8. Land use, zoning and property

8.1 Overview

Major infrastructure such as the project can often have a significant effect on surrounding land uses and property as well as the wider region serviced by the infrastructure.

8.2 Legislative and policy requirements

Table 8.1 summarises key legislation relevant to land use and zoning.

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Description</th>
<th>Relevance to the project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Act 1993 (SA)</td>
<td>Provides for planning and regulation of development in the state</td>
<td>Does not apply to the construction of roads on land that has been acquired under the</td>
</tr>
<tr>
<td></td>
<td>Regulates the use and management of land and buildings, design and construction of</td>
<td>provisions of the Highways Act 1926 except where a road project impacts on Significant</td>
</tr>
<tr>
<td></td>
<td>buildings and provides for the maintenance and conservation of land and buildings where appropriate</td>
<td>Trees or State Heritage Places</td>
</tr>
<tr>
<td>Highways Act 1926 (SA)</td>
<td>Provides for the appointment of a Commissioner of Highways, and makes further and better provision for the construction and maintenance of roads and works, and for other purposes</td>
<td>The initial land purchase and acquisition for the Southern Expressway (under the Highways Act and Land Acquisition Act 1969) allowed for duplication of the carriageway; thus provisions for land acquisition under this Act will not be exercised</td>
</tr>
<tr>
<td></td>
<td>Gives DTEI the authority to acquire property that is required for development purposes (not required in this instance)</td>
<td></td>
</tr>
</tbody>
</table>

As well as legislation, several significant state and local policies influence the land use, economic and community aspects of the project.

8.2.1 South Australian Strategic Plan

Achieving strong economic growth without compromising the environment or quality of life is a key objective of South Australia’s Strategic Plan. The plan sets a clear vision for the state’s future prosperity and wellbeing that is measured through interrelated objectives, specific targets and priority actions. The strategies and plans that identify the importance of the Southern Expressway as an important freight and transport corridor, include:

- Strategic Infrastructure Plan for South Australia 2005/6–2014/15
- The 30-Year Plan for Greater Adelaide 2010

Figure 8.1 indicates the current and possible future directions for the southern region as per the 30-Year Plan for Greater Adelaide.
8.2.2 Local Government strategic and community plans

The LGAs of Mitcham, Marion and Onkaparinga all have strategic plans in place but their development plans are more relevant to the project.

8.2.2.1 Development Plans (Mitcham, Marion and Onkaparinga)

Development plans are prepared under the Development Act 1993 and provide land use planning guidance. Tables 8.2 to 8.4 summarise the zoning principles for each land use in the relevant development plans. Figure 8.2 illustrates the land development zones of the southern region, and policy areas derived from the development plans of Mitcham, Marion and Onkaparinga LGAs.

Table 8.2 City of Mitcham Development Plan (Consolidated 3 June 2010) land use zones adjacent to Southern Expressway corridor

<table>
<thead>
<tr>
<th>Zone name</th>
<th>Objective</th>
<th>Land use</th>
</tr>
</thead>
</table>
| Residential        | Development comprising detached dwellings at low densities where the site area, design, siting and appearance of development takes account of the particular topography of the area such that any development has minimal visual and environmental impact | • single-storey additions to a detached dwelling  
• domestic outbuilding  
• detached dwelling |
| (foothills)        |                                                                                                                                                                                                           |                                               |

Table 8.3 City of Marion Development Plan (Consolidated 9 December 2010) land use zones adjacent to Southern Expressway corridor

<table>
<thead>
<tr>
<th>Zone name</th>
<th>Objective</th>
<th>Land use</th>
</tr>
</thead>
</table>
| Industry  | A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses                                                                                                                                                             | • industry  
• transport distribution  
• warehouse |
|           | Development that minimises any adverse impacts upon the amenity of the locality within the zone                                                                                                            |                                               |
| Commercial| A zone accommodating a range of commercial and business land uses                                                                                                                                                                                                  | • bulky goods outlet  
• consulting room  
• motor vehicle related business other than wrecking yard  
• office  
• petrol filling station  
• service trade premises  
• shop with a gross leasable area of 250 m² or less  
• store  
• warehouse |
Reference: Map E5 of 30-Year Plan of Greater Adelaide

Southern Adelaide Directions
30-Year Plan for Greater Adelaide 2010

Figure 8.1
<table>
<thead>
<tr>
<th>Zone name</th>
<th>Objective</th>
<th>Land use</th>
</tr>
</thead>
</table>
| Residential | A residential zone comprising a range of dwelling types including a minimum of 15% affordable housing. Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.                                                                                                                                                                                                                                                                                                                                                   | • affordable housing  
• domestic outbuilding in association with a dwelling  
• domestic structure  
• dwelling  
• dwelling addition  
• small scale non-residential uses that serve the local community, for example:  
  • child care facilities  
  • health and welfare services  
  • open space  
  • primary and secondary schools  
  • recreation areas  
  • shops, offices or consulting rooms  
• supported accommodation                                                                                                                                                                                                 |                                                                                                                                                                                                                               |
| Hills Face Zone | A zone in which the natural character is preserved and enhanced or re-established in order to:  
  a) provide a natural backdrop to the Adelaide Plains and a contrast to the urban area  
  b) preserve biodiversity and restore locally indigenous vegetation and fauna habitats close to metropolitan Adelaide  
  c) provide for passive recreation in an area of natural character close to the metropolitan area  
  d) provide a part of the buffer area between metropolitan districts and prevent the urban area extending into the western slopes of the Mount Lofty Ranges  
  e) ensure that the community is not required to bear the cost of providing services to and within the zone.                                                                                                                                                                                                                                                                                                                                 | Development should not be undertaken unless it is associated with a low intensity agricultural activity, a public open space area or a private use of an open character, or is a detached single storey dwelling, including outbuildings and structures normally associated with such dwellings, on a single allotment. |
| Primary production | Economically productive, efficient and environmentally sustainable primary production. Allotments of a size and configuration that promote the efficient use of land for primary production. Protection of primary production from encroachment by incompatible land uses and protection of scenic qualities of rural landscapes.                                                                                                                                                                                                                                                                                                                                                           | • farming  
• horticulture                                                                                                                                                                                                                                                                       |
Table 8.4  City of Onkaparinga Development Plan (Consolidated November 2010) land use zones adjacent to Southern Expressway corridor

<table>
<thead>
<tr>
<th>Zone name</th>
<th>Objective</th>
<th>Land use</th>
</tr>
</thead>
</table>
| Industry                   | A zone accommodating industrial development of various types, along with service industries, warehousing, storage activities and commercial development which has an industrial or rural–industrial basis, suitably located with regard to impacts on adjoining localities | • general industry in the General Industry Policy Area  
• light industry, except in the General Industry Policy Area and the Industry (Township) Policy Area  
• warehouse, except in the Industry (Township) Policy Area |
| Commercial                  | A zone primarily accommodating a range of commercial, vehicle related and service activities including vehicle display centres and service trade premises, as well as small-scale office uses and light industry in suitable locations | • community centre  
• educational establishment  
• electricity substation  
• emergency services facility  
• minor public service depot  
• place of worship  
• pre-school/primary school |
| Residential                 | A residential zone comprising a range of dwelling types including a minimum of 15% affordable housing  
Increased dwelling densities in locations close to retail centres, public transport and public open spaces  
Development that contributes to the desired character of the zone | • affordable housing  
• domestic outbuilding in association with a dwelling  
• domestic structure  
• dwelling  
• dwelling addition  
• small scale non-residential uses that serve the local community, for example:  
  • child care facilities  
  • health and welfare services  
  • open space  
  • primary and secondary schools  
  • recreation areas  
  • shops, offices or consulting rooms  
• supported accommodation |
| Extractive Industry Zone   | A zone accommodating the mining and quarrying of minerals                                                                                                                                                 | Complying development determined by the Development Act 1993 |
| MOSS (Environment)         | A zone that provides linear open space and regional open space for a range of passive and active recreational activities for both natural and landscaped settings as part of the Metropolitan Open Space System (MOSS) | Development should be primarily for regional recreational open space purposes  
Development should preserve and enhance the character and amenity of land |
### 8.3 Existing conditions

#### 8.3.1 Land use and zoning

Land use patterns form a basis for the character of a region, and influence the interaction individuals and communities have with their surroundings. An understanding of land use and the impact of human settlement provides an overview of current development and insight into potential future development.

Figure 8.3 illustrates land use of the southern region and the area associated with the project.

The catchment surrounding the project has a mix of land uses. Residential, industrial, commercial and Hills Face areas make up a majority of the land use adjacent to the project area.

The area has been divided into three sections to facilitate effective discussion of the most significant land use locations across the southern region (Figure 8.3).

**Northern Section** (Main South Road interchange at Darlington to Majors Road):

- Warriparinga Triangle precinct which incorporates commercial, recreation, public institution and reserve.
- Flinders University and Medical Centre in the public institution and education land use.
- Residential areas including the suburbs of Clovelly Park, Bellevue Heights, Mitchell Park, Marion, Sturt, Seacombe Gardens, Flagstaff Hill, Seaview Downs and Seacliff Park.
- Hills Face associated with the O’Halloran Hill Recreation Park, including education (Onkaparinga Institute of TAFE), vacant residential and the Starline Driving Range.

**Middle Section** (Majors Road to Flaxmill Road):

- Residential areas including O’Halloran Hill, Trott Park, Sheidow Park, Hallett Cove, Reynella, Old Reynella and Morphett Vale.
- Industrial area at Lonsdale, incorporating both industrial and commercial land use.
- Field River recreational and conservation land use to the north of Lonsdale.
- Happy Valley Reservoir.
- Agricultural land use at Glenthorpe CSIRO Research Centre.

**Southern Section** (Flaxmill Road to Main South Road interchange at Old Noarlunga):

- Residential areas incorporating the suburbs of Christie Downs, Noarlunga Downs, Hackham West, Huntfield Heights.
- Noarlunga commercial precinct incorporating the specific land uses of retail commercial (Colonnades Shopping Centre), public institution (Noarlunga Health Services), Utilities/Industry (Noarlunga railway station), Recreation (Noarlunga Leisure Centre and Noarlunga Oval),

<table>
<thead>
<tr>
<th><strong>Zone name</strong></th>
<th><strong>Objective</strong></th>
<th><strong>Land use</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape and Community Uses Zone</td>
<td>A zone accommodating public and private recreational and community uses&lt;br&gt;Maintenance of a landscaped character, either in its natural state or by purposeful design to suit the intended use&lt;br&gt;Buildings restricted to those required in association with the community and recreational use of land</td>
<td>Development undertaken in the Landscape and Community Uses Zone should comprise, primarily, public and private recreational and community facilities, including sporting areas and passive reserve areas</td>
</tr>
</tbody>
</table>
Education (Noarlunga TAFE, Noarlunga Downs Primary and Cardjin College) and vacant residential to the south of Goldsmith Drive.

- The current rural area at Hackham (Land Management Corporation land holding) for which arrangements are being put in place to support rezoning from Rural to Residential.
- Hills Face (reserve) to the south of Hackham.
- Onkaparinga River Recreational Park conservation zone.

Miscellaneous:

- Residential zones are patterned with generalised land use locations for education, reserves, recreation, retail commercial, public institution and non-private residential.
- Commercial precincts along Main South Road, Westfield Marion and Noarlunga Centre

8.3.2 Property

The majority of land required for the project is owned by the Commissioner of Highways and is therefore state owned. A land swap agreement between DTEI and the Department of Environment and Natural Resources is currently underway for land located north of Majors Road at O’Halloran Hill. The agreement includes the retention of native vegetation adjacent to the road corridor.

8.4 Effects of the project

Major infrastructure projects often have a significant effect on surrounding land uses and on the wider region serviced by the infrastructure. The corridor in which the Southern Expressway will be duplicated was previously set aside for the duplication. Therefore, the impacts of the project on land use should not be as significant as at the time of the construction of the existing Southern Expressway.

No acquisition of privately owned land is envisaged to be required to cater for the duplication; minor areas of land maybe required from other government agencies.

It is envisaged the project will have no adverse effect on the value of properties located in immediate proximity to the road corridor, particularly as the road is already partly developed within the corridor. Rather, the improved access to the southern region on the duplicated road may have a positive effect. By way of comparison, the major infrastructure upgrades of the Northern Expressway have helped lift residential property values in some surrounding communities. For example, the median house price in Gawler increased by 14% in the year before the opening of the Northern Expressway. An international study (Palmquist 1998) found that commercial and industrial land values close to interchange locations increased by up to 16.7% when a major highway was opened. This may be significant for the industrial areas at Lonsdale near the Sherriffs Road interchange.

The transport efficiencies expected from the project will also support industries in the southern and Fleurieu regions and the objectives set out in the 30-Year Plan of Greater Adelaide. These transport network improvements, may also improve the viability and outputs from the industries, leading to a shift towards industry associated land uses. For example, the tourism industry may require expansion of accommodation to cater for expected increases in tourism numbers using the duplicated Southern Expressway.
Figure 8.3

Generalised land use

- Agriculture
- Commercial
- Education
- Food Industry
- Horticulture
- Livestock
- Mine/Quarry
- Non Private Residential
- Public Institution
- Recreation
- Reserve
- Residential
- Retail Commercial
- Rural Residential
- Utility/Industry
- Vacant
- Vacant Residential

Scale @ A4  1:85,000

Main South Road Interchange at Old Noarlunga

Main South Road Interchange at Darlington

Panalatinga Road Interchange

Sherriffs Road Interchange

Beach Road Interchange

Northern Section

Middle Section

Southern Section
8.5 Mitigation measures to minimise effects

Construction of the project will affect local access patterns due to road and bridge closures and traffic management delays. The construction phase may also create noise, dust and vibration effects for residents, businesses and motorists adjacent to the Southern Expressway corridor. Impacts associated with noise, dust and vibration will be managed through implementation of a construction environmental management plan by the contractor. During construction, DTEI will continue to implement a community engagement program to advise businesses and the community potentially affected by the project regarding delays or access changes. Further information on the community engagement program is contained in Chapter 3 – Community and stakeholder engagement.

8.6 Conclusion

Construction and operation of the project is not expected to have major land use, zoning and property impacts given that sufficient land was reserved during planning for the initial Southern Expressway.