

Land use, planning and zoning

Land use planning is the process of assessing and determining how land will be used to meet the needs of an area. This process is bound by policy and planning controls, such as zones, subzones and overlays to ensure that development in South Australia (SA) is appropriately located, designed, and considered.

Land use and planning controls seek to balance the orderly development of land with good social, environmental and economic outcomes by providing direction about where certain forms of development should be undertaken and where types of land uses should be located. Planning controls, together with general development policies, provide rules and guidelines that apply to all parcels of land in SA and are set out by the Planning and Design Code under the *Planning, Development and Infrastructure Act 2016* (PDI Act).

Existing environment

The existing South Road corridor is located within an urbanised area varying considerably in land use. South Road also provides access to multiple significant destinations within metropolitan Adelaide, including the Adelaide Central Business District (CBD), Adelaide Airport, large retail shopping centres, sports ovals and stadiums, hospitals, schools and universities.

Key land uses and precincts along the T2D corridor include:

- the River Torrens / Karrawirra Parri
- retail and commercial hubs at Castle Plaza, Henley Beach Road main street and the Brickworks Marketplace
- strategic employment precincts including Edwardstown, Melrose Park, Mile End, Thebarton and Hindmarsh
- higher density residential areas (e.g. along Anzac Highway)
- recreation and open space areas, such as Glandore Oval, Richmond Oval and Kings Reserve
- historic areas and character areas in Black Forest, Everard Park, Richmond, Mile End and Thebarton
- Local and State Heritage-listed items such as the Hindmarsh Cemetery, Thebarton Theatre, Brickworks Hoffman kiln, World War Two Civil Defence Sub Control Station, St Mary's Anglican Church, former Roxy Cinema and Maid of Auckland Hotel
- economic activity destinations including Tonsley Innovation District, and the Flinders health and education precinct.

The project area will interact with a number of different land use zones as identified within the Planning and Design Code.

Generally, these zones will include; Employment Zones (encourage commercial and industrial development), and Neighbourhood Zones (low-to-medium density housing and small-scale complementary uses).

Potential impacts to existing environment

The potential land use, planning and zoning impacts of the project have been assessed by applying the project's assessment methodology for both the construction and operational phases of the project. The key land use planning impacts identified through this assessment include:

- property acquisition including surface land, underground land and air space acquisition
- construction works affecting the existing use of land
- operation of the North-South Corridor affecting the future use of land, such as new traffic patterns, air quality and noise impacts
- severance and amenity issues resulting from the project
- new planning policy through a Code Amendment.



Land use overlay

The project will also create positive impacts including additional community open space, new active transport infrastructure along the alignment and opportunities for residual construction laydown land to be redeveloped or repurposed at the end of the project. Despite avoiding and minimising many potentially adverse effects through the design process, the scale and complexity of the T2D Project means there will be unavoidable impacts on some land uses, built form and access in the surrounding areas.

Alternatives, mitigation and opportunities

The planning and design stage for the T2D Project has avoided major land use impacts for large portions of the project area. The incorporation of two tunnels in the project design, comprising approximately 60% of the length of the T2D corridor, will minimise the impacts to many heritage places and particularly places of importance to the community.

Important commercial areas will be preserved including the Castle Plaza Shopping Centre, Brickworks Marketplace, and the strategic employment areas of Edwardstown, Melrose Park, Mile End and Hindmarsh. The alignment also protects Black Forest Primary School and Richmond Primary School and retains open space at Thebarton Oval and Glandore Oval.

Opportunities to further mitigate potential impacts will be considered during the detailed design phase and will be guided by the project's Urban Design Strategy to achieve good visual, landscape and functional outcomes. A range of complementary initiatives to support greater housing diversity, improved open spaces and renewed retail and commercial hubs are also being considered through the project. Planning and delivery of the project will involve consultation with the community and key stakeholders to ensure that these initiatives are integrated with existing land use and strategic planning for the area.

To ensure the physical protection of the tunnels from inappropriate development, a new Tunnel Protection Overlay has been introduced through a proposed amendment to the Planning and Design Code. This Code Amendment means there may be an additional process that will occur as part of the usual approvals required for future renovations or building construction that is immediately above or adjacent to the alignment of the new tunnels. The intent of the changes is not to stop developments, but to ensure they do not impact on the tunnels. In most instances, the Code Amendment is not expected to impact any work a property owner may want to do in the future.

Approvals, permits and authorisations

The PDI Act regulates the development of land in SA, however it does not apply where land is owned by or acquired under Section 20(5) of the *Highways Act 1926*. The exception is where development materially affects the heritage value of a State Heritage place or results in tree-damaging activity in relation to a Significant or Regulated tree not located on Commissioner of Highways land.

Accordingly, the T2D Project is being undertaken under the powers of the Commissioner of Highways under the *Highways Act 1926*, which seeks to make further and better provision for the construction and maintenance of roads and works.

To further ensure impacts to land use are minimised wherever possible and ensure whole-of-project consistency, the project design has incorporated the existing planning controls and general development policies set out by the Planning and Design Code.

Scan the QR code to view the suite of assessments included in the PAR or visit T2D.sa.gov.au/PAR.

