Strategic context

The 30-Year Plan for Greater Adelaide (the Plan) seeks a new urban form that includes more intensive types of urban development located within walking distance of transit stops. More intensive development and mixed land uses around public transit stops will support increased patronage on public transport and also decrease the need for residents to travel by car, thereby reducing greenhouse gas emissions and improving liveability.
Key Plan policies that relate to this zone are:

### New transit corridors, growth areas, transit-oriented developments and activity centres

#### Transit corridors

**Policies**

3. Concentrate new growth within metropolitan Adelaide in transit corridors, transit-oriented developments and activity centres so that the urban character of the majority of neighbourhood remains largely unchanged.

18. Provide for 14 new transit-oriented developments to be located across the region and encourage planning for transit-oriented style developments in appropriate locations.

19. Locate transit-oriented developments next to mass transit stations and interchanges (rail, bus or tram) and connect to existing activity centres where possible.

20. Identify transit-oriented developments in Structure Plans. Transit-oriented developments will be subject to precinct planning because of their scale and mixed-use nature. Precinct Requirements will dictate the type and character of development, as well as its layout and design. This will enable Development Applications for whole precincts simultaneously (Precinct Development Applications).

21. Subject transit-oriented developments to very high design requirements as part of the precinct planning process.

22. Design transit-oriented developments to be walkable and cycling friendly, and provide safe connections to surrounding communities.


24. Require high quality open space in all transit-oriented developments.

**Targets**

K. Deliver 14 transit-oriented developments (see Map D5) and designate them as State Significant Areas.

L. Encourage local government to identify and facilitate delivery of more than 20 other transit-oriented style developments, such as Castle Plaza/Edwardstown, Kilkenny, Munno Para and near Tambelin.

M. Plan for about 60,000 dwellings in 14 transit-oriented developments and more than 20 sites that incorporate transit-oriented development principles and design characteristics.

N. Prepare Precinct Requirements for transit-oriented developments, initially for the following priority developments: Bowden Village, Cheltenham/Woodville, Keswick/Wayville, Marion/Oaklands, Noarlunga, Port Adelaide and Tonsley/Bedford Park.
Role and purpose of the zone
This zone has been prepared for areas where there is a desire for a change in form around a fixed transit stop or other focal point, such as a neighbourhood activity centre. In most cases this zone will be progressively developed as opportunities arise and therefore policy incentives are important in this zone.

Envisaged land uses
A range of land uses are desired in the zone that promote the use of travel modes other than the car while creating a walkable/cyclist friendly environment. A large portion of the zone is likely to be residential and accommodate a diverse range of dwelling types. Residential areas are intended to be supported by neighbourhood and local scale retail, civic and office development.

Industrial uses will not be permitted in the zone.

Desired density and urban form
The desired minimum net residential site density for the zone is 45–70 dwellings per hectare. There is scope to increase the density as required, with density up to 70 or more dwellings per hectare envisaged. Buildings of up to 6 storeys are supported in the zone, with lower buildings (3 storeys) desired on the edges of the zone or where there is an interface with existing low-rise development.

It is desired that a new character will be progressively established for this zone, which has a strong focus on walkable design. Three separate areas can be identified within the zone and should be identified on the relevant concept plan for each station / activity node:

1 Core Area: Envisages development up to 6 storeys with a mix of local and neighbourhood scale non-residential activities. The area is guided by transit oriented development principles that encourage high pedestrian generating activities and a mixture of land uses aimed at reducing the need for people to travel for their daily activities. Where the zone is focussed around a public transport stop, the Core Area should be used to encourage activities within 400 metres of the public transport stop. The Core area may also be used where the focus for the zone is not a public transport stop.

2 Transition Area: Envisages development up to 3 storeys which is predominantly residential. This area provides the transition between the more intense Core Area and existing low-rise residential development.

3 Any area not designated by the above: Envisages development up to 3 or more storeys which is predominantly residential. This area may apply between the Core Area and existing low-rise residential development.

Distinction between the three areas may not be required for all sites. For example, Grange station may only require the zone to apply as it is identified as a station that will be developed at a lower intensity than other stations such as Seaton station, which will provide greater commercial/retail opportunities that could benefit from the distinction of a Core Area and Transition Area.
Each zone will have its own unique character in terms of layout, design, land use composition and density. The following elements should be considered when describing the desired character:

- create a compact urban development pattern that is within a 10 minute walk of the public transit stop and has a density that supports that transit service
- make the pedestrian and cyclist the focus without excluding vehicles
- create active places and liveable communities that service daily needs and where people feel a sense of belonging and pride in their part of the city
- create high quality public places (e.g. town park or plaza) as organising features and gathering places (known as third places) for the neighbourhood. These places promote vibrancy, act as attractors to the location and encourage people to use public transit stops and local services.

When choosing the relevant setbacks for each area, consider how any proposed public realm upgrades such as footpath widening or street tree planting will interact with new development. Equally, any proposed upgrades will need to consider and take into account the built form that will be allowed in this zone.

**Incentives**

The ability to assemble sufficiently large parcels of land is likely to be a major issue in the case of infill developments or brownfield TODs, especially in the inner suburbs of Adelaide. Incentives have been inserted to encourage amalgamation of sites. Incentive policies in the form of height bonuses and reduced car parking standards are provided to encourage development close to public transit stops.

**Vehicle parking requirements**

Vehicle parking arrangements are a key to achieving TOD principles within this type of zone. Policies which encourage lower rates of car parking provision and alternatives to on-street provision, such as basement level car parking and parking behind the main façade of buildings, are included in the zone and need to be considered when designing development.
How the zone relates to general and overlay modules

All zone modules have been written as part of the State Planning Policy Library. Therefore it should be remembered that some policies to support the zones will be found at the General level. The following overlays have been introduced to the library and should be adopted as relevant:

- Affordable Housing Overlay 1 (for use when land is being rezoned for more intense uses and contains a residential component). Note: Refer to Technical Information Sheet 6 – Affordable Housing.
- Strategic Transport Routes Overlay 2. Note: Refer to Technical Information Sheet 7 – Strategic Transport Routes.
- Noise and Air Emissions Overlay 3. Note: Refer to Technical Information Sheet 8 – Noise and Air Emissions.

Local policy

The zone includes several opportunities where policy may be varied to suit local circumstances. There are many variations available to built form so the zone may be applied to many localities. The option exists to include a TOD, Core and/or Transition Area within the zone. The extent of the Core and Transition Areas will vary in their application based on local circumstances. Several options are provided for building height and setbacks. It is recommended that a design process be undertaken to determine the most appropriate built form for the location to which the policy is being applied.

When selecting setback policy from the options, it is important to be aware whether the road is planned for widening as outlined in the Metropolitan Adelaide Road Widening Plan. If this is the case, an additional six metres should be added to the front minimum setback from the affected road.

A concept plan is envisaged in the zone and may show the general location of centre development, road layout, access points, buffers, open space and stormwater management facilities.

Links to the Residential Development Code

The Residential Development Code (the Code) will not apply to land in this zone. Exclusion of the area from the Code should be applied for when the zone is introduced into the Development Plan.
Complying, non-complying and categories of notification

The list of complying development prescribed for the zone should, where possible, align with either:

- the list of envisaged land uses identified in the zone
- Schedule 4 of the Development Regulations.

The list of non-complying development should generally reflect those land uses which would seriously conflict with the intent of the zone and those envisaged land uses listed. The categories of public notification will also need to reflect those uses envisaged in the zone and Schedule 9 of the Development Regulations.