone should be reduced to the existing 5 year average recurrence interval peak flow of  $0.66\text{m}^3/\text{sec}$ .
- 34 The amenity of the proposed development should be protected from polluted upstream catchment stormwater discharged through the zone.
- 35 Development should include stormwater management systems designed to achieve the following catchment runoff quality outcomes compared to an equivalent urban catchment with no water quality management:

- (a) Suspended solids - 80% reduction in average annual pollutant load
- (b) Total phosphorous - 60% reduction in average annual pollutant load
- (c) Total nitrogen - 45% reduction in average annual pollutant load
- (d) Litter/gross pollutants– 90% reduction in average annual pollutant load
- (e) Oil and Grease – no visible oils for flows up to the 3 month ARI Peak Flow
- (f) Flow-run off rates that do not exceed the rate of discharge from the site that existed during pre-development.

## Bicycle Parking

36 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of journey facilities including:

- (a) changing facilities and secure lockers for staff
- (b) signage indicating the location of bicycle facilities
- (c) bicycle parking facilities provided at the rates set out in the Table below:

Form of development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces)
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor areas	2, plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

## PROCEDURAL MATTERS

### COMPLYING DEVELOPMENT

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

## Non-complying Development

The following forms of development and any development which includes one or more or a combination of the following forms of development (in any fashion, including as an integrated component), are non-complying:

Form of development	Exceptions
Adult products and services premise	
Amusement machine centre	
Advertisement and/or advertising hoarding where one or more of the following applies :	
Neighbourhood activity centre area of the zone:	Except in regard to subclause (d), advertisements that display third party content where integrated with a bus shelter or public telephone booth located on a primary arterial road
<ul style="list-style-type: none"> <li>(a) it moves, flashes or rotates</li> <li>(b) it projects above the roof line when roof mounted</li> <li>(c) when attached to a building, has any part projecting above the walls, fascia or parapet</li> <li>(d) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed</li> <li>(e) has a height greater than 8 metres above reference level</li> <li>(f) it exceeds a display area or panel size of 12 square metres in area (6 square metres if double sided)</li> </ul>	
Residential area of the zone:	Except in regard to subclause (g), advertisements that display third party content where integrated with a bus shelter
<ul style="list-style-type: none"> <li>(a) it is illuminated (internally, externally or indirectly)</li> <li>(b) it moves, flashes or rotates</li> <li>(c) when freestanding, exceeds 4 metres above reference level at any point</li> <li>(d) when attached to a building, has any part protruding above the highest level of that building</li> <li>(e) when on a non-residential site it exceeds a display area or panel size of 4 square metres in area (2 square metres if double sided)</li> </ul>	

Form of development	Exceptions
(f) when on a residential site it exceeds a display area or panel size of 0.4 square metres in area (0.2 square metres if double sided)	
(g) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed	
Bulky goods outlet or retail showroom	
Car wash facility	
Fuel depot	
Hospital	
Industry	
Motor repair station	
Petrol filling station	
Premise that incorporates a facility for the fuelling of vehicles	
Public service depot	
Restaurant incorporating a drive-through facility	
Road transport terminal	
Service trade premise	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

## Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Dwelling	
Nursing home	
Office that is ancillary and in association with a dwelling	
Residential flat building	
Retirement village	
Supported accommodation	
Within the neighbourhood activity centre:	
(a) community centre	
(b) consulting room	
(c) indoor recreation centre	
(d) office	
(e) place of worship	
(f) pre-school	
(g) shop	

## Attachment HB 2



## Table HoB/1 - Off Street Vehicle Parking Requirements

The following off street vehicle parking requirements apply, except where otherwise stated in [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) or [Table HoB/1B - Off Street Vehicle Parking Requirements for the Residential High Density Zone](#) or for [Residential Uses in the District Centre Zone Glenelg Policy Area 2](#).

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Parking for people with a disability - minimum rate for reserved spaces	1 car parking space in every 30 spaces provided with any form of development (other than residential development) should function as a car parking space reserved for the exclusive use of people with a disability.
Amusement hall Amusement machine centre Bowling alley Clubrooms Community centre Dance hall Exhibition hall Gymnasium Indoor recreation centre Stadium	1 per 10 square metres of total floor area.
Bank Building society Post Office	1 per 25 square metres of total floor area, with a minimum number of 5 car parking spaces.
Billiard Saloon	1 per 15 square metres of total floor area.
Boarding house Lodging house	1 per 4 beds.
Bowling club	30 per bowling green.
Bulky goods outlet	4 per 100 square metres of gross leasable area of that shop.
Café located within the <b>District Centre Zone Glenelg Policy Area 2</b>	1 per 5 seats able to be accommodated.
Concert hall Meeting hall Place of worship	1 per 5 seats provided or capable of being provided.

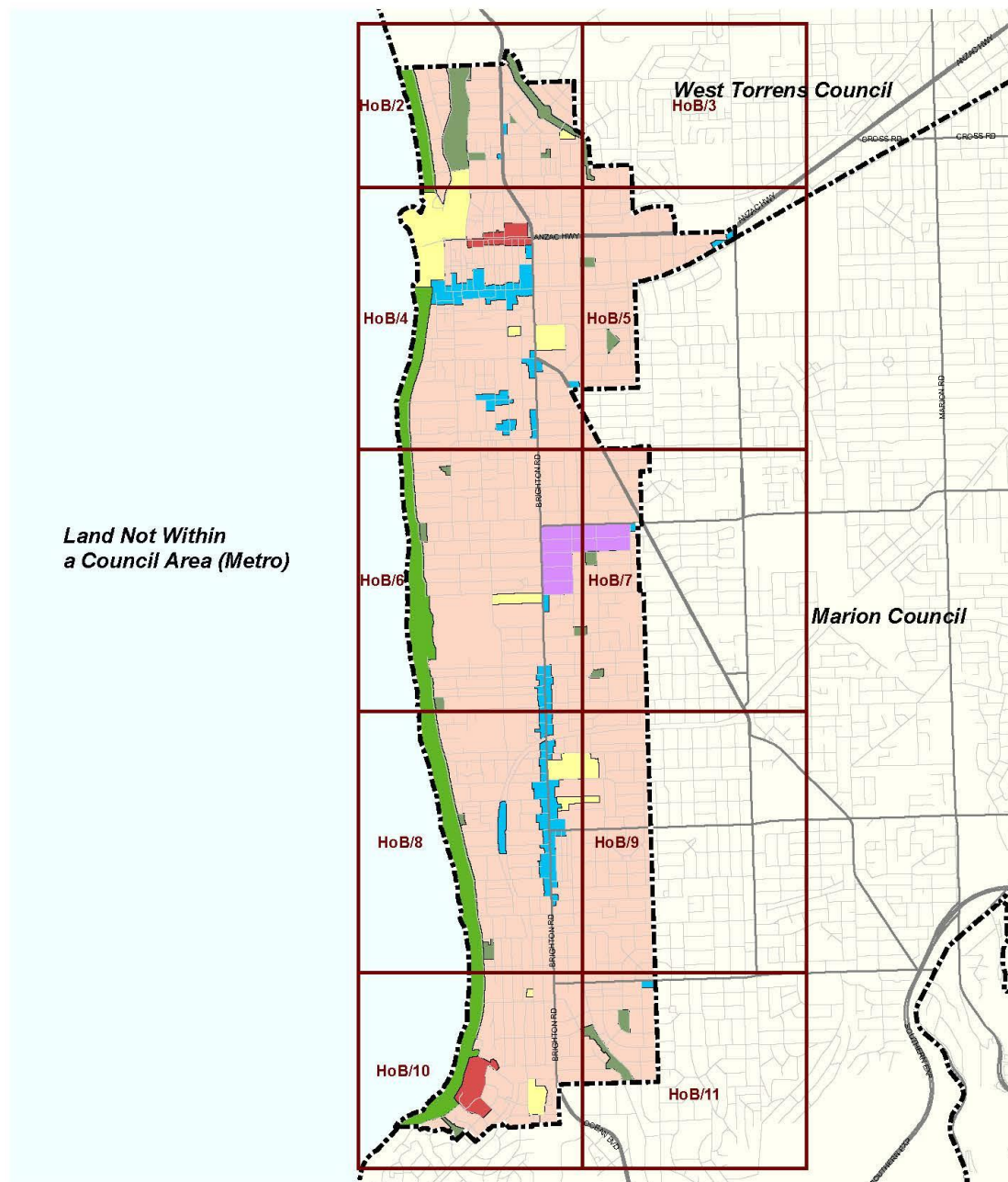
Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Consulting rooms (other than where located within the <b>District Centre Zone Glenelg Policy Area 2</b> or the <b>Suburban Neighbourhood Zone</b> )	4 for the first consulting room, plus 2 per each additional consulting room.
Consulting rooms located within the <b>District Centre Zone Glenelg Policy Area 2</b>	4 per 100 square metres of gross leasable floor area.
Consulting rooms located within the <b>Suburban Neighbourhood Zone</b>	4 for the first consulting room, plus 1 per each additional consulting room.
Department store within <b>District Centre Zone Glenelg Policy Area 2</b>	5 per 100 square metres of gross leasable floor area.
Detached dwelling Semi-detached Row dwelling (other than where located within the <b>Suburban Neighbourhood Zone</b> )	2 on-site parking spaces, 1 of which is covered (the second space can be tandem).
Detached dwelling Semi-detached Row dwelling located within the <b>Suburban Neighbourhood Zone</b>	1 per 1 bedroom dwelling 2 per 2 or more bedroom dwelling.
Educational establishment Pre-school Primary school	1 per full time staff member and the number of part-time staff members equivalent to 1 full time staff member, plus an adequate number of spaces for visitors.
Funeral parlour	1 per 5 chapel seats plus 1 for each vehicle operated by the parlour.
Group dwelling or residential flat building located within the <b>Medium Density Policy Area 5</b>	0.75 per dwelling, where the dwelling has a maximum of 1 bedroom or a total floor area of less than 75 square metres  1 per dwelling where the dwelling has 2 bedrooms or a total floor area of at least 75 square metres and less than 130 square metres  1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more  *Add an additional 0.25 spaces per dwelling for visitor parking.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Group dwelling or residential flat building located within the <b>Minda Incorporated Brighton Campus</b>	<p>1 per dwelling, where the dwelling has a maximum of 2 bedrooms or a total floor area of less than 130 square metres</p> <p>1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more</p> <p>*Add an additional 0.25 spaces per dwelling for visitor parking.</p>
Group dwelling or residential flat building (other than where located within the <b>Medium Density Policy Area 5</b> , the <b>Minda Incorporated Brighton Campus</b> or the <b>Suburban Neighbourhood Zone</b> )	<p>1 per dwelling, where the dwelling has a maximum of 1 bedroom or a total floor area of less than 75 square metres</p> <p>1.5 per dwelling where the dwelling has 2 bedrooms or a total floor area of at least 75 square metres and less than 130 square metres</p> <p>2 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more</p> <p>*Add an additional 0.25 spaces per dwelling for visitor parking.</p>
Group dwelling or residential flat building located within the <b>Suburban Neighbourhood Zone</b>	<p>1 per 1 bedroom dwelling</p> <p>1.5 per 2 bedroom dwelling</p> <p>2 per 3 or more bedroom dwelling</p> <p>*Add an additional 0.25 spaces per dwelling for visitor parking.</p>
Guest house	1 for every 2 beds provided or capable of being provided.
Hotel	1 per 2 square metres of total floor area in a public bar, plus 1 per 6 square metres of total floor area in a dining room, lounge, gaming room and beer garden, plus 1 per 3 guest rooms.
Industry Service industry	1 per 50 square metres of total floor area; or 1 per 2 employees (whichever provides the larger parking area); except where retail sales take place, when the car parking provision relating to shops will apply to that floor area used for the sale or display of items.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Motel	1 per room or residential unit, plus where a restaurant or dining area is provided, an additional 1 per 10 square metres of restaurant floor area.
Meeting hall	1 per 5 seats provided or able to be provided in the hall.
Motor repair station	10 spaces per premises.
New and used vehicle lot Motor showroom	1 for every 10 vehicles displayed or able to be displayed for sale on the vehicle lot or in the vehicle showroom, plus the applicable rate for motor repair station or service industry as appropriate being applied for any area used for servicing/repairing vehicles and/or supplying spare parts to the trade or public.
Non-residential club	1 for every 6 square metres of total floor area used or capable of being used by the members of the club.
Office	1 per 25 square metres of total floor area.
Plant nursery (retail)	1 per 100 square metres of indoor floor area used for display purposes, plus 1 per 100 square metres of outdoor area used for display purposes.
Pre-school located within the <b>Suburban Neighbourhood Zone</b>	1 per employee plus 0.25 spaces per child as drop off/pick up bays plus 1 space for wheelchair access.
Restaurant (other than where located within the <b>District Centre Zone Glenelg Policy Area 2</b> or the <b>Suburban Neighbourhood Zone</b> )	1 per 10 square metres of total floor area, or 1 for every 3 seats provided or able to be provided, whichever provides the greater number, together with additional car parking spaces if food is able to be taken away from the premises, to ensure that all car parking occurs on the site of the development.
Restaurant located within the <b>District Centre Zone Glenelg Policy Area 2</b>	1 per 5 seats able to be accommodated.
Restaurant located within the <b>Suburban Neighbourhood Zone</b>	1 per 2 seats able to be accommodated.
Service station	10 per premises for customer and employee use.
Service trade premises	5 per 100 square metres of indoor floor area used for display purposes, plus 1 per 100 square metres of outdoor area used for display purposes.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Shop (other than where located within the <b>District Centre Zone Glenelg Policy Area 2</b> or the <b>Suburban Neighbourhood Zone</b> )	1 per 15 square metres of total floor area.
Shop within the <b>District Centre Zone Glenelg Policy Area 2</b>	4.5 per 100 square metres of gross leasable floor area.
Shop located within the <b>Suburban Neighbourhood Zone</b>	5 per 100 square metres of gross leasable floor area.
Supermarket within the <b>District Centre Zone Glenelg Policy Area 2</b>	5 per 100 square metres of gross leasable floor area.
Supported Accommodation located within the Minda Incorporated Brighton Campus	
Squash court Tennis court	3 per court.
Store Warehouse	1 per 150 square metres of total floor space, or 1 per 3 employees (whichever provides the larger parking area).
All other non-residential uses located within the <b>Suburban Neighbourhood Zone</b>	4 per 100 square metres of gross leasable floor area.

## Attachment HB 3



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 HoB/1 to Map HoB/12 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.

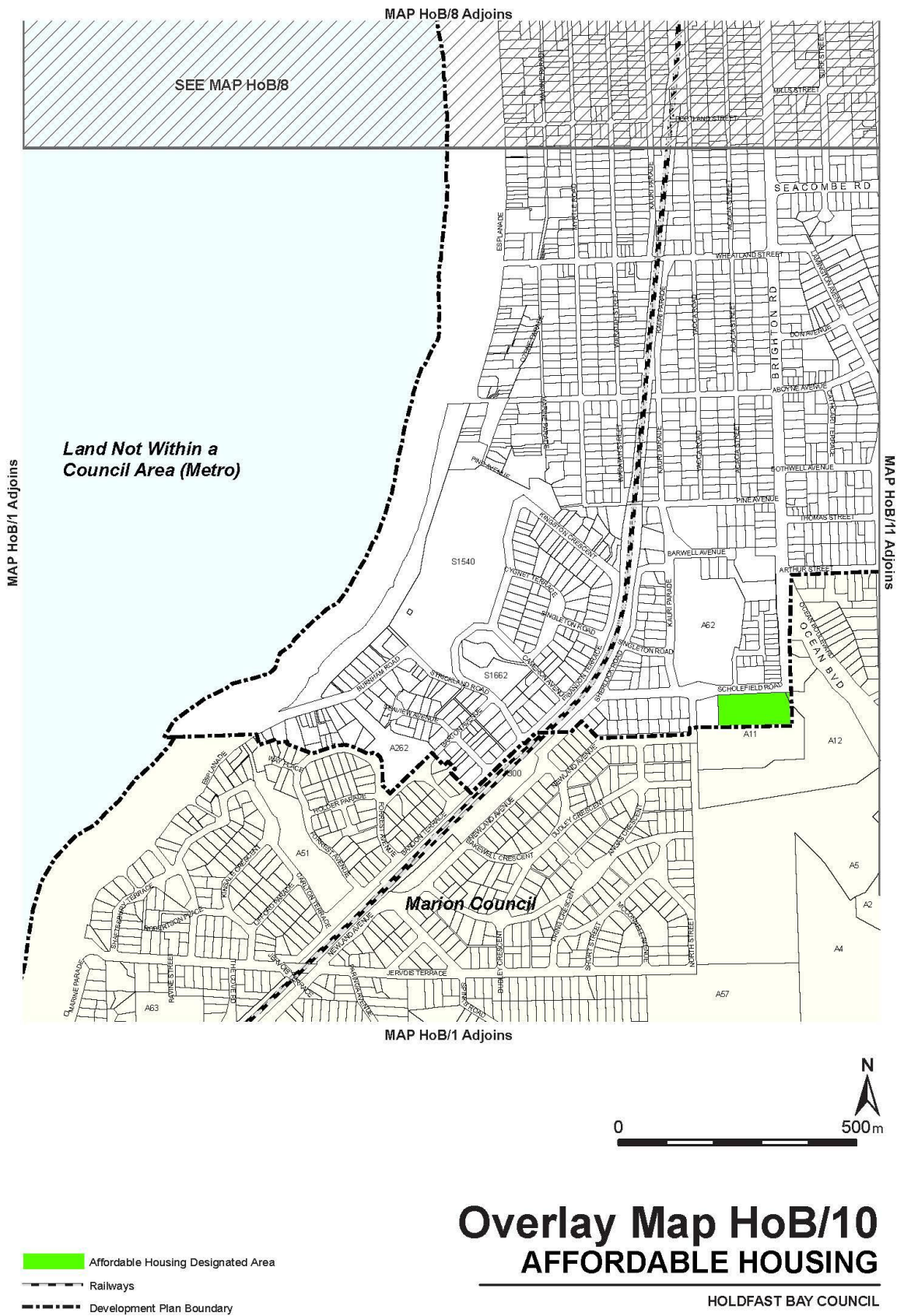
## Council Index Map

HOLDFAST BAY COUNCIL



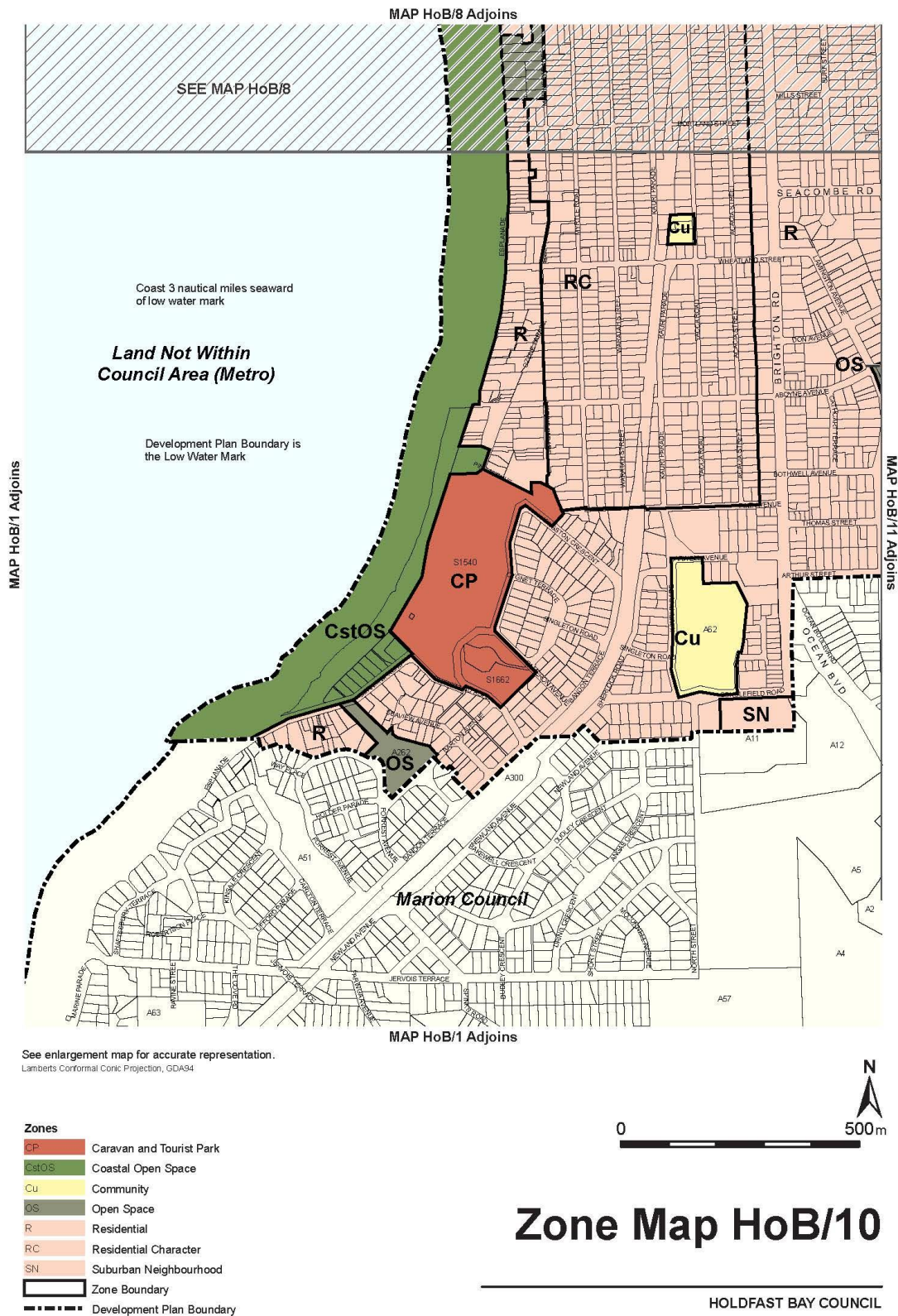
## Attachment HB 4



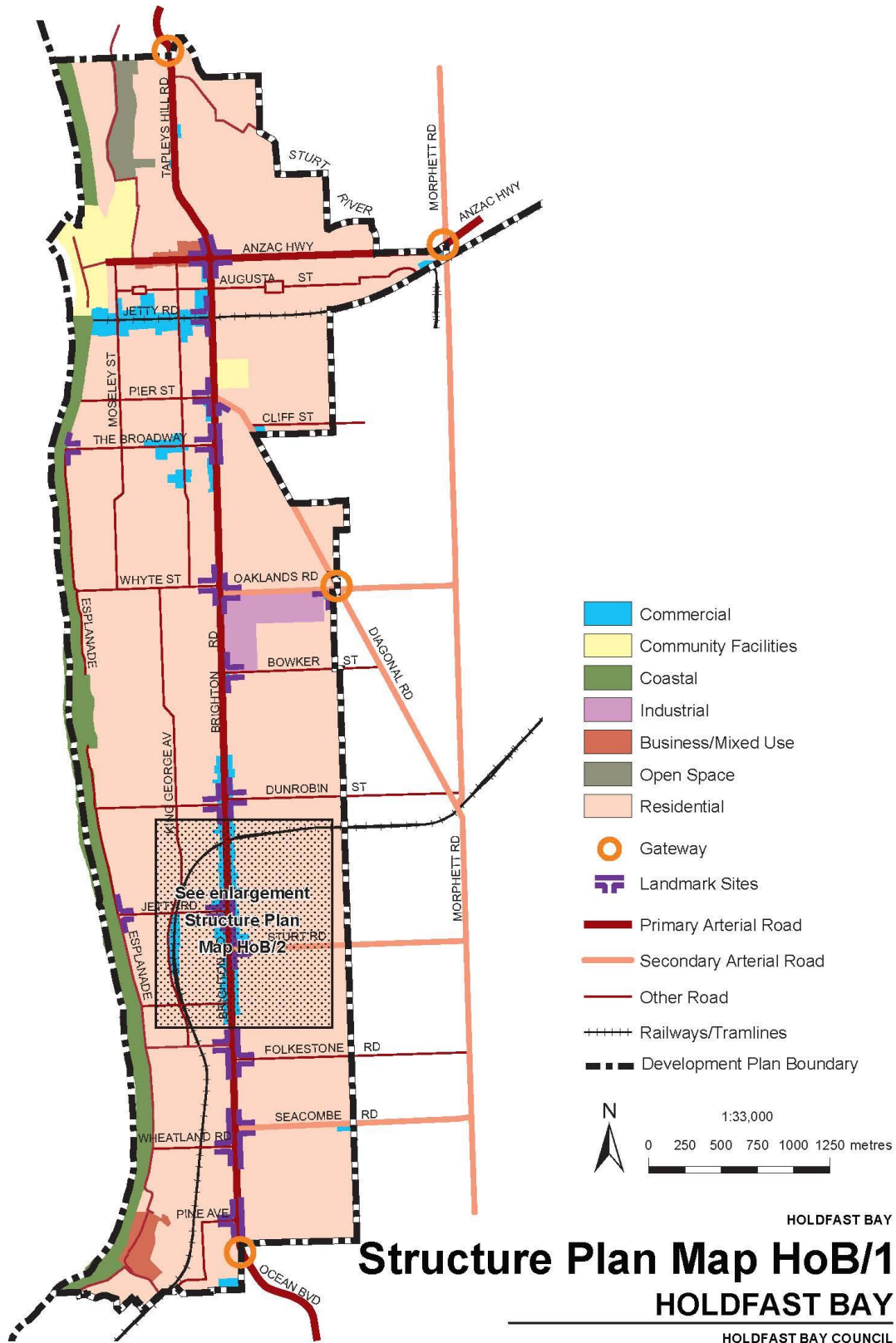




Attachment HB 5



## Attachment HB 6



## Attachment HB 7

