Feedback – City of Tea Tree Gully

Integrated Movement Systems Discussion Paper

Ref.	Key opportunities and challenges	Proposed responses	Comment
Theme 1: Aligning South Australia's growth with transport infrastructure			
1	In 2012, a suite of higher density, mixed use zones were introduced into the SAPPL which have been spatially applied to a small number of areas adjacent to key transport corridors and centres. These zones help to integrate land use and transport systems and can provide the foundation for this outcome in the new planning system.	Transition zones that promote improved integration of land use with major transport corridors (for example: Urban Corridor Zone, Urban Core Zone, Residential High Density Zones and Mixed Use Zones). The spatial application of these zones is unlikely to be substantially changed as part of the application of Generation 1 of the Code.	Council introduced the Urban Core Zone and a policy area that promoted residential growth around the Modbury Regional Centre and Modbury Interchange. Support transitioning these zones but with some amendments to improve quality and design of development in these locations.
1B	A minimum threshold of population density to ensure public transport and local shops and services are viable and can be located within walking distance of where people live needs to be identified.	Review the inclusion of minimum net residential densities in Suburban Neighbourhood Zones, Urban Core Zones, Urban Corridor Zones and Suburban Activity Node Zones. Further discussion and consultation needs to be undertaken to identify the appropriate net residential densities in the context of evolving demographics, market dynamics and development.	Requires further investigation. Council introduced a density range (minimum and maximum densities) in the Residential Growth Policy Area and Urban Core Zone. In some circumstances, this has been beneficial and has ensured that key strategic sites have not been under-developed in the Urban Core Zone. It also signals to prospective purchasers that these sites are not suitable for low density residential development. On smaller infill development sites, minimum densities can promote overdevelopment where the characteristics of a site may not suit these densities.

			In some cases, the minimum density specified may not align with market preferences. There can also be barriers associated with tax and finance that may limited the ability of land owners or 'mum and dad developers' to develop their land at these densities which should be investigated. Alternative policy approaches such incentives and density bonuses should also be considered.
1C	Some transport corridors are currently underutilised and could benefit from better integration with supporting land uses.	Investigate the spatial application of higher density mixed-use zones (such as those listed above) along appropriate key transport corridors, adjacent activity centres, in urban renewal areas and key strategic sites.	Generally support.
2.1 Strategic Transport Facilities			
2A	The SAPPL contains an Airfield Zone which seeks to protect the ongoing operation of airport facilities and manage the interfaces with surrounding land uses. There is an opportunity to expand policy for appropriate complementary development types.	Transition the policy intent of the Airfield Zone and review the permissible uses in these zones to better support complementary development types. Work with Adelaide Airport Limited, City of West Torrens and other stakeholders within the vicinity of strategic airports	No comment.
2B	With the changing nature of the ways freight is moved, there is an opportunity to review the planning policy in relation to the operation of intermodal facilities and freight transport hubs, including their potential future expansion.	Review and Transition the Intermodal Policy Area into the equivalent zone.	No comment.

2C	The application of planning policy for airports varies considerably across the state. A key opportunity will be to improve policy consistency with Federal Government guidelines on airports.	Review the SAPPL building near airfields and building heights policies and mapping to respond to the NASF Guidelines.	Support.
2D	Protecting ports from encroachment from incompatible land uses is becoming increasingly important to protect their current operations, critical transport links and future expansion opportunities.	Protecting ports from encroachment from incompatible land uses is becoming increasingly important to protect their current operations, critical transport links and future expansion opportunities.	No comment.
2.2 Strategic Transport Corridors			
2E	Currently, the spatial extent of land required for future road widening requirements is not included in Development Plans.	Work with DPTI Transport to review, transition and map road widening provisions and investigate whether they can be incorporated as an overlay or similar in the Code.	Support.
2F	Moving into a new planning system, there is a need to ensure that land uses are appropriately supported by transport options and that our transport corridors remain efficient.	Transition the Policy intent of the existing strategic Transport Routes Overlay. This will involve: reviewing policy and mapping for strategic transport corridors refining policy (where required) with regard to access requirements, freight routes and road hierarchy. Targeted consultation with affected stakeholders plus general engagement as part of the Code development.	Support.
3.1 Walking, Cycling and other non-motorised transport			
3A	The current walking and cycling SAPPL policy is well placed to be transitioned into the Code.	Transition the SAPPL off-street bicycle parking and the end-of-trip	Support

		facilities (such as showers, changing facilities and clothes storage).	
3B	Cycling routes are not universally incorporated into Development Plans. This leads to inconsistency of application of design rules etc. relating to cycling	Cycling routes are not universally incorporated into Development Plans. This leads to inconsistency of application of design rules etc. relating to cycling.	Support
Car parking and emerging mobility technology			
3C	As travel behaviours continue to change, the demand for car parking will also change. It is important that new buildings and structures, particularly multi-level car parks, are adaptable for future uses.	Transition the existing SAPPL policy on the design of car parking structures so they are adaptable for new uses in the future.	Support
3D	Car parking rates in current planning policy are often inflexible and do not consider innovative design or proximity to other transport options.	Rationalise and transition existing car parking rate policies which allow for variation to prescribed minimum parking rates for development proposals which satisfy specific design and transport option criteria.	Generally support. However, there is still strong demand for parking in suburban areas where car ownership is increasing along with a reduction in public transport use (according to census data). Reducing car parking rates does not facilitate increased use of active and public transport without investment in active and public transport infrastructure and services. Need to strike an appropriate balance between current need (based on current travel patterns, car ownership and travel options available) and future opportunities / trends.
3E	There is potential for greater standardisation of car parking rates, while still allowing for different rates for conditional and geographical contexts.	Review and consult on car parking rates in Greater Adelaide and regional centres to identify opportunities for greater standardisation through the Code, where appropriate.	Generally support standardisation with variation based on specific context or unique conditions.

3F	Planning policy has a role to play in encouraging and supporting the uptake of technology which helps future-proof our neighbourhoods.	Develop policy that encourages new developments, in higher density or mixed use zones, to incorporate electric vehicle charging provisions and ensure appropriate infrastructure is in place.	Consider cost/benefit of requiring this up front including restrictions of retro-fitting (is this a major issue?).
3G	It is important to ensure that planning policy is in place to help facilitate the uptake of emerging technologies that support better car parking efficiency.	Develop policy for new car parking areas (of a certain size) which encourages the adoption of technologies which can better manage impacts.	Support.

Additional Comments

Role of off-set schemes to deliver active and public transport infrastructure

- Consider the role of developer contributions and use of off-set schemes in strategic locations that have been rezoned to accommodate growth.
- These could be used to deliver local infrastructure that supports active and public transport such as improved pedestrian and cycle connections and bus stops.
- Increased access to targeted funding for local infrastructure, that is linked to zoning and growth targets could also encourage Councils to actively deliver the State's 30 year plan and align new local transport infrastructure with housing, population and employment growth at a local level.

Government role in delivering employment, housing and population growth in strategic locations

- Recommend increasing government's role in to development of strategic land holdings to encourage new housing and jobs close to public transport
- Government owned land holdings could be a significant catalyst to provide housing and jobs close to existing public transport (train, tram and O-Bahn)
- These projects are critical in locations where the market for medium and high density housing is untested to reduce risk for the private sector.