

## Suburban Activity Node Zone

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

### OBJECTIVES

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

### DESIRED CHARACTER

The zone will be developed predominantly for medium to high density housing and accommodation with integrated mixed use activities at an appropriate scale.

Residential development will be primarily in the form of residential flat buildings, row dwellings, semi-detached dwellings, serviced apartments and other forms of accommodation that meet the needs of students and aged persons. The location of high density housing and other forms of targeted accommodation will take into account its proximity to education and employment facilities, and public transit services.

Non-residential activities may include shops, community services, offices, consulting rooms, cafes, restaurants and other eateries that provide for day-to-day needs of residents and workers and reduce the need for multiple trips. Features and activities that attract people and add vitality to the street, such as display windows, retail shopfronts and outdoor dining areas are encouraged.

Buildings on land adjacent to a residential zone accommodating low rise development will create an appropriate transition of development scale and massing.

Development in the zone will create an appropriate interface between residential development in the zone and established incompatible uses outside the zone such as industrial activities. Additional scope in the use of land at the interface of such areas will be provided to encourage a pattern of development that achieves a suitable level of amenity for residents and will enhance residential areas located further away from the interface.

Buildings will contribute to the provision of a coherent public realm by framing the street space and adjoining private and public open space. To promote pedestrian oriented development, building entrances will be oriented to the street and on-site parking areas will be located beneath or behind buildings. Amalgamation of adjacent allotments or sharing of facilities including communal open space, parking areas and access ways is encouraged.

Development in the zone will achieve high quality urban design in both the public and private realm through building design, landscaping, surface treatments and street furniture. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Streets will incorporate traffic calming measures.

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

## **Tonsley Precinct**

The scale of buildings will be greatest in the Core Area identified on [Concept Plan Map Mar/8 - Tonsley Park](#), where heights of up to six storeys are envisaged. These buildings will maximise views to the hills and the coast, particularly for residential units, and will also help establish a 'gateway' to the zone from the entry point at the Alawoona Avenue extension.

Northwards from the Core Area the scale of buildings will generally trend lower. A Transition Area is established adjacent the northern boundary of the zone as shown on [Concept Plan Map Mar/8 - Tonsley Park](#) where buildings will be no more than three storeys high and provide an appropriate transition between the more intensively developed portions of the zone and established low rise residential development in the adjacent zone.

The Town Square Precinct, located within the eastern portion of the Core Area, includes the northern end of the main assembly building formerly used in vehicle manufacture. The reuse of the main assembly building will be encouraged to provide a sheltered, pedestrianised environment, multifunctional public space and a vibrant activity hub for residents within both the zone and neighbouring suburbs, workers, students and visitors. A wide range of uses are envisaged in the Town Square Precinct including shopping, community services, offices, consulting rooms, cafes, restaurants and other eateries that provided for day-to-day needs and reduce the need for multiple car trips. Other activities envisaged in the Town Square Precinct including events, markets, art displays, 'pop up' retailing/food, exercising and recreation that can help create a sense of place and activate public spaces.

Through the reuse and refurbishment of existing buildings and the introduction of new structures and buildings, the Town Square Precinct will develop a strong identity that embraces the manufacturing history of the site and the role of the surrounding areas for mixed-use employment, business innovation, research and education. The role of the Town Square Precinct will be enhanced through design that provides a safe and highly permeable environment that is easily accessible to people from within the zone and the surrounding areas.

Outside the Town Square Precinct of the Core Area smaller scale non-residential land uses will be encouraged at street level along Alawoona Avenue and may include a mix of shops, offices and commercial activities, with residential uses generally located on upper floors. Buildings containing retail/commercial developments will have zero or minimal setbacks to the Alawoona Avenue extension, with sufficient space provided for outdoor dining and display purposes. Residential land uses at ground level will assist in activating the street frontage through the placement of foyers, windows, entries and the like.

While retail activity in the form of bulky goods outlets is generally not envisaged, such uses may be appropriate where they contribute to the overall built form and character of the zone, present active fronts to public spaces and roadways, and complement other retail experiences in the locality. Shops selling bulky goods will present a façade design and scale that is comparable to other specialty goods shops and restaurants to create a consistent theme and appearance.

Quality public spaces will be provided for community interaction, with a range of forms and sizes catering for a variety of uses, including passive and active recreation. An urban wetland will be integrated into the open space as a key feature and a visible symbol of the sustainability measures imbedded in the development of the zone.

A linear park will be established adjacent to the rail corridor to separate development from train operations and incorporate a recreation/commuter shared path linking the zone with areas to the north and south. The northern section of the 'Greenway and bike/pedestrian path' shown on [Concept Plan Map Mar/8 - Tonsley Park](#) may involve positioning the path away from the rail corridor alignment to provide a continuous route beyond the zone's northern boundary.

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 or sites are suitable for the intended use, particularly where it involves sensitive uses like residential development.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout this zone and the adjoining Urban Employment Zone at the neighbourhood, street, site and building level. Stormwater management will address potential water quality impacts from site contamination and other factors while improving the aesthetic and functional value of open spaces, including public access ways and greenways.

### **Marion Regional Centre**

The area surrounding Marion Regional Centre will be developed with mid-rise medium-to-high density residential development, with non-residential uses at street level to encourage active street frontages and a pedestrian-friendly environment.

The Zone also encompasses land surrounding “Oaklands Crossing”. In this area, mid-rise high-density mixed use development is anticipated, with shops and cafes at street level framing the rail station. Where buildings will not adversely impact on nearby sensitive land uses, building heights may be increased to enhance population density around the rail station. Large land holdings in the area will be developed in an integrated manner, including the provision of appropriate open space, streetscaping and enhanced pedestrian and cycle links to the Regional Centre’s facilities.

### **Railway Corridors**

Residential properties facing the rail corridors should be developed with low-to-medium rise residential development. New medium density housing should be oriented to the corridor to maximise activity and passive surveillance. Buildings will incorporate transitional built form toward adjoining lower density residential development in the Residential Zone to minimise amenity impacts such as overlooking, overshadowing and visual bulk and scale.

Small scale offices/shops which serve the local community may be appropriate at ground level, however land uses along the rail corridors will be predominantly residential.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following types of development, or combination thereof, are envisaged in the zone:
  - advertisement
  - affordable housing
  - aged persons accommodation
  - all forms of development that are ancillary to and in association with residential development
  - community centre
  - consulting room
  - dwelling
  - educational establishment
  - office
  - pre-school
  - recreation area
  - residential flat building
  - shop or group of shops, other than larger scale bulky goods outlets that exceed a maximum gross leasable floor area in the order of 250 square metres
  - stormwater detention/retention basin
  - student accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development should primarily take the form of residential flat buildings, row dwellings, non-residential buildings and mixed use buildings comprising two or more land uses with non-residential land uses on the ground floor and including aged care and student accommodation.
- 4 Development within walking distance of public transport stops should comprise land uses that directly promote public transport use and provide opportunities for multi-purpose trips.

- 5 Except in the Core Area shown on [Concept Plan Map Mar/8 – Tonsley Park](#) where a higher intensity of development may be appropriate, non-residential development should:
- (a) have a local focus to their scale of activity and intended market catchment
  - (b) encourage walking to local shopping, community services and other activities
  - (c) not detrimentally impact on the amenity of nearby residents.
- 6 Transition Areas shown on [Concept Plan Map Mar/8 – Tonsley Park](#) should be developed to provide a transition between an intense core of development and neighbouring lower intensity development.
- 7 Shops or groups of shops, offices and consulting rooms should have the following maximum gross leasable areas.

Designated area	Office (square metres)	Shop or group of shops (square metres)	Consulting Room (square metres)
Core Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	250	250	250
Any area not designated by the above	150	150	150

## Form and Character

- 8 Development should be consistent with the desired character for the zone.
- 9 Residential development, should achieve a residential density in accordance with the following:

Designated area	Desired minimum net residential density
Core Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	70 dwellings per hectare
Transition Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	45 dwellings per hectare
Any area not designated by the above	50 dwellings per hectare

- 10 New dwellings adjacent arterial roads should be provided with appropriate sound attenuation such as insulation, double-glazed windows/doors and balcony screening to protect residents from amenity impacts arising from nearby traffic.

## Building Envelopes

### Building Height

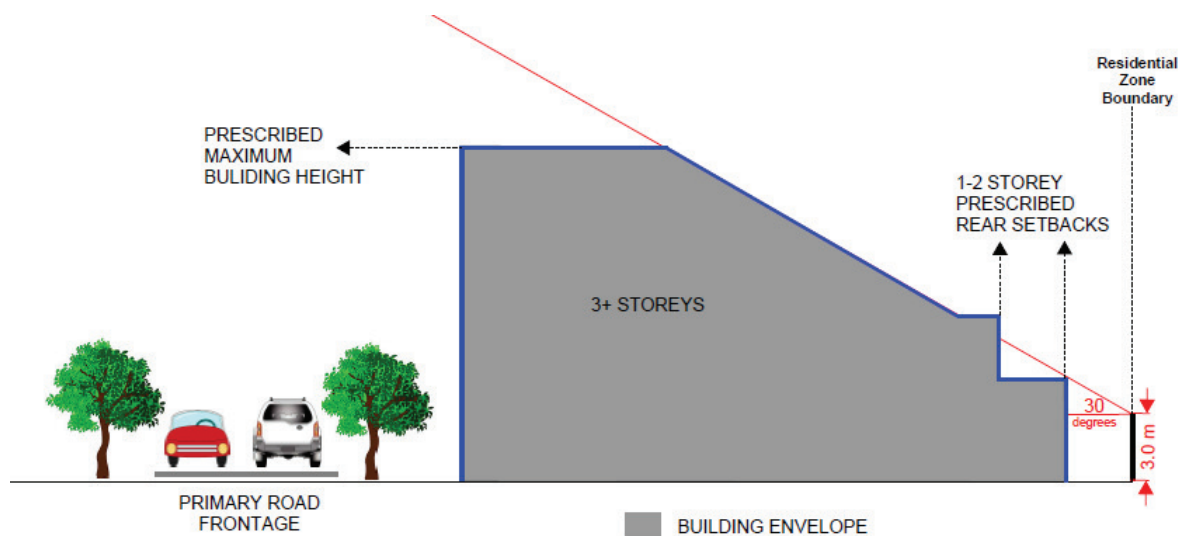
- 11 Except where airport building height restrictions prevail, or where the Interface Height Provisions prescribe a lesser height, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height where the site area is less than 2000 square metres	Maximum building height where the site area exceeds 2000 square metres
Core Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	2 storeys	4 storeys and up to 16.5 metres	6 storeys and up to 24.5 metres
Transition Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	1 storey	2 storeys and up to 9 metres	3 storeys and up to 12.5 metres
Any area not designated by the above	2 storeys	3 storeys and up to 12.5 metres	4 storeys and up to 16.5 metres

### Interface Height Provisions

- 12 To minimise building massing at the interface with residential development located in a residential zone, components of buildings over two storeys in height should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone, as illustrated in **Figure 1**:

Figure 1



### Setbacks from the Primary Road Frontage

- 13 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Designated area	Minimum setback from the primary road frontage (metres)
Core Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	No minimum
Transition Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	5 metres
Any area not designated by the above	3 metres

### Setbacks from Side Boundaries

14 Unless contrary to another provision in the zone, buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Designated area	Minimum setback from side boundaries (metres)
Within the Core Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	No minimum
Within the Transition Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	No minimum for single storey walls, plus 0.9 metres for each additional storey, plus an additional 1 metre if adjacent a southern side boundary
Any area not designated by the above	No minimum for single storey walls, plus 0.9 metres for each additional storey, plus an additional 1 metre if adjacent a southern side boundary

### Setbacks from the Rear Boundary

15 Buildings (excluding verandas, porticos and the like) should be set back from rear boundaries in accordance with the following parameters:

Designated area	Minimum setback from rear boundary (metres)
Within the Core Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	Single storey building component: No minimum Two storey building component: 3 metres Three + storey building component: as per Interface Height Provisions
Within the Transition Area shown on <a href="#">Concept Plan Map Mar/8 – Tonsley Park</a>	Single storey building component: 3 metres Two storey building component: 6 metres Three storey building component: as per Interface Height Provisions
Any area not designated by the above	Single storey building component: 2 metres Two storey building component: 4 metres Three + storey building component: as per Interface Height Provisions

### Other Setbacks

16 Unless contrary to another provision in the zone, buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value (metres)
Minimum setback from secondary road frontage	0.9 metres
Minimum setback from a rear lane access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles

### Design and Appearance

17 To minimise overshadowing of sensitive uses outside of the zone, development should ensure that:

- (a) north-facing windows to habitable rooms of existing dwelling(s) in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
  - (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space; or
    - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 18 Buildings should address public open space and defined pedestrian and cycle routes as illustrated in [Concept Plan Map Mar/8 – Tonsley Park](#)
- 19 In the Core Area shown on [Concept Plan Map Mar/8 – Tonsley Park](#), the ground floor of buildings of 4 or more storeys should be built to dimensions (including a target minimum ceiling height of 3.5 metres) to allow for adaptation to a range of land uses, including retail, office and residential, without the need for significant change to the building.
- 20 Development facing streets, public reserves or public spaces should be designed to provide attractive, high quality and pedestrian friendly frontage(s) by:
- (a) in mixed use developments incorporating habitable rooms of dwellings, active uses such as shops, prominent entry areas (ie lobby with communal space), accessible bike parking rooms, for multi storey buildings, well landscaped areas that incorporate deep root plant zone space, areas of communal public realm incorporating public art or the like
  - (b) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings) and use of different materials and finishes
  - (c) positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened and or well integrated with the façade
  - (d) ensuring ground, semi-basement and above ground parking do not detract from the streetscape
  - (e) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and negative impacts on pedestrian linkages.
- 21 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street, and to improve safety through passive surveillance.

## **Off Street Vehicle Parking**

- 22 Vehicle parking should be provided in accordance with [Table Mar/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

## **Land Division**

- 23 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.
- 24 Allotments should be amalgamated to facilitate co-ordinated and efficient development.

## **PROCEDURAL MATTERS**

### **Complying Development**

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



## Non-complying Development

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

Form of development	Exceptions
Fuel depot	
Industry	
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	
Store	
Transport depot	
Warehouse	
Waste reception storage treatment or disposal	

## Public Notification

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

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

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1 Any development listed as Category 1 and located directly adjacent to a different zone that exceeds the Building Envelope and Interface Height Provisions.
Affordable housing	
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Residential flat building	
Shop or group of shops, excluding a bulky goods outlet or retail showroom	
Stormwater detention/retention basin	