PROPOSAL TO INITIATE AN AMENDMENT TO THE PLANNING & DESIGN CODE

McLaren Vale Township Code Amendment

By the City of Onkaparinga *(the Proponent)*

_____ **(Signature Required)**

City of Onkaparinga *(the Proponent)*

Date: 5 May 2023

This Proposal to Initiate document together with conditions specified by the Minister forms the basis for the preparation of a proposed amendment to the Planning and Design Code for the purpose of section 73(2)(b) of the *Planning, Development and Infrastructure Act 2016.* By signing this Proposal to Initiate, the Proponent acknowledges and agrees that this Proposal to Initiate, and any supporting documents may be published on the PlanSA portal by the Attorney General's Department.

_____ **(Signature Required)**

MINISTER FOR PLANNING

Date:

This information is provided by the City of Onkaparinga

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1. INTRODUCTION

The City of Onkaparinga is proposing to initiate an amendment to the Planning and Design Code (the Code Amendment) as it relates to land located within the boundaries of the McLaren Vale township (the Affected Area).

The purpose of this Proposal to Initiate is to seek approval of the Minister for Planning (the Minister) to initiate the Code Amendment under section 73(2)(b) of the *Planning, Development and Infrastructure Act 2016* (the Act).

This Proposal to Initiate details the scope, relevant strategic and policy considerations, nature of investigations to be carried out and information to be collected for the Code Amendment. It also details the timeframes to be followed in undertaking the Code Amendment, should this Proposal to Initiate be approved by the Minister.

The City of Onkaparinga acknowledges that the Minister may specify conditions on approving this Proposal to Initiate, under section 73(5) of the Act. In the event of inconsistency between this Proposal to Initiate and any conditions specified by the Minister, the conditions will apply.

1.1. Designated Entity for Undertaking the Code Amendment

In accordance with section 73(4)(a) of the Act, the Proponent will be the Designated Entity responsible for undertaking the Code Amendment process. As a result:

1.1.1. The Proponent acknowledges that it will be responsible for undertaking the Code Amendment in accordance with the requirements Act.

1.1.2. The Proponent declares that it has not and does not intend to enter into an agreement with a third party for the recovery of costs incurred in relation to the Code Amendment under section 73(9) of the Act. If the Proponent does enter into such an agreement, the Proponent will notify the Department prior to finalising the Engagement Report under section 73(7).

1.1.3. The Proponent's contact person responsible for managing the Code Amendment and receiving all official documents relating to this Code Amendment is:

Renée Mitchell, Director Planning and Regulatory Services

renee.mitchell@onkaparinga.sa.gov.au

Ph: 8384 0584

1.1.4. The Council intends to undertake the Code Amendment by:

Utilising professional expertise of employees of the Council including:

a) <u>Planning Practitioners</u>

- Heidi Lacis, Development Policy Planner
- Jonathan Luke, Team Leader Development Policy
- Divya Bali Dogra, Development Policy Planner (Heritage)

b) <u>Community Engagement</u>

- Communications Department

- Community Engagement Coordinator

c) Nathan Farnell, Urban Designer

d) City Operations

e) Assets and Technical Services

f) Traffic and Transport

1.2. Rationale for the Code Amendment

The following outlines the reasons for the preparation of the Code Amendment and a description of the change in circumstances leading to the need for the Code Amendment.

The commercial strip of Main Road, McLaren Vale is approximately 2.0 kilometres long, currently comprising six zones and one subzone within the urban township boundary. Main Road's length and diversity of activities provides the capacity for a wide variety of services and facilities. However, these same attributes present a challenge to the main street to successfully perform as a cohesive and vibrant town centre for local and regional community needs while also servicing the tourist trade.

There is increased pressure on McLaren Vale to provide some infill housing, allow for local employment growth and improve as a regional service centre and tourism town. Updating the development policies with an amended suite of Zones, Technical and Numeric Variations (TNVs) and Overlays for the McLaren Vale township is intended to provide greater flexibility and certainty for investment and clearly define a town centre that supports retail, residential and commercial activities.

McLaren Vale is identified as a township within the McLaren Vale Character Preservation District and strict boundaries are established which prevent further urban development expansion. Directing growth within planned growth areas will ensure the integrity of the McLaren Vale Character Preservation District.

There has been some recent infill activity with some allotments smaller than the minimum 325sqm in some areas, but generally there is no 'planned' approach for where and how best to supply a choice of housing types. It is considered that the current situation will continue a 'salt and pepper' approach to infill, does not lead to housing diversity, and limits affordability and opportunities for smaller households and ageing in place.

To ensure that the policy settings that have transitioned from Council's former Development Plan into the Planning and Design Code are the most appropriate and contemporary policies for McLaren Vale now and into the future, council recently undertook a significant planning review of the McLaren Vale township. Feedback from targeted and extensive community engagement has provided council insight into how the community envisages how development in the township should proceed, and what to encourage and discourage in the township area.

To address these issues, council identified that there is a key policy gap that provides for the nuances of the main street representing the various character elements of McLaren Vale valued by the community. The proposed Character Area Overlay and Character Area Statement, the Gateway Overlay and Zone revisions in the Code Amendment aim to improve on existing planning policy to identify these character elements to protect and enhance the unique character and overall amenity of the township. This also recognises the importance of the key role that McLaren Vale township plays as a major international tourist destination and gateway to a renowned wine region.

Community feedback also identified a desire to amend the building height for the existing Suburban Main Street Zone (currently maximum building height is one storey). McLaren Vale is currently mostly single storey but with some two storey buildings in main street locations (some of which are heritage listed). There was generally strong support to update policy to reflect a two-storey maximum (up to two levels / 9 metres) for the main street.

The planning review has provided an opportunity to ensure that the Code Amendment provisions for future development align with the objectives of the State Government's 30-Year Plan for Greater Adelaide 2017 Update and Council's Onkaparinga Local Area Plan. The investigations, analysis, review and community input undertaken has informed and established a framework for future land use and development to accommodate projected population growth with aims to increase economic activity and employment to make it a better place for those who visit, work and live in the area.

2. SCOPE OF THE CODE AMENDMENT

2.1. Affected Area

The proposal seeks to amend the Code for the Affected Area, being the parcels of land within the McLaren Vale Character Preservation District Township boundaries in the City of Onkaparinga as shown in Figure 1 below:

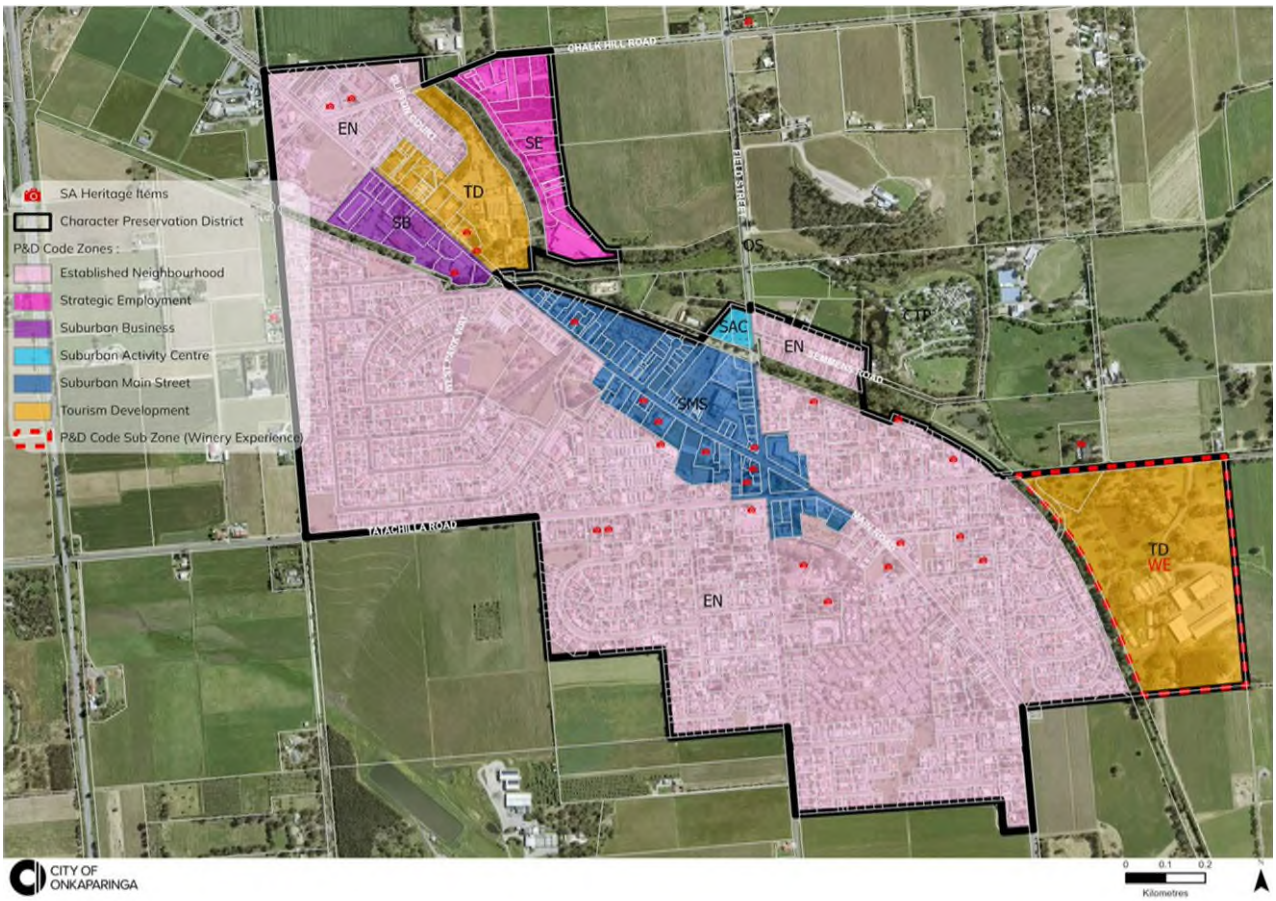


Figure 1 Affected Area

2.2. Scope of Proposed Code Amendment

The Code Amendment proposes to introduce a policy framework that aims to improve on existing planning policy that was transitioned from Council's former Development Plan into the new Planning and Design Code. It is intended to provide a clear framework to guide future development and growth, while seeking to protect and enhance the character and amenity of the township for the local and wider community.

The suggested policy responses would result in improved policy for:

- encouraging a diversity of residential development opportunities in a targeted manner via changes to allotment sizes in appropriate areas
- a proposed new suite of zones to better reflect the role and character of the main street and to encourage future development opportunities
- additional policy levers such as a Character Area Overlay, a Character Area Statement and a Gateway Overlay to guide development and infrastructure and enhance and protect significant character elements within the township.

More specifically, it is intended that the Code Amendment will:

- rezone part Suburban Main Street Zone to Township Main Street Zone
- rezone part Suburban Main Street Zone and Suburban Activity Centre to Township Activity Centre Zone
- rezone part of Established Neighbourhood Zone to Township Main Street Zone
- rezone part Suburban Business Zone to Township Main Street Zone
- rezone part Suburban Business Zone to Employment Zone
- rezone part Established Neighbourhood Zone to Community Facilities Zone
- rezone part Tourism Development to Established Neighbourhood Zone
- apply the Character Area Overlay with a Character Area Statement
- apply the Gateway Overlay

It will introduce a policy framework which will enable desired development outcomes as follows:

- maximum building heights of up to two levels in Township Main Street Zone
- apply TNVs for minimum of 275sqm and 500sqm in selected areas and 325sqm in balance of Established Neighbourhood Zone
- apply TNV for one storey maximum building height limit for 275sqm in Established Neighbourhood Zone
- increase TNV for frontage widths to 10m in Established Neighbourhood Zone.

The proposed amendments are detailed below.

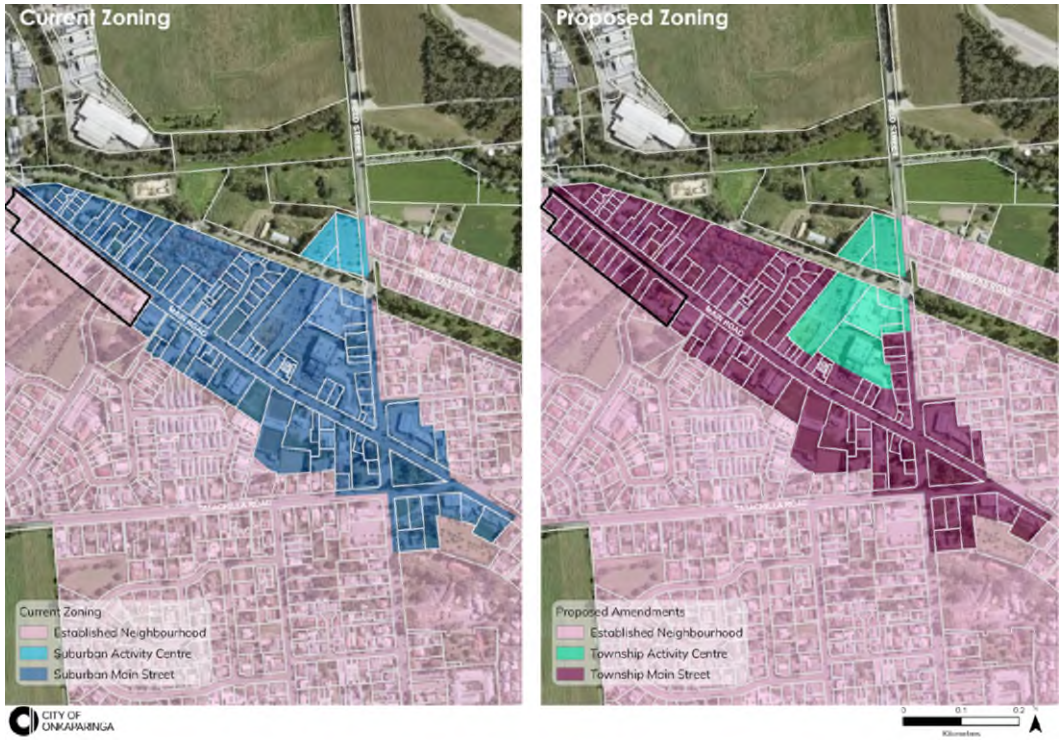
Site	Current Policy	Amendment Outline	Intended Policy
Site 1 **Suburban Main Street Zone** 	**Zone** Suburban Main Street Zone **Overlays** Affordable Housing Character Preservation District (Township) Hazards (Bushfire - Urban Interface) Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes	The Township Main Street Zone provides improved policy for the scale and type of uses sought and envisaged for McLaren Vale such that the zone: • Supports the range uses needed for McLaren Vale as a service centre for the surrounding hinterland (well reflected in desired outcomes) • Provides a stronger reference to traditional main street character by ensuring wall, parapet and roof height, verandah profile, and materials of	The proposed Code Amendment seeks to: • **Rezone Site 1 from the Suburban Main Street Zone to Township Main Street Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres • Introduce the Character Area Overlay and a Character Area Statement • Introduce the Gateway Overlay to some parts of the Zone The following overlays will be considered for insertion or review:

Site	Current Policy	Amendment Outline	Intended Policy
	Technical and Numeric Variations Maximum Building Height (Levels) Maximum building height is 1 level	construction are consistent with adjacent traditional main street buildings • More directly references low scale character and stronger policy support for low rise-built forms • Allows for desired building heights up to two levels / 9 metres • Encourages active uses and fine grain shopfronts along street • Requires more contextual advertising and signage (smaller and lower than existing zone) • Requires parking to be at rear of screened from	• Affordable Housing • Character Preservation District (Township) • Hazards (Bushfire - Urban Interface) • Native Vegetation • Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes

Site	Current Policy	Amendment Outline	Intended Policy
		main street, within minimal crossovers	
Site 2 **130 Main Road, McLaren Vale** **(Part of) Suburban Main Street Zone and Suburban Activity Centre Zone** 	**Zones** Suburban Main Street Zone Suburban Activity Centre **Overlays** Affordable Housing Character Preservation District (Township) Hazards (Bushfire - Urban Interface) Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development	The Township Activity Centre Zone better reflects existing shopping centre function and site scale and format. It provides improved policy for: • Stronger policy alignment to township function and role for community and hinterland (not suburban context) • Does not encourage high density residential development (current Suburban Activity Centre zone does) • Allows for local input of desired building heights	The proposed Code Amendment seeks to: • **Rezone Site 2 from the Suburban Main Street Zone (over shopping centre site) and Suburban Activity Centre Zone to Township Activity Centre Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres • Introduce the Character Area Overlay and a Character Area Statement • Introduce the Gateway Overlay to some

Site	Current Policy	Amendment Outline	Intended Policy
	Urban Transport Routes **Technical and Numeric Variations** Maximum building height is 1 level	up to 2 levels / 9 metres • Provides stronger design support for appropriate setbacks in streetscape • Encourages active uses and vibrant streetscapes and strong connections across sites (no policy change) • Seeks more contextual advertising and signage that reflects McLaren Vale character (smaller and lower than existing zone)	parts of the Zone The following overlays will be considered for insertion or review: • Advertising Near Signalised Intersections • Affordable Housing • Character Preservation District (Township) • Hazards (Flooding) • Hazards (Bushfire - Urban Interface) • Heritage Adjacency • Hazards (Flooding - General) • Native Vegetation

Site	Current Policy	Amendment Outline	Intended Policy
			• Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes
Site 3 **175-181, 185, 187, 189, 191, 193, 195, 197, 199 Main Road, McLaren Vale** **(Part of) Established Neighbourhood Zone**	**Zone** Established Neighbourhood Zone **Overlays** Affordable Housing Character Preservation District (Township) Hazards (Bushfire - Urban Interface) Native Vegetation	The subject properties comprise a number of former dwellings and some community uses located between 175 and 199 Main Road currently located in the Established Neighbourhood Zone. These properties generally contain a mix of retail, office, personal services, service industry and	The proposed Code Amendment seeks to: • **Rezone Site 3 from (part of) Established Neighbourhood Zone to Township Main Street Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres • Introduce the Character Area Overlay and a

Site	Current Policy	Amendment Outline	Intended Policy
	Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes Urban Tree Canopy **Technical and Numeric Variations** Maximum building height is 2 levels / 9 metres Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 9m Minimum site area for a detached dwelling is 325 sqm; semi-detached dwelling is 325 sqm	consulting room land uses. While small scale non-residential and community-based uses are envisaged in the Established Neighbourhood Zone, the Township Main Street Zone better reflects these actual existing functions and more appropriately applies to these properties in this location for future retail, commercial and tourism land uses.	Character Area Statement The following overlays will be considered for insertion or review: • Affordable Housing • Character Preservation District (Township) • Hazards (Bushfire - Urban Interface) • Native Vegetation • Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes

Site	Current Policy	Amendment Outline	Intended Policy
Site 4 **201, 203, 207-209, 211, 213, 215 Main Road McLaren Vale** **(part of) Suburban Business Zone** 	**Zone** **Suburban Business Zone** **Overlay** Character Preservation District (Township) Hazards (Bushfire - Urban Interface) Heritage Adjacency Hazards (Flooding - Evidence Required) Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes	Extension to the Township Main Street Zone over the (mostly light industry) Suburban Business Zone will support a more coherent streetscape approach. Amenity and exposure are likely to make these lots more attractive to commercial, retail and tourism uses in the future. The Township Main Street Zone also provides a more appropriate mix of uses and activities along with active streetscapes at ground level. It will also restrict warehouses, light industry and other elements that are not necessarily best	The proposed Code Amendment seeks to: • **Rezone Site 4 from (part of) Suburban Business Zone to Township Main Street Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres • Introduce the Character Area Overlay and a Character Area Statement • Introduce the Gateway Overlay to some parts of the Zone The following overlays will be considered for insertion or review: • Affordable Housing

Site	Current Policy	Amendment Outline	Intended Policy
	Technical and Numeric Variations Minimum site area is 450 sqm	located adjacent to the tourism node.	• Character Preservation District (Township) • Hazards (Bushfire - Urban Interface) • Native Vegetation • Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes
Site 5 **231, 227, 229, 235 Main Road McLaren Vale** **(part of) Suburban Business Zone**	**Zone** Suburban Business Zone **Overlay** Character Preservation	The existing Suburban Business Zone contains a range of light industrial land uses and activities which provide services to local residents and also the	The proposed Code Amendment seeks to: • **Rezone Site 5 from (part of) Suburban Business Zone**

Site	Current Policy	Amendment Outline	Intended Policy
	District (Township) Hazards (Bushfire - Urban Interface) Heritage Adjacency Hazards (Flooding - Evidence Required) Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes **Technical and Numeric Variations** Minimum site area is 450 sqm	surrounding farming and viticultural communities and businesses. These are an indicator of McLaren Vale's important local service centre role therefore rezoning part of this zone to Employment Zone better provides for: • Continued use of land for a diverse range of low impact light industry, commercial and business • Flexibility for shops and offices for future development (likely to be market driven) • Allowance for additional bulky goods but not on Main Road frontage	**to Employment Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres • Introduce the Character Area Overlay and a Character Area Statement • Introduce the Gateway Overlay to the Zone The following overlays will be considered for insertion or review: • Affordable Housing • Character Preservation District (Township) • Hazards (Bushfire - Urban Interface)

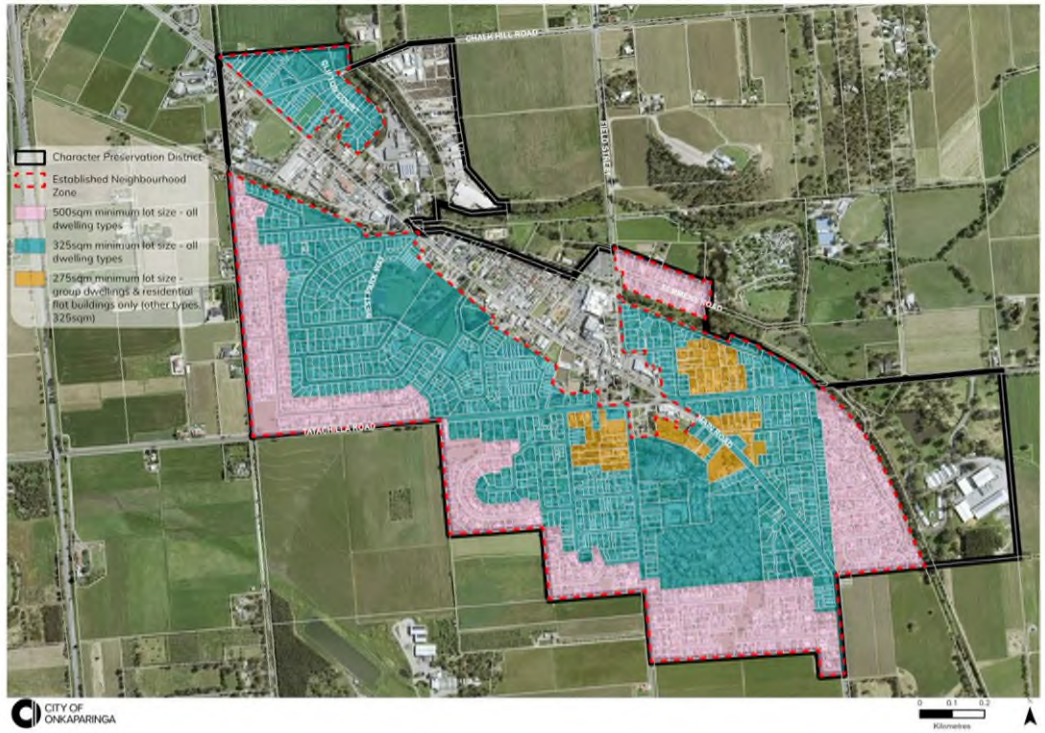
Site	Current Policy	Amendment Outline	Intended Policy
		• Stronger policy seeking street setbacks to be consistent in streetscape • Stronger policy seeking landscaping to enhance appearance of sites • More contextual advertising and signage that reflects McLaren Vale character	• Native Vegetation • Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes
Site 6 **265, 263, 255, 257-261, 239-253 Main Road, McLaren Vale** **(part of) Established Neighbourhood Zone**	**Zone** Established Neighbourhood Zone **Overlays** Affordable Housing Character Preservation District (Township) Hazards (Bushfire - Urban Interface)	The northern part of the Established Neighbourhood Zone currently includes a variety of community uses including the school, church and two small consulting rooms / offices. The Community Facilities Zone better reflects these long-standing uses and has the	The proposed Code Amendment seeks to: • **Rezone Site 6 from Established Neighbourhood Zone to Community Facilities Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres

Site	Current Policy	Amendment Outline	Intended Policy
	Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes Urban Tree Canopy **Technical and Numeric Variations** Maximum building height is 2 levels / 9 metres Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 9m Minimum site area for a detached dwelling is 325 sqm; semi-	following policy settings: • More appropriate policy for the established uses going forward such as allowing for the school to expand • Allows for shops and offices up to 250m2 • Flexible and adaptable use of open spaces • Expansion of existing facilities to complement the scale of development in the neighbourhood • Building heights up to two levels / 9m • Transition of building height and scale to neighbouring	• Introduce the Character Area Overlay and a Character Area Statement over the Zone • Introduce the Gateway Overlay over the Zone The following overlays will be considered for insertion or review: • Affordable Housing • Character Preservation District (Township) • Hazards (Bushfire - Urban Interface) • Native Vegetation • Prescribed Water Resources Area • Prescribed Wells Area

Site	Current Policy	Amendment Outline	Intended Policy
	detached dwelling is 325 sqm	residential and streetscape character	• Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes
Site 7 **[20,22,27,29 Clifton Court, McLaren Vale] (part of) Tourism Development Zone**	**Zone** Tourism Development Zone **Overlays** Character Preservation District (Township) Hazards (Bushfire - Urban Interface) Heritage Adjacency Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree	A minor policy amendment proposed to rezone that part of the Tourism Development Zone at the end of Clifton Court containing 20,22,27, and 29 Clifton Court, to the Established Neighbourhood Zone. This is to better reflect that these uses are existing dwellings and have a relationship to Clifton Court, not the adjacent lots in the Tourism Development zone that front Main Road.	The proposed Code Amendment seeks to: • **Rezone Site 7 from Tourism Development Zone to Established Neighbourhood Zone** • Introduce a TNV for a maximum building height of 2 levels/9 metres • Introduce a TNV for minimum site area for a detached dwelling is 325 sqm; semi-detached dwelling is 325 sqm

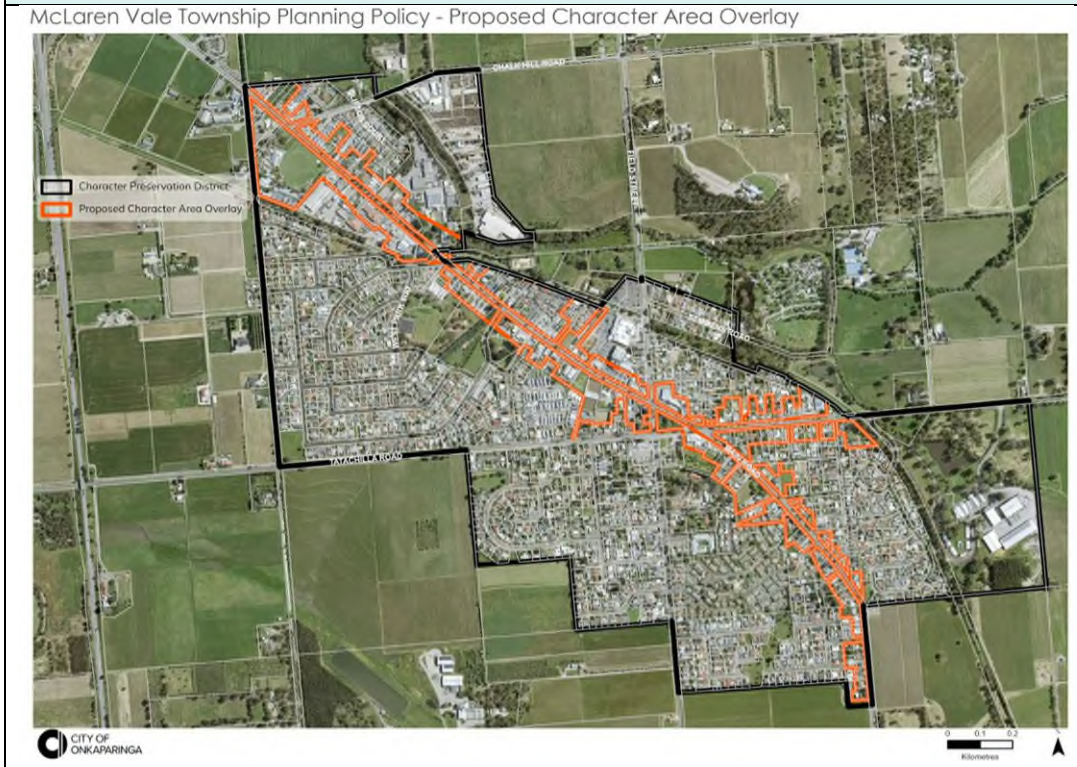
Site	Current Policy	Amendment Outline	Intended Policy
	Traffic Generating Development **Technical and Numeric Variations** Maximum building height is 2 levels / 9 metres		• Introduce a TNV for minimum frontage for a detached dwelling is 10m; semi-detached dwelling is 10m • Introduce the Gateway Overlay over part of the Zone The following overlays will be considered for insertion or review: • Affordable Housing • Character Preservation District (Township) • Hazards (Bushfire - Urban Interface) • Heritage Adjacency • Native Vegetation

Site	Current Policy	Amendment Outline	Intended Policy
			• Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy
Site 8 Established Neighbourhood Zone	**Zone** Established Neighbourhood Zone **Overlays** Affordable Housing Character Preservation District (Township) Hazards (Bushfire - Urban Interface)	**See Attachment A** The proposed approach seeks to provide for some diversity of housing, maintain established character and better align policy with that of the Character Preservation District. The development outcomes	The proposed Code Amendment seeks to introduce the following TNVs and Overlays to the Zone: • New TNV for minimum of 275sqm (only for group dwellings and residential flat buildings in selected areas) • New TNV for one storey / 6m maximum

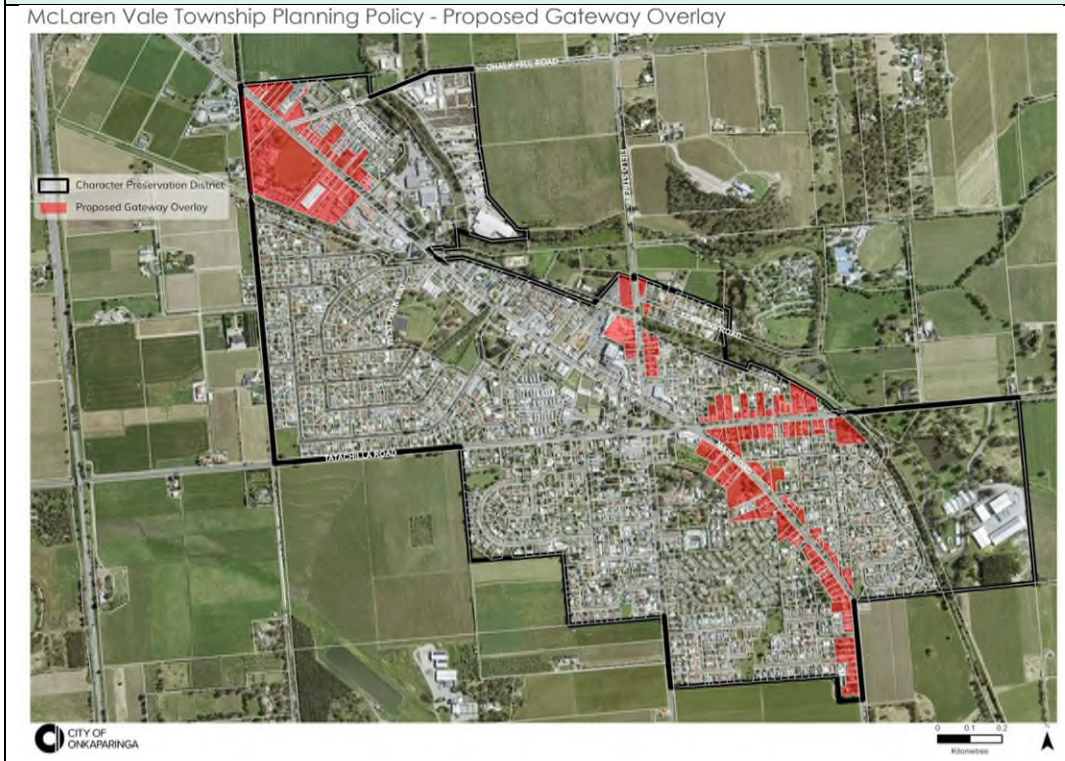
Site	Current Policy	Amendment Outline	Intended Policy
McLaren Vale Township Planning Policy - Proposed Established Neighbourhood Zone  	Heritage Adjacency Native Vegetation Prescribed Water Resources Area Prescribed Wells Area Regulated and Significant Tree Stormwater Management Traffic Generating Development Urban Tree Canopy **Technical and Numeric Variations** Maximum building height is 2 levels / 9 metres Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 9m	suggested as a variation to the standard minimum 325 sqm site area are: • Apply smaller lot sizes (min 275sqm) but only for group dwellings and residential flat buildings. This is intended to provide incentive for alternative housing types but focused only to locations most suited to accommodate them (longer narrow lots, older housing stock, proximity to town) • Smaller lots (min 275sqm) and houses without direct street frontage be limited to	building height limit for 275sqm lots • Maintain TNV for a maximum building height of 2 levels/9 metres in balance of Established Neighbourhood Zone (for 325sqm and 500sqm lot sizes) • New TNV for frontage widths to 10m • New TNV for minimum of 500sqm to be located in selected areas • Maintain TNV of 325sqm in balance of Established Neighbourhood Zone • Introduce the Character Area Overlay and a Character Area

Site	Current Policy	Amendment Outline	Intended Policy
	Minimum site area for a detached dwelling is 325 sqm; semi-detached dwelling is 325 sqm	single level / 6m (this would include the rear lot of hammerhead lots, group and residential flat buildings) • Increased TNV from standard 9 metre frontage width to a 10 metre frontage width to better manage streetscape impacts, driveways and garaging • Retention of larger lots at 500 sqm minimum on edge of township to respond to interface with surrounding rural areas • Retention of 325 sqm minimum site area for	Statement over parts of the Zone • Introduce the Gateway Overlay over parts of the Zone The following overlays will be considered for insertion or review: • Affordable Housing • Character Area Overlay • Character Preservation District (Township) • Gateway Overlay • Hazards (Bushfire - Urban Interface) • Heritage Adjacency • Native Vegetation

Site	Current Policy	Amendment Outline	Intended Policy
		balance of Established Neighbourhood Zone will still allow for further land division to accommodate future population growth	• Prescribed Water Resources Area • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy
Site 9 **Character Area Overlay** **(refer Attachment A for Overlay locations and Attachment C for Character Area Statement)**	Current policy applies for these zones: Established Neighbourhood Zone Suburban Business Zone Tourism Development Zone Suburban Main Street Zone	To reflect local context through policy, the Character Area Overlay is proposed over some parts of the main street area. A Character Area Statement will also be prepared to provide nuanced policies that may relate specifically to:	Introduce the Character Area Overlay over parts of Main Road, Kangarilla Road, Aldersey St, Field St and Tatachilla Rd within the McLaren Vale township (refer **Attachment A**). Further investigations are required to determine the final

Site	Current Policy	Amendment Outline	Intended Policy
	Suburban Activity Centre	• variations in front and side setbacks • vistas to surrounding areas between buildings, particularly towards the north • a diverse range of historic building styles • supporting the use of more traditional materials • acknowledging the slope of the main street to ensure building outcomes are contextual but also provide opportunities for additional development or building levels • desired potential connections to residential areas and open space	spatial extent of overlay Introduce a new Character Area Statement See details of proposed Character Area Statement in **Attachment C**

Site	Current Policy	Amendment Outline	Intended Policy
		• encouraging positioning of car parking to the rear of allotments and consolidating access and parking areas	
Site 10 **Gateway Overlay** **(refer Attachment A)**	Current policy applies for these zones: Established Neighbourhood Zone Suburban Business Zone Tourism Development Zone Suburban Main Street Zone Suburban Activity Centre	The Gateway Overlay positively articulates the desired positioning and design of buildings and landscape setting for these important locations.	Introduce the Gateway Overlay over Main Road, Kangarilla Road and Field St within the McLaren Vale township. It is intended that the overlay is to generally apply to the areas indicated in **Attachment A**, but further investigations are required to determine the final spatial extent of overlay.

Site	Current Policy	Amendment Outline	Intended Policy
			

3. STRATEGIC PLANNING OUTCOMES

Proposed Code Amendments occur within a state, regional and local strategic setting, which includes:

- State Planning Policies (SPPs)
- Regional Plans
- other relevant strategic documents.

3.1. Summary of Strategic Planning Outcomes

The key strategic planning considerations are summarised as follows:

- Ensure that future development aligns with the objectives of the State Government's 30-Year Plan for Greater Adelaide 2017 Update.
- Directing growth within planned growth areas will ensure the integrity of the McLaren Vale Character Preservation District.
- Increase opportunity for infill housing supply within areas with existing infrastructure and services.
- Help reduce demand on greenfield land supply.
- Opportunity to renew and provide increased housing choices to meet the needs of the community.
- Continuing opportunity to explore the provision of and improvement to priority trunk infrastructure such as waste, water, sewer, power, local roads and other services, by partnership utilities and developers, to ensure community needs will be met and alignment with council's objectives.
- Ensure that development policy supports economic and tourism opportunities appropriate to the township's heritage settings and value.
- Encourage good quality design outcomes in keeping with the main character elements of the township, including setting, scalability and use of materials.

3.2. Alignment with State Planning Policies

The State Planning Policies (SPPs) set out the State's overarching goals and requirements for the planning system. Under section 66(3)(f) of the Act, the Code must comply with any principle prescribed by a SPP.

The Code Amendment should be initiated because the strategic planning outcomes sought to be achieved through the Code Amendment align with or seek to implement the following SPPs:

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
SPP1: Integrated Planning *Integrated planning coordinates the strategic use of land with the necessary services and infrastructure. It can influence how a city or region grows and evolves, which if done well, creates livable and sustainable places that contribute to our prosperity.*	This Code Amendment recognises the need to balance accommodating housing and employment growth within a constrained township boundary, including providing improved opportunities for housing diversity that responds to the valued character of the township.
SPP 2: Design Quality *Good design improves the way our buildings, streets and places function, making them more sustainable, more accessible, safer and healthier. The integration of design within the planning system encourages creative solutions to complex social, economic and environmental challenges including those arising from our changing settlement patterns.*	The Code Amendment proposes to address a key policy gap for the ability to provide for the nuances of the main street that make the character of McLaren Vale valued by the community. The proposed policy responses including amended zones, new TNVs and Overlays, are intended to protect and enhance the character and amenity of the township for the local and wider community.
SPP6: Housing Supply and Diversity	The proposed policy settings have been guided by the 30-Year Plan for Greater Adelaide 2017 - Update and the Onkaparinga Local Area Plan (OLAP) that assumes that our townships will accommodate 5% of the city's growth over the next 20 years. The Code Amendment allows for improved choice of housing diversity within the Established Neighbourhood Zone with variance to the standard minimum allotment size of 325sqm across the entire zone.
SPP9: Employment Lands *Support opportunities for employment and development of underutilised land*	The proposed Code Amendment aims to improve on existing planning policy and recommends a contemporary suite of zones to better reflect the role and character of the main street and to encourage future development opportunities. The policy responses are intended to provide a clear framework to guide future development and growth, while seeking to protect employment land and enhance the character and amenity of the township for the local and wider community.

3.3. Alignment with Regional Plans

As with the SPPs, the directions set out in Regional Plans provide the long-term vision as well as setting the spatial patterns for future development in a region. This includes consideration of land use integration, transport infrastructure and the public realm.

The 30-Year Plan for Great Adelaide (2017 Update) volume of the Planning Strategy is relevant for this Code Amendment.

Regional Plan Identified Priorities or Targets	**Code Amendment Alignment with Regional Plan** Broadly, the key goals and strategies contained in the 30 Year Plan for Greater Adelaide (2017 Update) relating to the following areas will be given due consideration in the preparation of this Code Amendment:
Target 1: Containing urban footprint and protecting resources	90% of all new housing in Outer Greater Adelaide will be built in established townships and designated urban development areas
Target 4: Walkable Neighbourhoods	Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045
Target 5: Green liveable city	Urban green cover is increased by 20% in metropolitan Adelaide by 2045
Target 6: Greater housing choice	Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045

3.4. Alignment with Other Relevant Documents

Additional documents may relate to the broader land use intent within the scope of this proposed Code Amendment (or directly to the Affected Area) and therefore are identified for consideration in the preparation of the Code Amendment.

The following table identifies other documents relevant to the proposed Code Amendment:

Other Relevant Document	**Code Amendment Alignment with Other Relevant Document**
McLaren Vale Character Preservation District	McLaren Vale is identified as a township within the district with strict boundaries

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
Five Character Values: • Rural and natural landscape and visual amenity • Heritage attributes • Built form of the townships • Viticulture, agriculture and associated industries • Scenic and tourism attributes	established to prevent further urban development expansion. The Code Amendment is consistent with the district values and aims, and limitations set out within the legislation. The boundary has recently been reviewed by the State Planning Commission and the Code Amendment does not propose any changes to the boundary.
Onkaparinga Community Plan 2030 Four themes are People, Place, Prosperity, Performance. The relevant Theme is *place: green, inviting, accessible, liveable*	The Code Amendment supports the theme as it directly relates to planning for a liveable area within the council area.
City of Onkaparinga Tourism Strategic Plan 2019-2023	Relevant strategies that the Code Amendment addresses: • Initiate a tourism-led place/ precinct building program which creates welcoming places to visit. • Define and encourage appropriate retail, entertainment and service mixes to attract visitors, supported by the development of a retail/opportunities prospectus. • Define the tourism positioning and offering for the McLaren Vale main street.
McLaren Vale Tourism Strategy 2019-2023	Relevant strategies that the Code Amendment addresses: • Vision for the City of Onkaparinga as South Australia's most visited destination outside of Adelaide and McLaren Vale as a premier destination in the City; creating a prosperous, diverse and competitive economy and increasing visitation and expenditure. • Improvements to the visual appeal of tourism townships as an opportunity to create a sense of arrival into McLaren Vale and define the tourism positioning for the McLaren Vale main street.

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
	• Identifies the state and local planning frameworks provide challenges for larger scale development around McLaren Vale.
Onkaparinga Local Area Plan The Onkaparinga Local Area Plan is a strategic growth plan for the Onkaparinga Council area and was prepared jointly between Council and the State Government.	The Plan identifies future population and employment growth and the desired distribution and locations for growth across the Council area. Of relevance: • Target 4: Respect our coast, vines and hills landscape and lifestyle • Target 9: Support contextually designed new housing within townships • Population projection of 22,000-30,000 by 2040 with townships to take up approximately 5% of the area's overall growth • Report sets growth principles for McLaren Vale in relation to the Character Preservation Act.
Employment Lands Study	• Rural land is an important economic foundation for McLaren Vale, supporting a competitive viticulture industry and a valued tourism destination for interstate and international visitors. • McLaren Vale accommodates a proportion of the City of Onkaparinga's available industrial land. • Land use policy should allow for flexibility and scalability to support small business and enable greater mix of businesses.

4. INVESTIGATIONS AND ENGAGEMENT

4.1. Investigations Already Undertaken

The table below identifies what investigations have already been undertaken in support of the proposed Code Amendment.

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
	The McLaren Vale Township Planning Review undertook community engagement from October 2021 to March 2022 to best understand a future vision for the town. A Discussion Paper **(Attachment D)** was developed with input from early stakeholder engagement and consultation on the Discussion Paper was undertaken in accordance with the Community Engagement Strategy approved by Council on 18 January 2022. The Discussion Paper was informed by a series of site visits and background investigations with input from key internal staff, early engagement with the Project Steering Group, an Elected Member session and two key stakeholders' workshops. Formal community engagement to understand the community's vision for the future was undertaken with residents, landowners and relevant stakeholders including government departments and community groups, from 3 February to 11 March 2022. All community views are contained in the Summary of Community Engagement Report	**Refer to following Attachments:** **Attachment D**: McLaren Vale Township Planning Review Discussion Paper **Attachment E**: Engagement Summary Report **Attachment F**: Policy Recommendations Report The proposed changes as contained in the Code Amendment are summarised as follows: • Site 1 rezone part Suburban Main Street Zone to Township Main Street Zone • Site 2 rezone part Suburban Main Street Zone and Suburban Activity Centre to Township Activity Centre Zone • Site 3 rezone part of Established Neighbourhood Zone to Township Main Street Zone • Site 4 rezone part Suburban Business Zone to Township Main Street Zone • Site 5 rezone part Suburban Business Zone to Employment Zone • Site 6 rezone part Established Neighbourhood Zone to Community Facilities Zone • Site 7 rezone part Tourism Development Zone to Established Neighbourhood Zone (end of Clifton Ct).

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
	(Attachment E) presented to council's Strategic Directions Committee (SDC) on 7 June 2022. The feedback from the engagement has now informed the suggested policy responses as set out in this report and in the McLaren Vale Township Policy Review Final Policy Recommendations report **(Attachment F).**	• Site 8: Established Neighbourhood Zone: ○ apply TNVs for minimum of 275sqm and 500sqm in selected areas and 325sqm in balance of Established Neighbourhood Zone ○ apply TNV for one storey maximum building height limit for 275sqm in Established Neighbourhood Zone ○ increase TNV for frontage widths to 10m in Established Neighbourhood Zone • apply Character Area Overlay and Character Area Statement • apply Gateway Overlay
The proposed policy changes in the Established Neighbourhood Zone for residential development are as a result of investigations into addressing population growth targets within the Character Preservation District township boundaries and set out in the Policy Recommendations Report June 2022 (Attachment F).	The Onkaparinga Local Area Plan allocated 5% of projected population growth to be accommodated within our townships; this translates to approximately 714 additional dwellings (5% of the 14,286 dwellings for the entire Council area). The proportion of these additional dwellings that should be accommodated within McLaren Vale township was considered based on a high-level assessment of other	The proposed recommended policy settings still allow us to accommodate planned residential growth uptake over a 20-year time horizon from OLAP (approximately 357 additional dwellings in McLaren Vale township) and the state's 30-Year Plan. **Totals:** • **492 lots / 538 dwellings** • **assumed 66% developed = 355 dwellings.** • **target is 357 additional dwellings** NOTE: We could also expect some additional development not

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
	township opportunities (based on current zoning, empty / undeveloped sites and potential infill opportunities), which included: • McLaren Flat: 60-80 dwellings (noting that there may be opportunities for increased yields with a review of zoning and increases in CWMS capacity) • Willunga: fewer than l00 dwellings • Kangarilla: fewer than 20 dwellings • Yaroona – none • Clarendon – none. Based on the above, McLaren Vale township would need to conservatively accommodate at least 50% of the dwelling target, being approximately 357 additional dwellings. Existing Code policy and existing allotment sizes across the Established Neighbourhood Zone would accommodate potential for approximately 860 additional dwellings. There is therefore some scope for reducing development potential in some locations; increasing minimum site areas at the periphery of the	modelled from other sources, possibly from the within the town centre or additional yields from those already modelled.

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
	township has been suggested. There is also a strategic goal to increase housing diversity. The proposed Code Amendment yields could achieve: • minimum 500sqm sites: 19 additional dwellings • minimum 325sqm sites: 427 additional dwellings • minimum 275sqm (for group and residential flat buildings only): 92 additional dwellings (assuming all lots have one house and yield per lot is three dwellings - some may achieve more, and some are vacant) This would equate to potential for 538 additional dwellings into the future, meaning that approximately 66% of lots would need to be developed to achieve the desired dwelling target to 2040.	
Interface issues with zoning changes in regard to land use and amenity.	Interface issues with zoning changes in regard to land use and amenity (changes to allotments sizes). Are current Code policies adequate to deal with this.	We consider that the proposed zone changes will not increase any adverse impacts on or from any neighbouring and proximate land uses as the proposed zones: • have similar Desired Outcomes and in most cases provide improved contextual policies that

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
		better reflect existing land uses and character • do not propose any significant new land uses not currently contemplated that would cause negative impacts • where introducing a new land use (i.e. bulky goods within the Employment Zone) the zone boundary is set back from Main Road and does not have street frontage to lessen visual impact. Where changes to allotment sizes are proposed in the Established Neighbourhood Zone, proposed policy to mitigate impacts from potential higher density dwelling includes: • limiting building height on allotments of 275 sqm to one level to reduce impacts to neighbouring dwellings and rear areas • targeting where increased densities support walkable communities in proximity to the town centre • targeting areas where allotments can accommodate increased densities without impacting on streetscape character

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
		• focus opportunities for alternative housing forms within the Main Street and centre zones where policy supports shop-top housing and dwellings behind shops where possible. Further, residential allotments on the boundaries of the township where adjoining the Rural Zone are proposed to be increased to 500 sqm to: • reduce the intensity of the interface with surrounding farming and horticultural activities (PO 9.1 and 9.7 - Interface between Land Uses) • reflect the Character Preservation District character values relating to rural and natural landscape and visual amenity. In addition, we consider the application of the Character Area and Gateway Overlays, where applied, can provide additional amenity requirements to soften impact and consider character of development within its setting and context.
Bushfire Interface	Interface between land uses and any implications for bushfire interface.	The Code Amendment proposes an increase in allotment size to 500 sqm at the edges of the township adjoining the rural 'Medium Risk' Overlay

Investigation Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
		area. This would limit the amount and intensity of future development and therefore assist in minimising risk.

4.2. Further Investigations Proposed

In addition to the investigations already undertaken and identified above, the table below outlines what additional investigations that will be undertaken to support the Code Amendment.

Further Investigations Proposed	Explanation of how the further investigations propose to address an identified issue or question
Character Area Statement	The Code Amendment will include some additional investigations into finalisation of a Character Area Statement to work through additional policy details and will undergo further consultation with the community. Further investigations may comprise: • further ground truthing and investigations by an urban design expert • a detailed contextual analysis of the locality to assist in achieving development outcomes that are consistent with that sought by the Overlay.
Utilities infrastructure and services capacity	It is expected that the City of Onkaparinga will engage a consultant(s) to undertake an infrastructure assessment to assess the capacity and augmentation requirements to cater for development within land within the township boundaries in McLaren Vale township. The infrastructure assessment will involve liaising with the relevant council staff, DIT staff and service authorities to determine the level of upgrades (where required) to meet any expected extra demand generated by development. The assessments will be undertaken for the following infrastructure and services: • wastewater/CWMS system • stormwater • potable water • road infrastructure • electricity supply through SA Power Networks (SAPN)

Further Investigations Proposed	Explanation of how the further investigations propose to address an identified issue or question
	• gas supply through APA Gas • telecommunications through the National Broadband Network.

4.3. Engagement Already Undertaken

For the McLaren Vale Township Planning Policy Review, Council undertook extensive early stakeholder engagement in October 2021, with wider community and business engagement from 3 February to 11 March 2022. Engagement sought to best understand a future vision for the town and whether there were elements of the town that were particularly valued or could be open for change. Key findings demonstrated that all respondents were passionate about their town and their way of life.

Engagement activities covered a broad spectrum of interests and stakeholders, ranging from local residents, landowners, community groups, businesses, business and tourist groups, Council staff, government agencies, Elected Members of Council and the local Member of Parliament. Specific engagement activities included:

- staff workshop (October 2021)
- stakeholder workshops to inform Discussion Paper (digital and in person) (October 2021)
- Your Say online platform engaged:
    - 1,700 visitors
    - 635 Discussion Paper downloads
    - 74 Surveys and mapping tool comments received
- letterbox drop to all residential and business addresses in township (1518 postcards)
- Your Say Newsletter email to registered participants living in McLaren Vale
- emails to stakeholders identified in the Engagement Plan and via the Community Register
- banners on Main Rd at each township entrance
- hard copy surveys with the Discussion Paper at Visitor Information Centre
- four community drop-in sessions (Feb/March 2022)
- staff attendance at local Business Network meeting at the Meeting Place, McLaren Vale
- numerous one-on-one conversations

A summary of outcomes or matters raised through engagement already undertaken is provided in **Attachment E**: Engagement Summary Report and **Attachment F**: Policy Recommendations Report.

4.4. Further Engagement Proposed

In addition to the engagement already undertaken and identified above, the table below outlines what additional engagement will be undertaken to support the Code Amendment.

Further Engagement Proposed	**Explanation of how the further engagement propose to address an identified issue or question**
Subject to finalisation and Council approval of Engagement Plan, it is proposed to undertake the following as a minimum in the engagement process: • eight week consultation process on a draft Code Amendment • a copy of the Code Amendment on the Plan SA Portal • a notice in The Advertiser Newspaper (confirm with PLUS if this is required) • a dedicated page on Council's 'YourSay' website, with information on the Code Amendment including, but not limited to a copy of the draft Code Amendment and information on how to make comments • a written notice to all property owners within the affected area and other property owners immediately surrounding the affected area inviting them to review and comment on the draft policy. ('letter-box drop to all residential and business addresses in township') • notification of the draft Code Amendment to relevant State Government departments/agencies, Members of Parliament, adjacent councils, infrastructure providers and other interested parties • copies of draft Code Amendment and information brochure to be made available at Council offices and libraries. • Your Say Newsletter email to registered participants living in McLaren Vale	The intent of the engagement process will be to: • Alert attention to the draft Code Amendment, its scope and intent. • Highlight any specific issues identified during the drafting process. • Provide details on the Code Amendment process and opportunities for input/comment. • Provide information on how to seek further information.

Further Engagement Proposed	Explanation of how the further engagement propose to address an identified issue or question
• emails to stakeholders identified in the Engagement Plan and via the Community Register • community drop-in information and feedback session.	

5. CODE AMENDMENT PROCESS

5.1. Engagement Plan

The Code Amendment process will occur in accordance with the Community Engagement Charter and Practice Direction 2 – *Consultation on the Preparation or Amendment of a Designated Instrument.*

The Designated Entity will prepare an Engagement Plan prior to the commencement of engagement on the proposed Code Amendment. The Engagement Plan will include the following mandatory consultation requirements (which may be in addition to the engagement outlined in this Proposal to Initiate):

- the Local Government Association must be notified in writing of the proposed Code Amendment
- if the Code Amendment has a specific impact on 1 or more particular pieces of land in a particular zone on subzone (rather than more generally), the Designated Entity must take reasonable steps to give a notice in accordance with Regulation 20 of the *Planning, Development and Infrastructure (General) Regulations 2017*, to:
    - the owners or occupiers of the land
    - owners or occupiers of each piece of adjacent land
- consultation must also occur with any person or body specified by the State Planning Commission under section 73(6)(e) of the Act.
- (non mandatory engagement): stakeholders, community and business groups and the wider community
- engagement will be overseen by a person with experience and qualifications in community engagement with a IAP2A Certificate in Engagement.

5.2. Engagement Report

Once engagement on the Code Amendment is complete, the Designated Entity will prepare an Engagement Report under section 73(7) of the Act.

This information is provided by the City of Onkaparinga

The Designated Entity must ensure that a copy of the Engagement Report is furnished on the Minister and also published on the PlanSA portal. This will occur in accordance with Practice Direction 2.

The Engagement Plan and the Engagement Report will also be considered by the State Planning Commission during the final stages of the Code Amendment process. The Commission will provide a report to the Environment, Resources and Development Committee of Parliament under section 74(3) of the Act. The Commission's report will provide information about the reason for the Code Amendment, the consultation undertaken on the Code Amendment and any other information considered relevant by the Commission.

5.3. Code Amendment Timetable

The Proponent commits to undertaking the Code Amendment in line with the timeframe outlined **Attachment B**. If a timeframe is exceeded (or expected to be exceeded) the Proponent agrees to provide an amended timetable to the Department with an explanation of the delay, for approval by the Minister of an extension of time for the Code Amendment.

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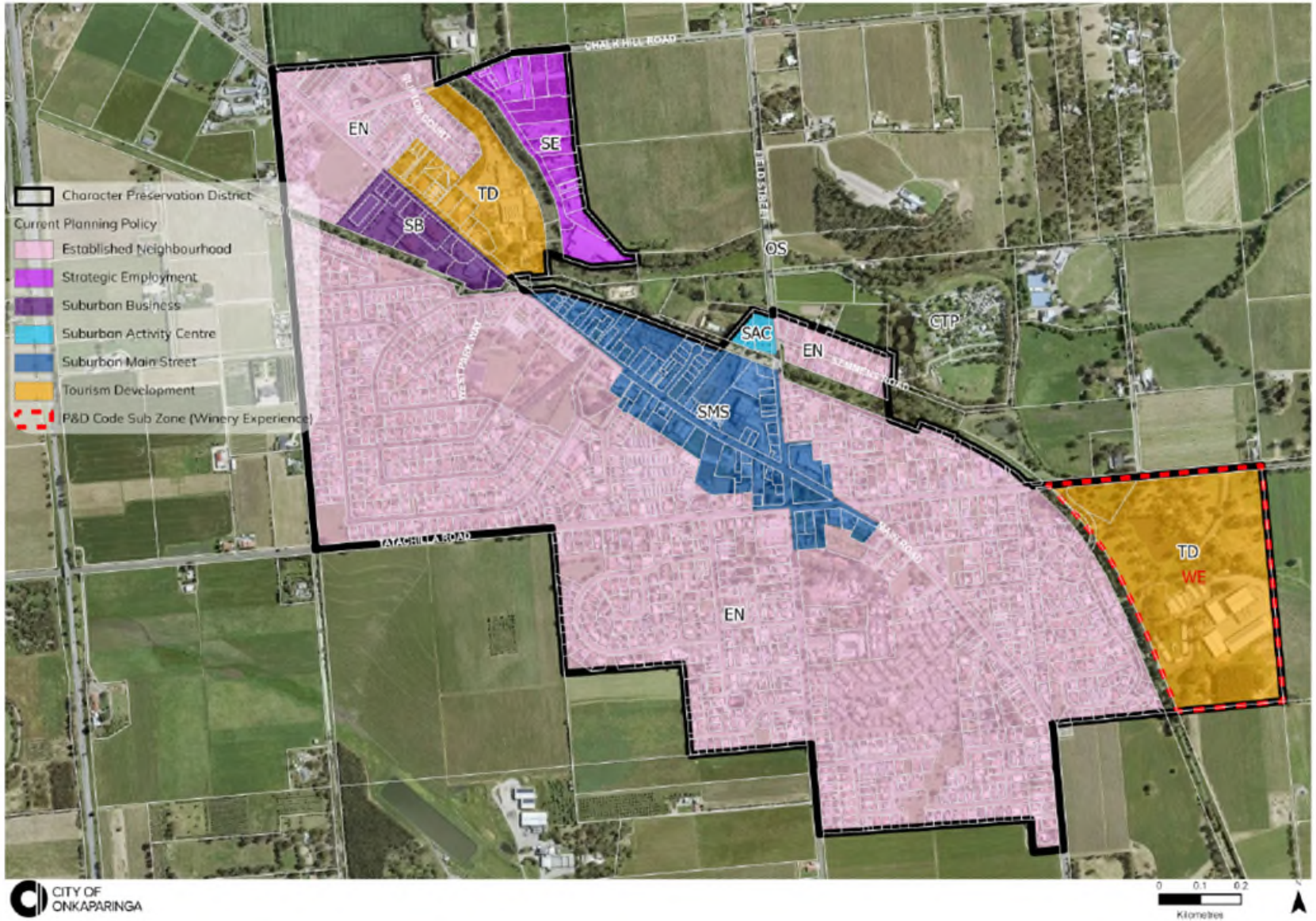
ATTACHMENT A

Mapping contained in this attachment includes the following:

1. Map 1 Current zoning
2. Map 2 Proposed zoning
3. Map 3 Established Neighbourhood mapping of current and proposed residential allotment sizes and locations
4. Map 4 Character Area Overlay Map
5. Map 5 Gateway Overlay Map

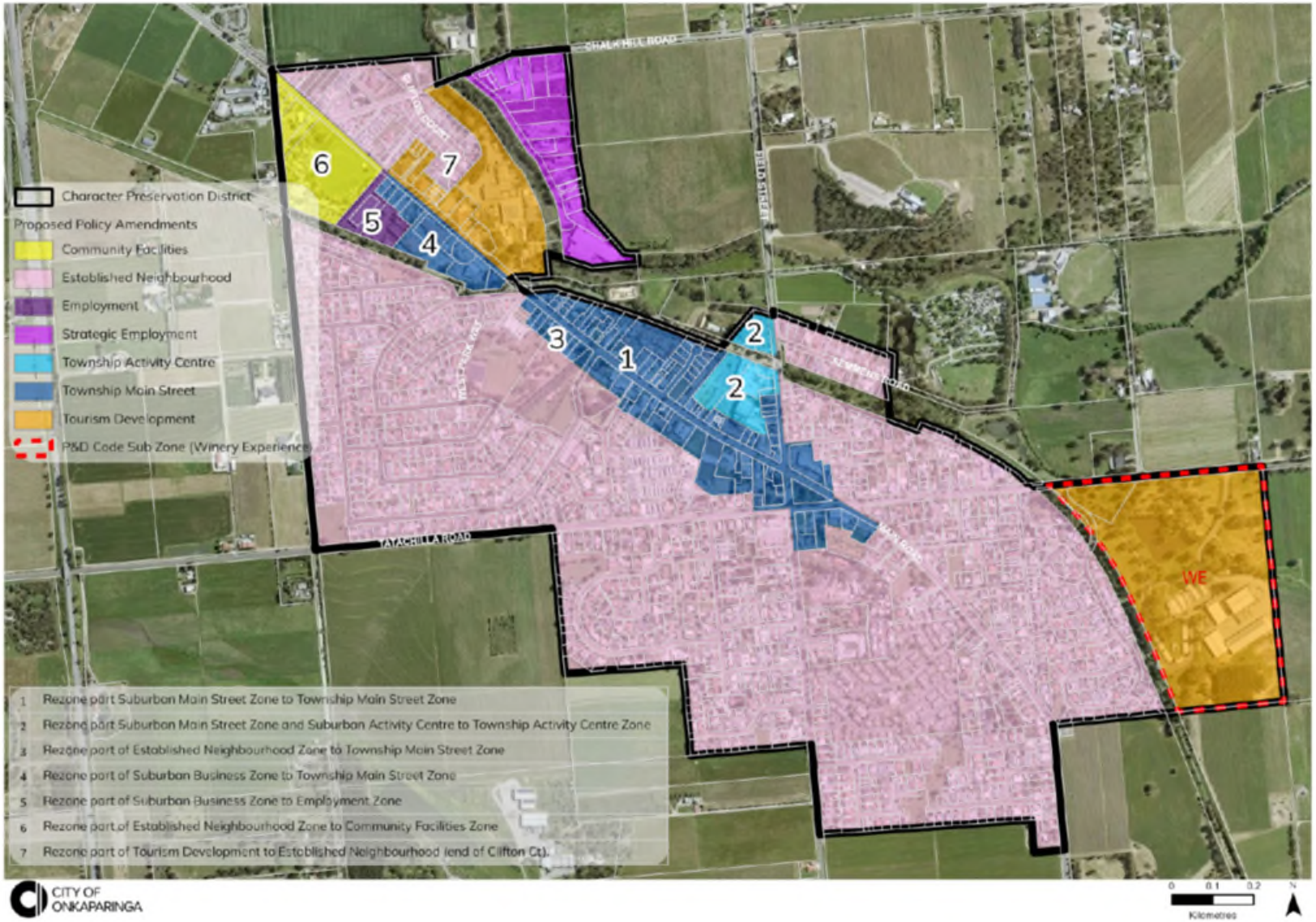
Map 1 Current Zoning

McLaren Vale Township Planning Policy Review - Current Zoning



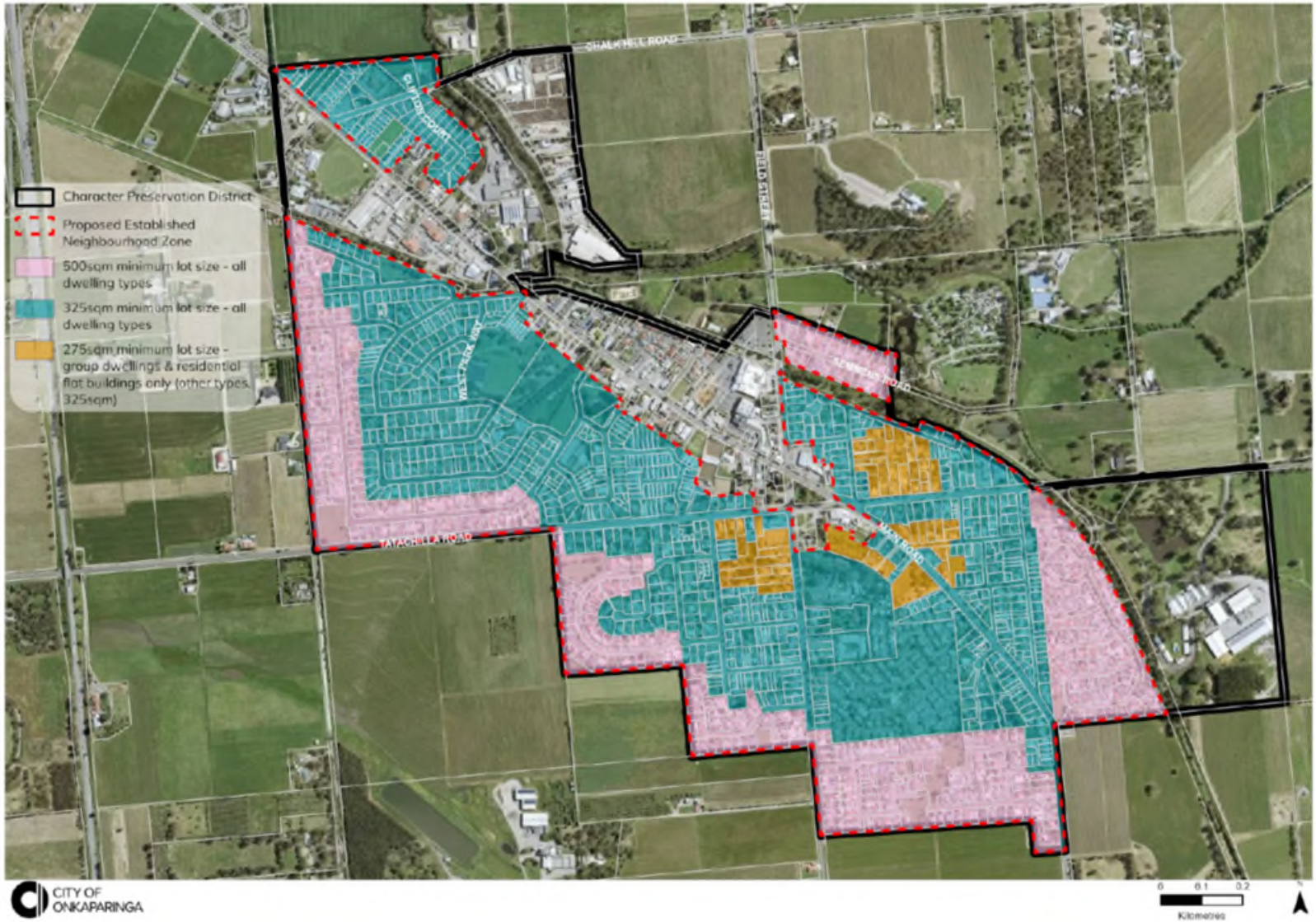
Map 2 Proposed Zoning

McLaren Vale Township Planning Policy Review - Proposed Zoning Amendments



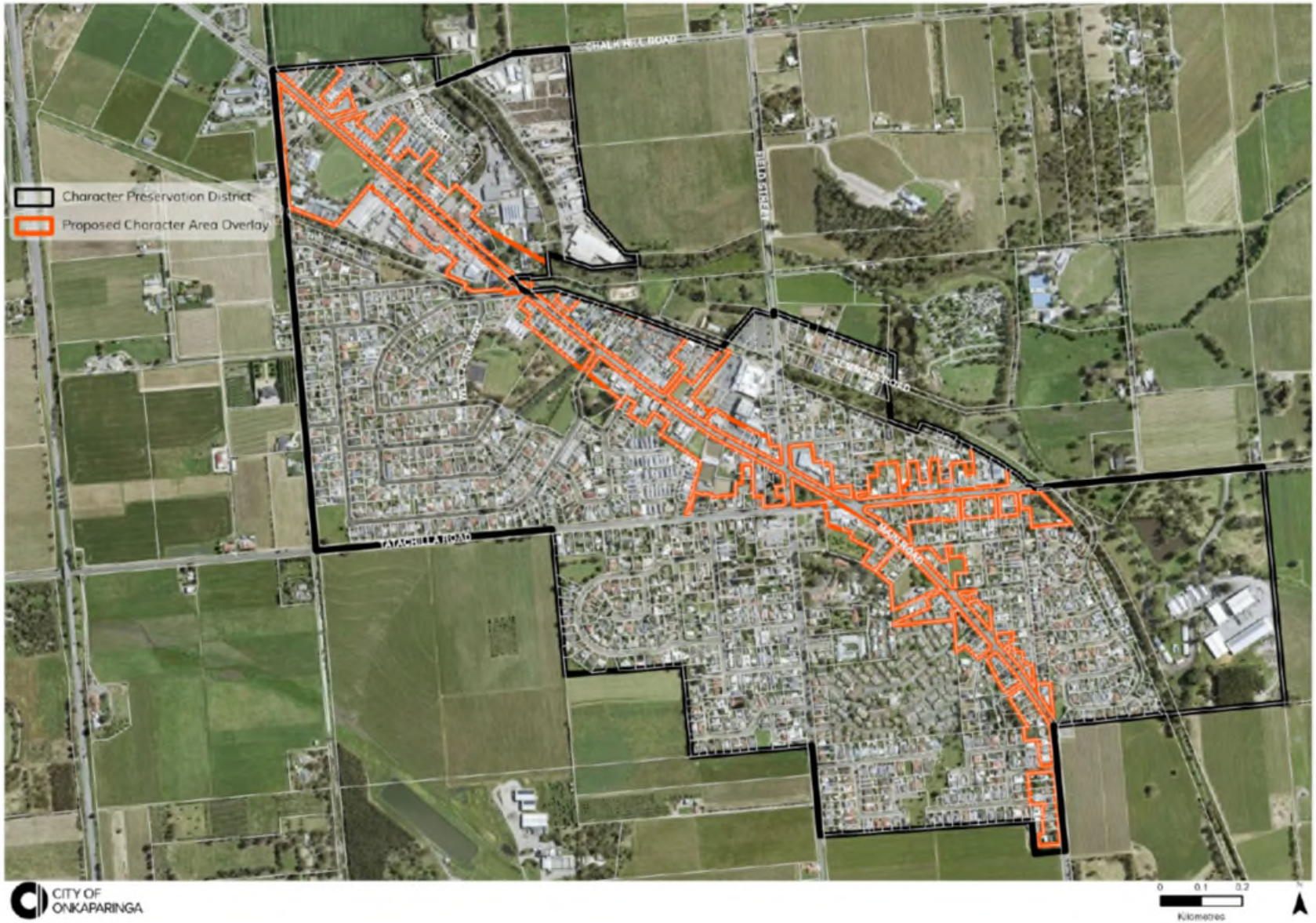
Map 3 Established Neighbourhood Map

McLaren Vale Township Planning Policy - Proposed Established Neighbourhood Zone



Map 4 Character Area Overlay Map

McLaren Vale Township Planning Policy - Proposed Character Area Overlay



Map 5 Gateway Overlay Map

McLaren Vale Township Planning Policy - Proposed Gateway Overlay

ATTACHMENT B

Timetable for Code Amendment by Proponent

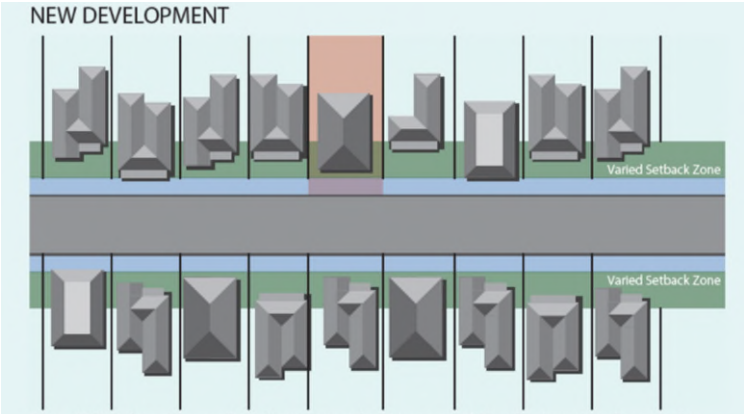
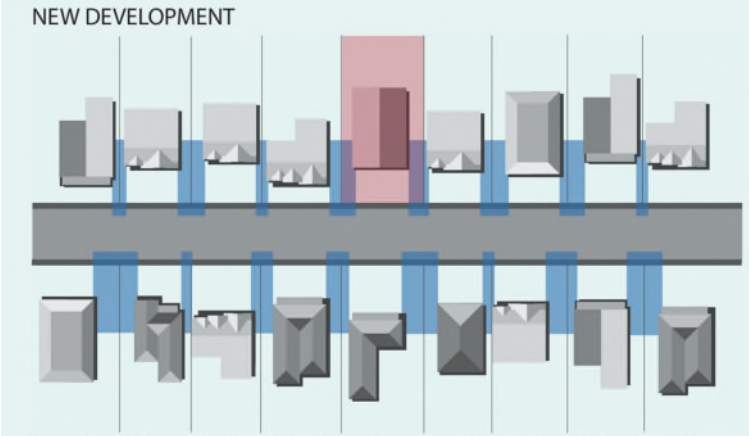
Step	Responsibility	Timeframes
Approval of the Proposal to Initiate (14 weeks)		**May - August 2023**
Review of Proposal to Initiate to confirm all mandatory requirements are met (timeframe will be put on hold if further information is required). Referral to the Minister to request advice from the Commission.	DTI	2 weeks
Minister requests advice from the Commission.	Minister	2 weeks
Referral to Government Agencies for comment (where necessary).	DTI, Relevant Government Agencies	+ 2 weeks
Consideration of Proposal to Initiate and advice to the Minister.	Commission (Delegate)	3 weeks
	Commission	+ 3 weeks
Proposal to Initiate agreed to by the Minister	Minister	2 weeks
Preparation of the Code Amendment		
Engagement Plan Prepared. Investigations conducted; Code Amendment Report prepared. The Drafting instructions and draft mapping provided to DTI.	Designated Entity	4-6 weeks
DIT prepares Amendment Instructions and Mapping and provides to Council for consultation purposes.	DTI	1 week
Preparation of Materials for Consultation.	Designated Entity	4 weeks
Engagement on the Code Amendment		
Code Amendment Report released for public consultation in accordance with the Community Engagement Charter and the prepared Community Engagement Plan.	Designated Entity	8 weeks Nov 23 – Feb 24

Step	Responsibility	Timeframes
Consideration of Engagement and Finalisation of Amendments		
Submissions summarised; Amended drafting instructions provided, Engagement Report prepared and lodged with DIT.	Designated Entity	4 weeks
Assess the amendment and engagement. Prepare report to the Commission or delegate Timeframe will be put on hold if further information is required, or if there are unresolved issues.	DTI	4 weeks
Consideration of Advice	Commission (Delegate)	2 weeks
	Commission	+ 3 weeks
Decision Process		
Minister considers the Code Amendment Report and the Engagement Report and makes decision	Minister	3 weeks
Implementing the Amendment (operation of the Code Amendment)		
Go- Live- Publish on the PlanSA portal	DTI	2-4 weeks
Parliamentary Scrutiny		
Referral of approved Code Amendment to ERDC	DTI	8 weeks

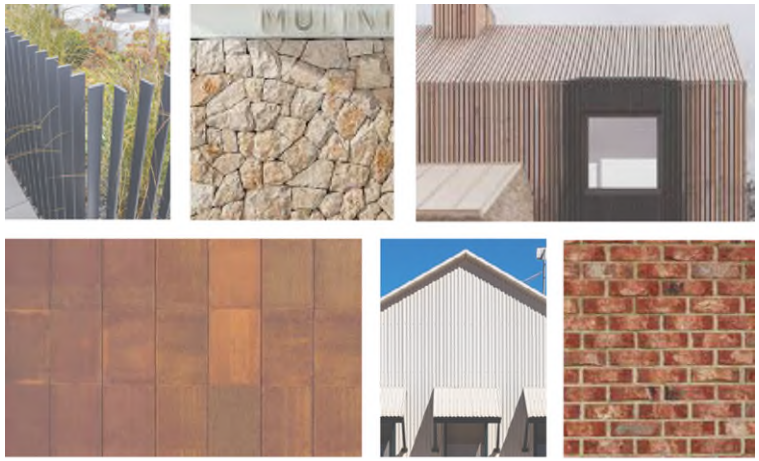
ATTACHMENT C - McLaren Vale Township Character Area Statement

** 'Proposed forward facing policy' within the draft Character Area Statement includes descriptive figures and forward facing policy not currently contemplated in the Code. We understand that this policy will be considered following the outcomes of the Expert Panel and Government / Commission decisions relating to Character Area Statements.*

CAS theme	CAS wording	Proposed forward facing policy*	Notes for editing
Eras, themes and context	Early settlement predominantly 1840 – 1900; Viticulture Growth period in 1920s onwards associated with Italian migration and expanded agriculture McLaren Hotel and Tintara Winery are landmarks and buildings illustrative of early settlement Rural character with views of rolling hills	Development to complement and enhance the existing character of the main street Protect and enhance vistas to rolling hills to the north of the High Road (image)	McLaren Vale is a linear settlement that has expanded along Main Road. The small country town is nestled in a rural and natural setting of rolling hills and vineyards that date back to the first vines planted in 1838 and the first wineries in operation dating to the early 1850s. After World War II many Italian migrants settled in the region, influencing agricultural production, lifestyle and built form of the area.
Allotments, subdivision and built form patterns	1839 subdivision by John McLaren Linear settlement and grid street pattern Small scale, fine grain shops Allotments perpendicular to Main Road; rectangular and deep Buildings aligned parallel to boundaries Substantial space between buildings contributing to rural township character	Future development in the town centre / main road maintains the existing small scale and fine grain character Shopfronts directly face the street to strengthen streetscape cohesion The mixed nature of setbacks and spaces along Main Road is valued and should be retained. Street setbacks can vary from 0-10m to correspond with adjoining setbacks Buildings to provide side setbacks that are consistent with the prevailing side boundary setback pattern in the area	Shopfronts and offices are generally fine grain but have a variety of setbacks with groupings of shops set to the street and other shops and offices with large setback from the setback and having been typically converted from residential to a commercial land use. A mixture of setbacks weakens the streetscape cohesion particularly at points where car

CAS theme	CAS wording	Proposed forward facing policy*	Notes for editing
	Varying street setbacks 0-10m from the street; southern side of street has 0-6m setbacks and northern side of the street has 0-10m setbacks	 Figure 10: Varied streetscape setback: Streetscape setbacks more varied. New development to be generally consistent with prevailing range of setbacks, provided proposal is not visually at odds with the broader bulk and scale of the surrounding **streetscape setting**. Varied setbacks provides opportunities for a range of setbacks for new development (shown in green).  Figure 12: Varied side setbacks. Streetscape side setbacks more varied. New development to be generally consistent with prevailing range of side setbacks, provided proposal is not visually at odds with the boarder bulk and scale of surrounding **streetscape setting**. Varied side setbacks provides opportunities for a range of setbacks for new development.	parking is directly adjacent the street.

CAS theme	CAS wording	Proposed forward facing policy*	Notes for editing
Architectural styles, detailing and built form features	Victorian architecture, mid to late 1800s, including hotel, churches, shopfronts and winery Federation era architecture, 1920s onwards, including housing converted to shopfronts McLaren Hotel landmark Stone buildings Shopfront verandas Gabled, hipped corrugated iron roofs High degree of modulation and articulation Tall and narrow fenestration Mixture of building styles Soft colours and materials for exterior walls Dark colours and materials for roof lines, modulation and verandas Subtle and simple signage incorporated into the building design New buildings are contextual and complement the established character Development provides a diverse range of building styles that incorporates the use of more traditional materials that are	 Advertising is limited and simple signage incorporated under awnings/verandas and/or along fascia fronting the street to create consistency and cohesion	Architectural styles along Main Road are typically of the Federation period, with a few notable examples pre-dating this period, including McLaren Vale Hotel… Roof styles are typically gabled galvanised roofs.

CAS theme	CAS wording	Proposed forward facing policy*	Notes for editing
	commonly found in buildings along Main Road Quality modern design is considerate of its setting and incorporates soft colours for exterior walls and darker colours for roof lines, modulation, verandas		
Building heights	Predominantly single storey	Single-storey development along the street frontage, with two-storey development to the rear or well setback from the street Focusing taller buildings to the main street and immediate surrounds but designed to suit the existing character	Development is commonly single storey
Materials	Masonry: Sandstone, limestone, slate and textured render Quoins: heritage red brick Roofing: mainly corrugated iron Vertical elements	Incorporate stone, brick and timber materials Incorporate vertical elements through the cladding material and fenestration design 	Historic buildings incorporate bluestone, sandstone and heritage brick, common during the federation era.

CAS theme	CAS wording	Proposed forward facing policy*	Notes for editing
Fencing	Low fencing styles consisting of picket, rendered stone, brick, post and wire and hedges		Mixture of fencing and retaining wall styles and materials have been applied along the street.
Setting, landscaping, streetscape and public realm features	Significant areas of public open space located on the southern side of Main Road include Ellis Park; Piazza della Valle Vistas and view lines to the rolling hills north of the township is viewed between buildings Former railway line converted to walking trail (Shiraz Trail) Some formal landscaping including hedging, vines, decorative garden beds and formal street trees Car parking and service areas are to the rear of buildings	Buildings contextually well setback from the street to have high quality landscaped frontages, incorporating formal landscaping and/or active uses (outdoor dining) Car parking located to the rear of properties consolidating access and parking areas Development is contingent upon the slope of the site for contextual building outcomes, and bulk and scale designed such that it is managed visually from the street and the adjacent interface Development provides access to existing and potential connections to residential areas, public open space and to the Shiraz Trail	A number of open space areas front the southern side of the street, including West Park Reserve, Gemmel Tassie Reserve, War Veterans' Memorial Park, Piazza della Valle and Ellis Park creating a spaciousness to the street. Where buildings have large setbacks from the street, landscaped and set away from other development, a level of spaciousness is reinforced, particularly on the southern side of the street. Minimal landscaping value is evident along the street. Evidence of formal gardens, including hedges, vines, rose bushes and decorative deciduous street trees) The southern side of the road rises and northern side falls causing a number of changing levels. Mixture exotic and native plant species

This information is provided by the City of Onkaparinga

ATTACHMENT D - McLaren Vale Township Planning Policy Review Discussion Paper

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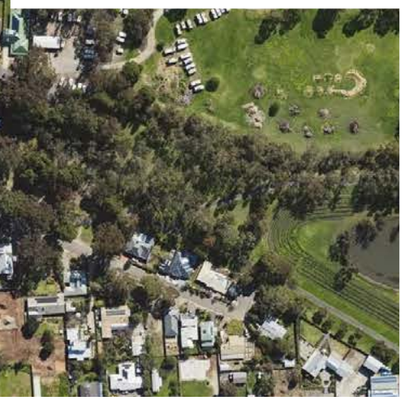
January 2022

McLaren Vale Township Planning Policy Review

Discussion Paper



Prepared for City of Onkaparinga

JENSEN PLUS

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"Jensen PLUS and the City of Onkaparinga acknowledge the Kaurna People as the Aboriginal traditional owners and custodians of the lands and waters in the area now known as the City of Onkaparinga.

We respect the spiritual relationships with Country and stories here that have developed over tens of thousands of years.

We recognise that this rich cultural heritage is a living culture and remains important to Kaurna people, other Aboriginal people and our non-Aboriginal communities today.

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1. Introduction

An overview of the aim, objectives, project drivers and methods.

1.1 Aim of this project

The purpose of this policy review is to ensure McLaren Vale's planning policy meets the current and future needs of the town and its communities.

The McLaren Vale Character Protection District (CPD) came into effect on 18 January 2013. This district recognises, protects and enhances the special character of the area while providing for the economic, physical and social wellbeing of the communities within them. The towns of Clarendon, Kangarilla, McLaren Flat, McLaren Vale and Willunga fall within Township areas of the Character Preservation District. These township areas have different policy to the rest of the CPD meaning urban development is limited to the existing townships rather than the surrounding rural areas.

Council has recently reviewed the planning policies for Clarendon and Willunga, now it is time for McLaren Vale.

With the introduction of the Planning and Design Code, the zones for the town were transitioned without significant change. Council is now taking the opportunity to review the zoning and planning policies which apply to the town to ensure the policy supports improved liveability, sensitively manages development and encourages investment in the McLaren Vale township.

This discussion paper outlines observations of the township, our initial feedback received about its role and values, and recommendations for the planning policies which are applied to McLaren Vale.

This review is *not* proposing to change the township boundaries.

1.2 Purpose of this paper

This discussion paper is an important part of the engagement with the McLaren Vale community about the policy review.

The Discussion Paper aims to explore the issues and opportunities facing McLaren Vale into the future, and how it should respond through the zoning policies that affect land within the township.

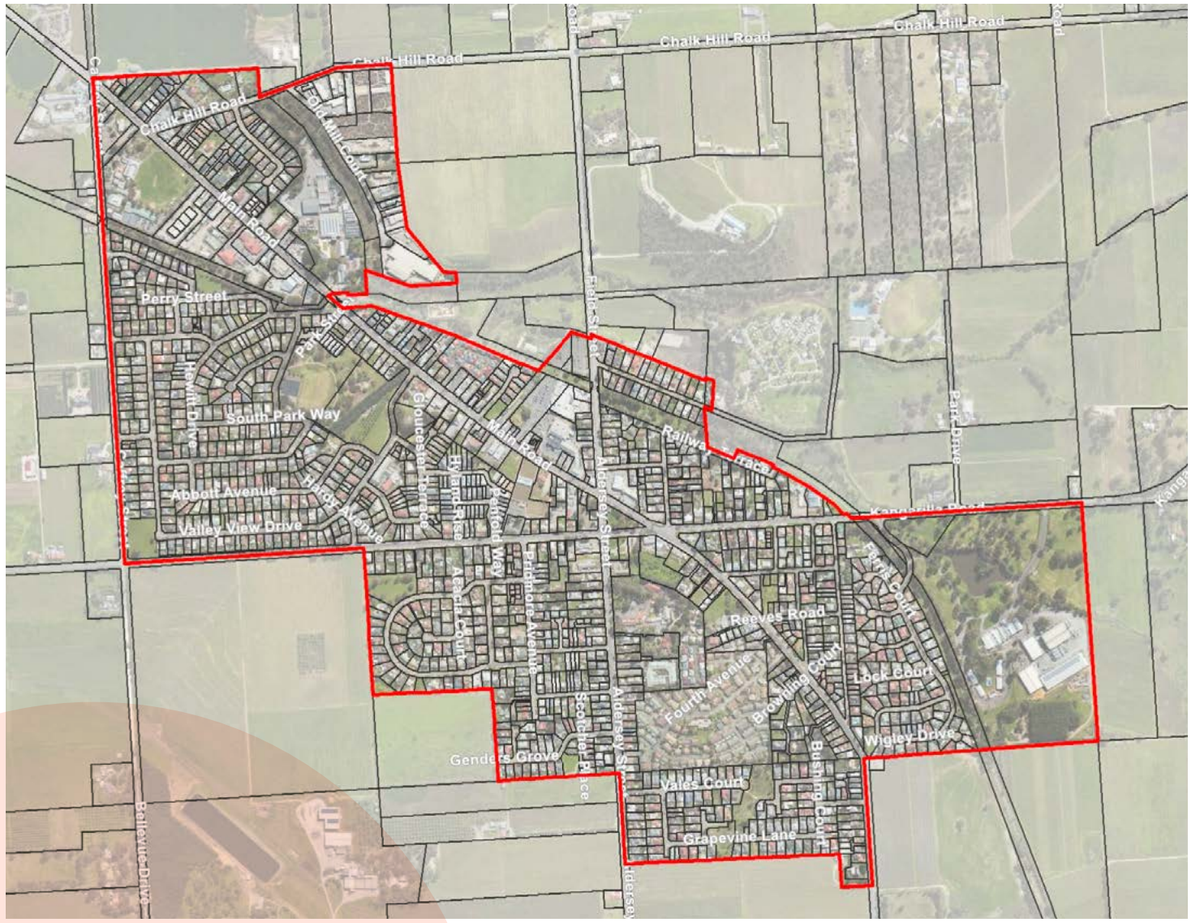
It will provide options for what McLaren Vale could look like in the future and how the main street and other future developments could occur in the town.

You may or may not agree with some of the options presented and that is OK. We want to start a discussion within the broader community about McLaren Vale's future, and we encourage you to fill out the questionnaires and engage in discussion within your local community.

Spread the word!

All feedback will be carefully considered and will provide direction to Council in determining the specific zone policy recommendations to inform a future Code Amendment.

1.3 Study area



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1.4 Methodology

1.5 Previous investigations

General Amendments Plan Amendment Report 2007

- Recommended amendments included rezoning the main street to Town Centre Zone comprising of four policy areas, aligned with current and historic areas, and continue to reflect the 'hubs' along the main street.
- After consultation in 2007, the Minister for Planning was of the view that a number of post consultation changes to amendments to the zoning would require a further consultation period but the amendment did not proceed

Activity Centre Review 2009

- In 2004, the City of Onkaparinga undertook a planning study of 19 activity centres, including McLaren Vale
- An update of the 2004 study was undertaken in 2009 and for McLaren Vale, further consideration was given to what would be an appropriate centre structure

Tourism / Townships/ Primary Production Areas Review 2016

- Council reviewed the McLaren Vale Character Preservation District zones and recommended the priority themes of Tourism / Townships / Primary Production Areas for further investigations
- The only changes to planning policy were to be directly involved in supporting economic growth and jobs attraction
- The SA Government gave direction to council that policy review may be undertaken for the McLaren Vale township limited scope of issues.

McLaren Vale Zoning Review 2018

- Identified any issues, gaps and opportunities that existed in planning policy, and to forward recommendations as for transition to the P&D Code
- Objectives were to improve opportunities for economic investment, tourism development, re-invigorating the main street centre and diverse housing
- Placed on hold due to implementation of state planning reforms and waited to see its policy implications on McLaren Vale

Five-year McLaren Vale Main Street Tourism Vision Action Plan 2021

- A plan to encourage visitors to stop, stay and spend, guided by engagement with local residents, businesses and visitors
- Key focus areas include gateway and entry, public art, greening and sustainability, streetscape and public realm along with night-time economy
- Stronger emphasis on public realm, rather than private development

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1.6 How we've engaged so far

Council has now undertaken early engagement for the McLaren Vale Township Planning Review project with council staff and key stakeholders in order to inform this Discussion Paper that will go out for wider community engagement in the new year.

An initial Council staff workshop was undertaken to share preliminary findings and confirm the direction of the study.

The first stakeholder workshop session was held on 19 October 2021 online to invited participants. Twelve people representing residents, wineries, community services and business attended this session as well as Council staff.

The second stakeholder workshop was held at the McLaren Vale Visitor Centre on the evening of the 28th of October. Ten people attended this session representing residents, business, wineries and community services.

1.7 What we've heard so far...

The stakeholder sessions were framed around two key questions based on the concept of 'liveability'. Common themes are detailed below.

What key features make McLaren Vale a great place to live, work and play?

- Accessibility of facilities and a good range of services for residents
- There is a balance of tourism and local services
- Strong sense of community and friendly people
- Rural nature and feel of town through spaciousness in housing and the main street and the moderate scale of the facilities and buildings
- Gemmel Tassie reserve is well loved and used

How should McLaren Vale respond to accommodate population growth and better support business and tourism?

- A tourism hub could better accommodate larger scale tourism activities which are currently occurring outside of town and at wineries
- The night time economy could be better supported in the main street, such as entrainment uses, more restaurants, wine bars and cinema
- Focusing the long main street into different precincts and offerings and make it easier to navigate. This may include the design of buildings and spaces around them to get a coherent look and feel
- Limit urban consolidation in residential areas by finding new options at key sites and at a suitable scale and design that responds to its context
- Improved traffic management by fixing bottlenecks at Field Street and Kangarilla Road along with heavy vehicles (although they are still needed to service the town and surrounding areas)
- More convenient parking and connections with directional signage so you know where they are

What character attributes about McLaren Vale do you like?

- The character of the older buildings are positive features in the town
- New buildings that respect these old buildings but are modern and designed to co-exist with those buildings is important
- The open setting and space around buildings both within parts of Main Road, and within residential streets, due to open front yards (no fences) with large setbacks

How should proposals respond to this character (housing and commercial / tourism)?

- There is potential for two-storey buildings on Main Road, but not more than this
- Buildings should have contextual design but not be not faux heritage
- Buildings should avoid 'boxiness' in residential designs and have roof and gable cues from established housing
- Encourage the use of traditional materials and finishes in buildings (brick, stone, timber, rendered masonry and metal roofing)
- Improved landscaping along Main Road (including private sites)
- Avoid large car parks with lots of asphalt, but it should still be visible and convenient and safe
- Vacant land at Tatachilla and Aldersey Roads is a potential opportunity site
- Better control and management of advertising to improve the look of it and consistency along Main Road
- Better character guidance is needed and a vision to tie it all together

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2. Strategic context

2.1 Relevant State and Local Policies

State Planning Policies 2019

- The State Planning Policies provide state-wide vision for SA's planning and design system
- SPP1: protect rural land and character
- SPP6: well-designed and diverse housing
- SPP9: support opportunities for employment and development of underutilised land

30-Year Plan for Greater Adelaide 2017

- Target 1: Containing urban footprint and protecting resources
- Target 4: Walkable neighbourhoods
- Target 5: Green liveable city
- Target 6: Greater housing choice

McLaren Vale Character Preservation District

5 Character values:

- Rural and natural landscape and visual amenity
- Heritage attributes
- Built form of the townships
- Viticulture, agriculture and associated industries
- Scenic and tourism attributes

Onkaparinga 2030

Our Community Plan 2030 outlines our big picture goals- the future we aspire for our city to achieve

- One vision
- Four themes: People, Place, Prosperity, Performance
- Eight key result areas
- Sixteen outcomes to achieve

Tourism Strategic Plan 2019-2024

- Initiate a tourism-led place/precinct building program which creates welcoming places to visit.
- Define and encourage appropriate retail, entertainment and service mixes to attract visitors, supported by the development of a retail/ opportunities prospectus
- Define the tourism positioning and offering for the McLaren Vale main street

Population and Employment Trends analysis 2020

- Despite a decline in manufacturing, the population of Onkaparinga has grown, as have jobs
- Key drivers of jobs were education, construction, accommodation and food services
- Growth is predicted in the health sector
- Under-utilised industry land is common

Open Space strategic plan 2018-2023

- Provides direction to achieve a diversity of connected open spaces provided equitably across the city
- In McLaren Vale it identifies a range of types of open spaces with different roles and user catchments
- The plan allows for the ongoing planning of the spaces

Strategic Asset Management Plan 2021

- To provide infrastructure that is safe, well-utilised, accessible for all and promotes inclusion and social connection
- Sets performance indicators including participation rates and environmental targets for projects
- Visitor centre in McLaren Vale is a key building asset.
- Visitation rates are a performance indicator

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2.1 Relevant State and Local Policies (cont)

Onkaparinga Local Area Plan

- Establishes a strategic framework of: 'plan for growth', 'diverse housing + lifestyles', 'effective + efficient infrastructure' and 'shape our city'.
- Target 4: Respect our coast, vines + hills landscape and lifestyle
- Target 9: Support contextually designed new housing within townships.
- Population projection of 22,000-30,000 by 2040 seemed most plausible
- Townships to take up approximately 5% of the area's overall growth
- Report sets growth principles for McLaren Vale in relation to the Character Preservation Act.

McLaren Vale Tourism Strategy 2019-2023

- Vision for the City of Onkaparinga as South Australia's most visited destination outside of Adelaide and McLaren Vale as a premier destination in the City; creating a prosperous, diverse and competitive economy and increasing visitation and expenditure.
- Improvements to the visual appeal of tourism townships as an opportunity to create a sense of arrival into McLaren Vale and define the tourism positioning for the McLaren Vale main street.
- Identifies the state and local planning frameworks provide challenges for larger scale development around McLaren Vale.

Employment Lands Study

- Rural land is an important economic foundation for McLaren Vale, supporting a competitive viticulture industry and a valued tourism destination for interstate and international visitors.
- McLaren Vale accommodates a proportion of the City of Onkaparinga's available industrial land.
- Land use policy should allow for flexibility and scalability to support small business and enable greater mix of businesses.
- Land in what was the Mixed Use Zone in McLaren Vale is not in the Suburban Business Zone and is recommended to be a focus of a township policy review.

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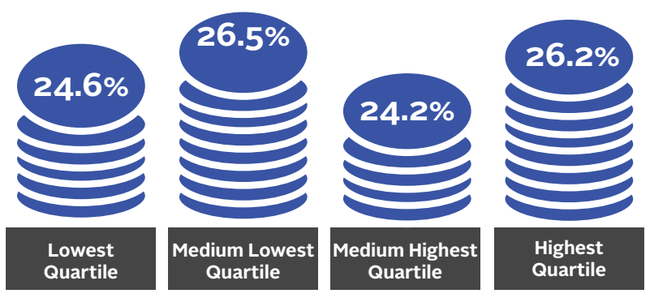
3. Current Characteristics

An overview of the population, land use, policy, infrastructure and character setting of McLaren Vale

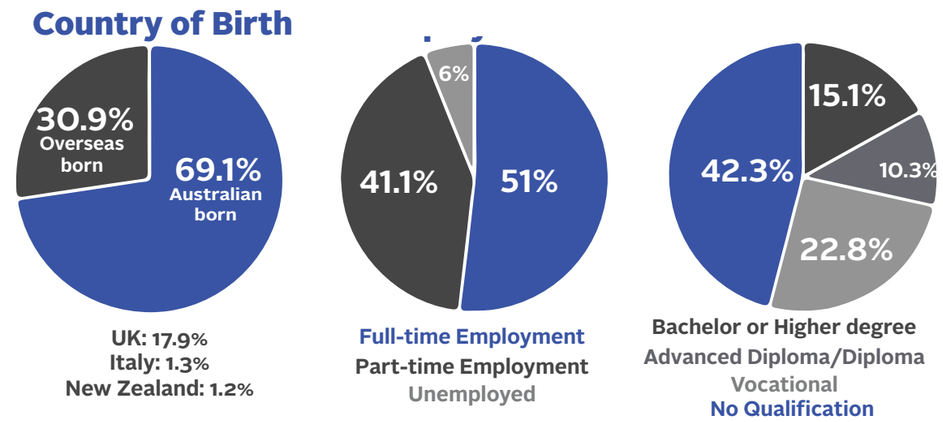
3.1 Community Profile Snapshot

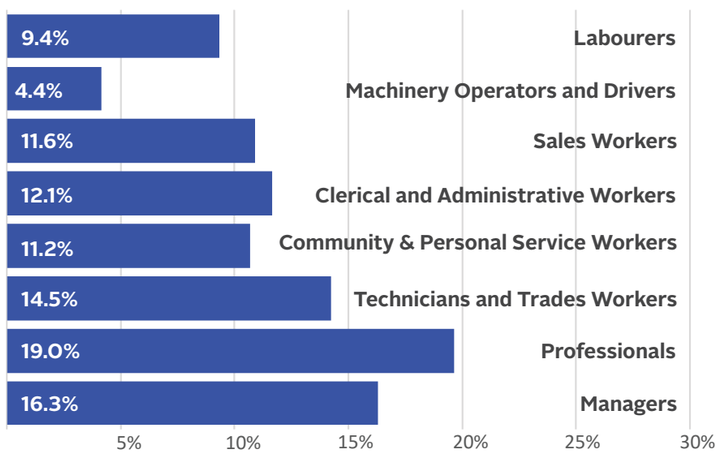


McLaren Vale Population Income (2016)

5%

of projected 2041 regional population growth to be in rural towns.





McLaren Vale Age Profile

17.2% Dependent (under 18)	12.5% Young Adult (18 - 34)	17.5% Middle Aged (35 - 59)	52.8% Senior / Elderly (over 60)
22.6% Dependent (under 18)	20.8% Young Adult (18 - 34)	19.7% Middle Aged (35 - 59)	36.9% Senior / Elderly (over 60)

City of Onkaparinga Age Profile

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91.9%

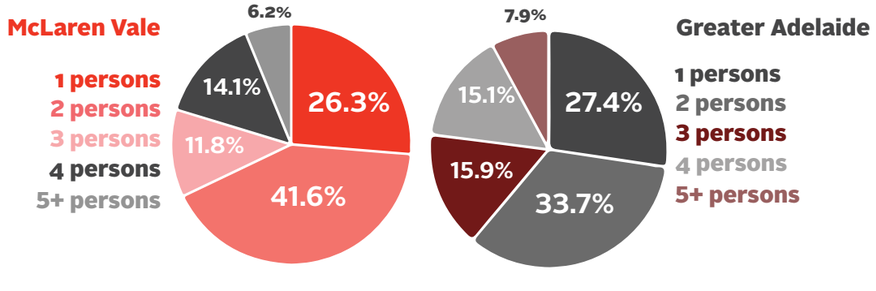
McLaren Vale dwelling occupancy rate (2016)

McLaren Vale Dwelling Stock (2016)

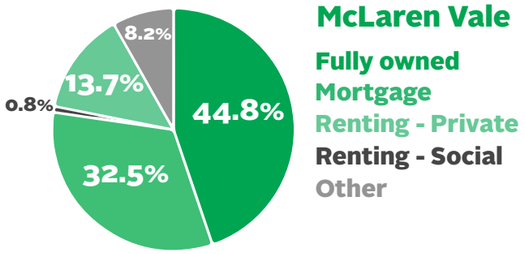
95% Detached house	4.3% Medium density	0% High density
73.3% Detached house	23.9% Medium density	2.3% High density

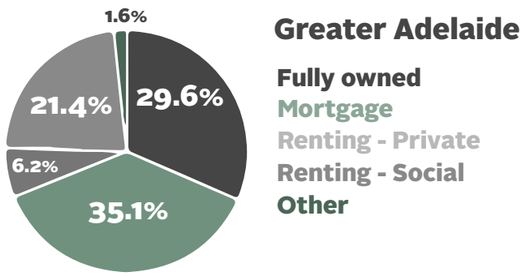
Greater Adelaide Dwelling Stock (2016)

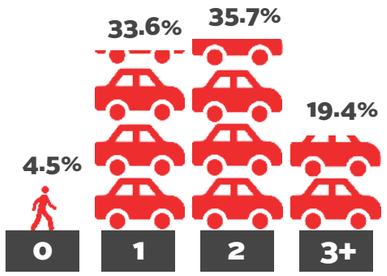
Household Size (2016)



Housing Tenure (2016)







Cars per Household 2016

2.3

people / average household compared to 2.4 people for Greater Adelaide (2016)

Bedrooms per Dwelling (2016)

1439 (2011) → **1%pa** → **1511** (2016)

McLaren Vale Households

McLaren Vale Household Profile 2016

25% Lone person	25.3% Couples with children	34.1% Couples no children	8.1% One parent Families	1.8% Group households
26.2% Lone person	28.7% Couples with children	24.8% Couples no children	11% One parent Families	3.8% Group households

Greater Adelaide Household Profile 2016

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3.1 Existing Zoning

Suburban Main Street Zone

- Covers the bulk of the town's retail and commercial heart, including the Shopping Centre
- Provides for a wide range of retail, commercial, entertainment and community uses to service the local area
- Also allows medium density residential development (above or behind non-residential uses)
- Focus on supporting high degree of pedestrian activity with no or small setbacks to Main Road, glazed shop frontages to the street with regular doorways and verandahs / canopies over the footpath
- Encourages car parking beside or behind buildings, with minimal crossing points over footpaths

Suburban Activity Centre Zone

- Applies only to the shopping centre car park north of the Coast to Vines trail
- Provides for a wide range of retail, commercial and community uses to service the daily and weekly needs of the community
- Supports medium and high density dwellings above or behind non-residential uses
- Supports active and interesting building facades
- Desires that development is laid out to support linkages between building elements, parking, open space and visual appearance of sites
- Supports coordinated and consolidated car parking areas and access points

Tourism Development Zone

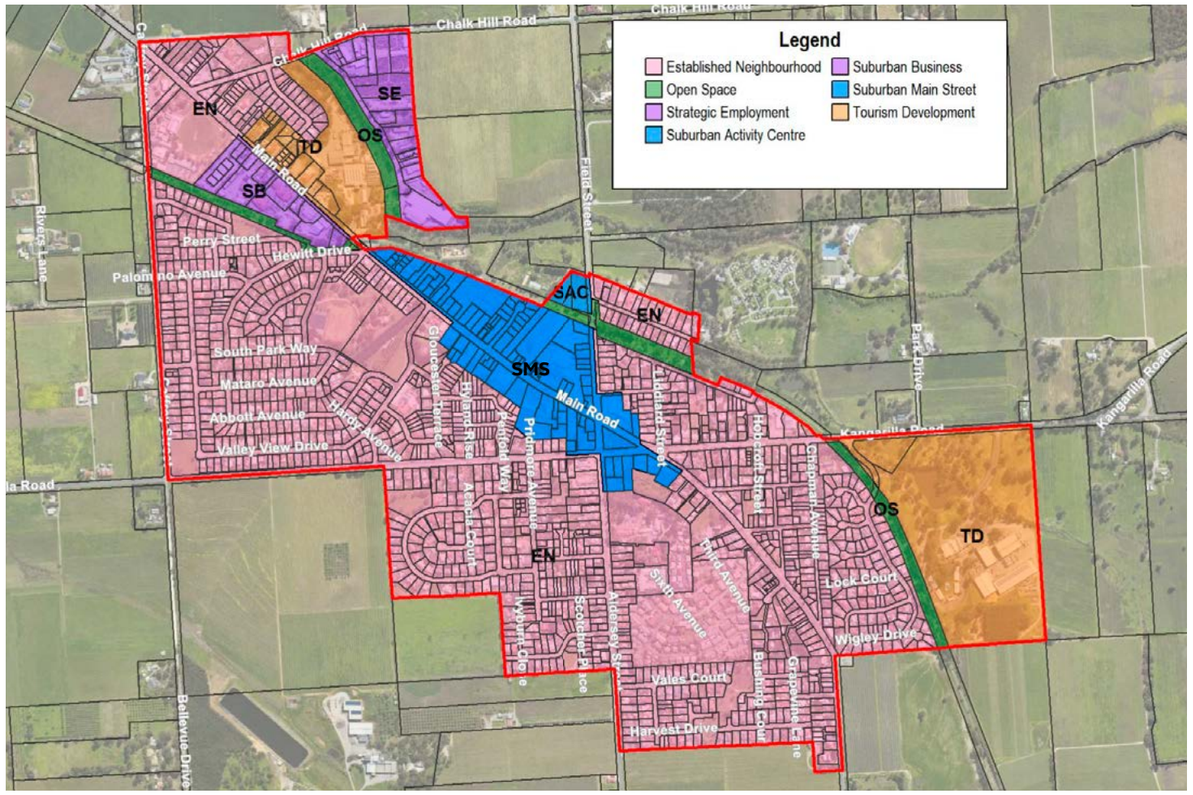
- Applies mainly to Hardys Tintara and Serafino, but also a number of other sites fronting Main Road. there is also a subzone over the Serafino site to enable winery operations and facilities
- Provides for a range of tourism development and accommodation, including complementary retail and entertainment uses

Suburban Business Zone

- Includes the southern side of Main Rd from Oscars to the light industrial sites adjacent the school
- Supports business and innovation uses which have low-level off-site impacts. Support some medium density residential in limited circumstances
- Small scale retail uses desired to not undermine other centres
- Building set back from street to form consistent streetscape

Strategic Employment Zone

- Covers estate off Old Mill Court
- Allows for a range of higher-impacting industry, logistics warehouse land uses and supporting commercial activities
- Seeks lower impact activities adjacent residential zones



- Buildings positioned and designed to achieve consistent attractive streetscape
- Supports landscaping to site perimeters

Established Neighbourhood Zone

- Covers all residential areas of the township, including parts of the main street
- Provides for a range of housing types which sympathetically integrate into existing township character
- Identifies a minimum site area of 325m² and frontage of 9m
- Seeks consistent street setbacks with neighbouring sites

Open Space Zone

- The bulk of this area is outside of the township boundaries and houses the Almond Train.
- The zone covers the Coast to Vines Rail Trail and provides principally for open space activities and supporting infrastructure. Limits other buildings and uses.

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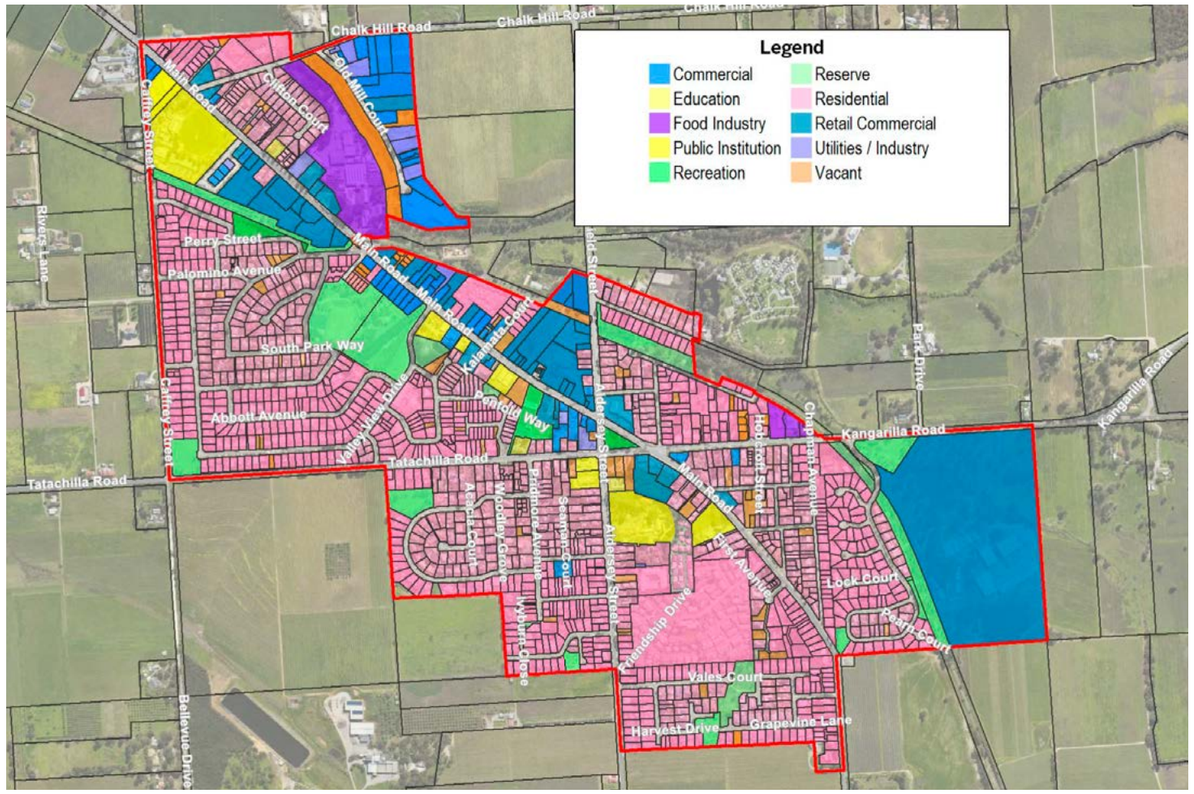
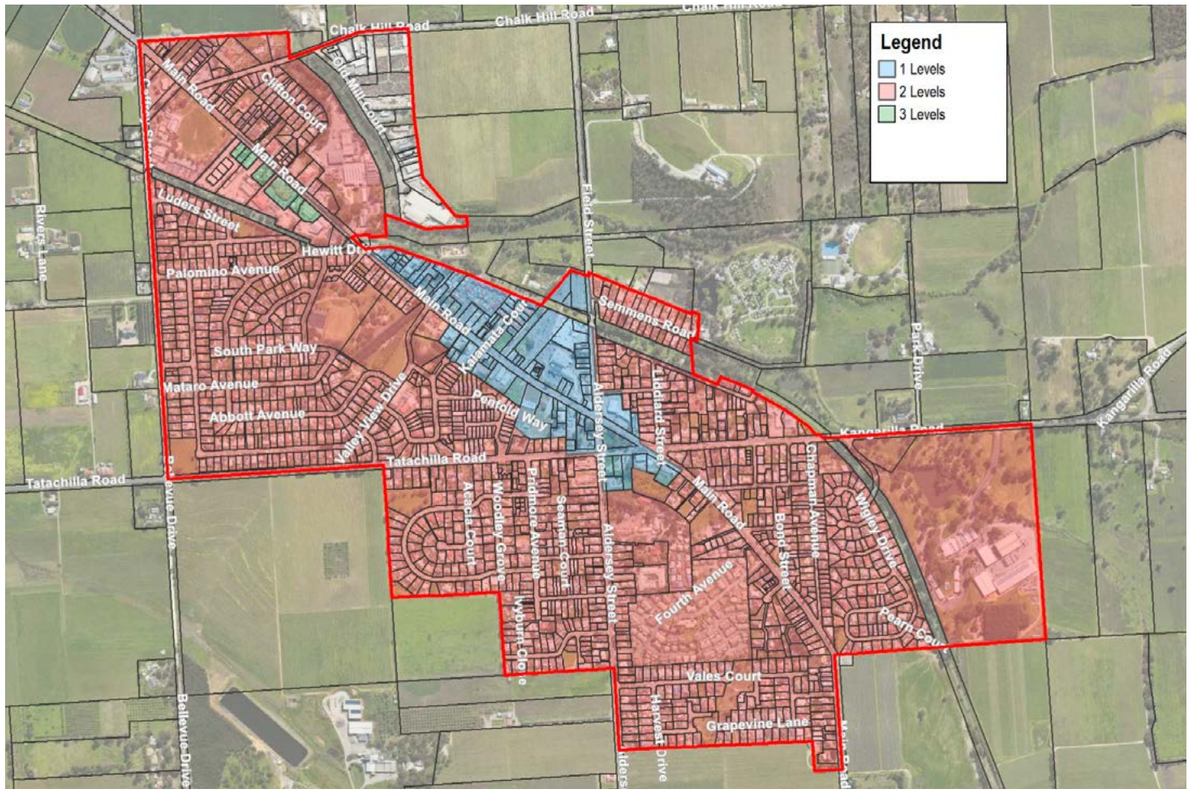
3.3 Land Use Analysis



- Commercial and retail land uses are limited to Main Road and Field Street, reflective of their zoning.
- There are pockets of residential land uses fronting Main Road, particularly in the north-western end of the town, including recent dwellings.
- Scattered residential uses remain in the commercial zones, particularly along Field Street.
- There are limited vacant land parcels throughout the township. Most are within residential areas and relate to subdivided sites which have not been developed yet.
- A few large vacant land parcels abut the Main Road.

3.4 Anticipated P&D Code Building Heights



- Building Heights guided by the Zoning within the Planning and Design Code.
- Residential areas generally able to build up to two levels (maximum 9m).
- The Suburban Main Street and Suburban Activity Centre Zones generally seek single level buildings.
- Parts of Main Road can be developed up to three building levels (max 12 metres) where sites don't adjoin a residential type zone.
- The industrial estate along Old Mill Court has no identified building height limit.
- Most buildings observed within the township are either single or two levels.
- Existing housing stock within residential areas are generally single level, with two levels more common in the newer estates (Penfold Way and Harvest Drive / Grapevine Court).

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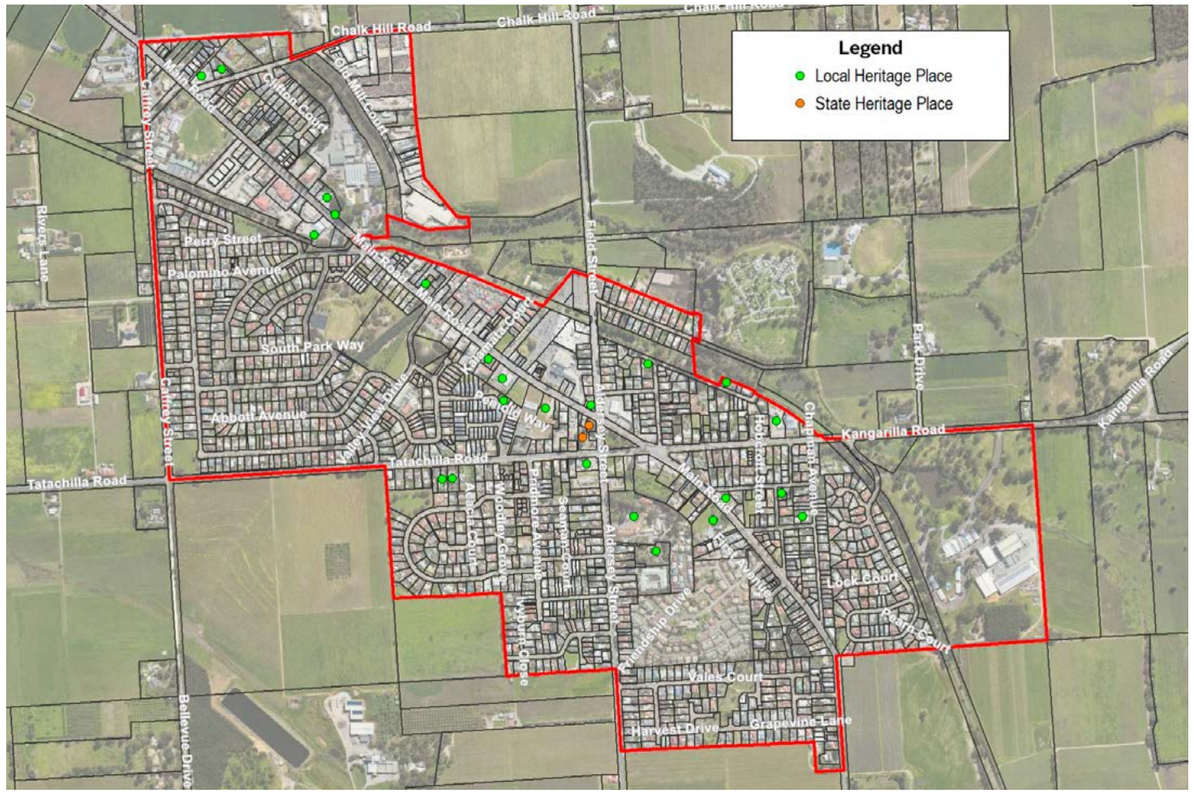
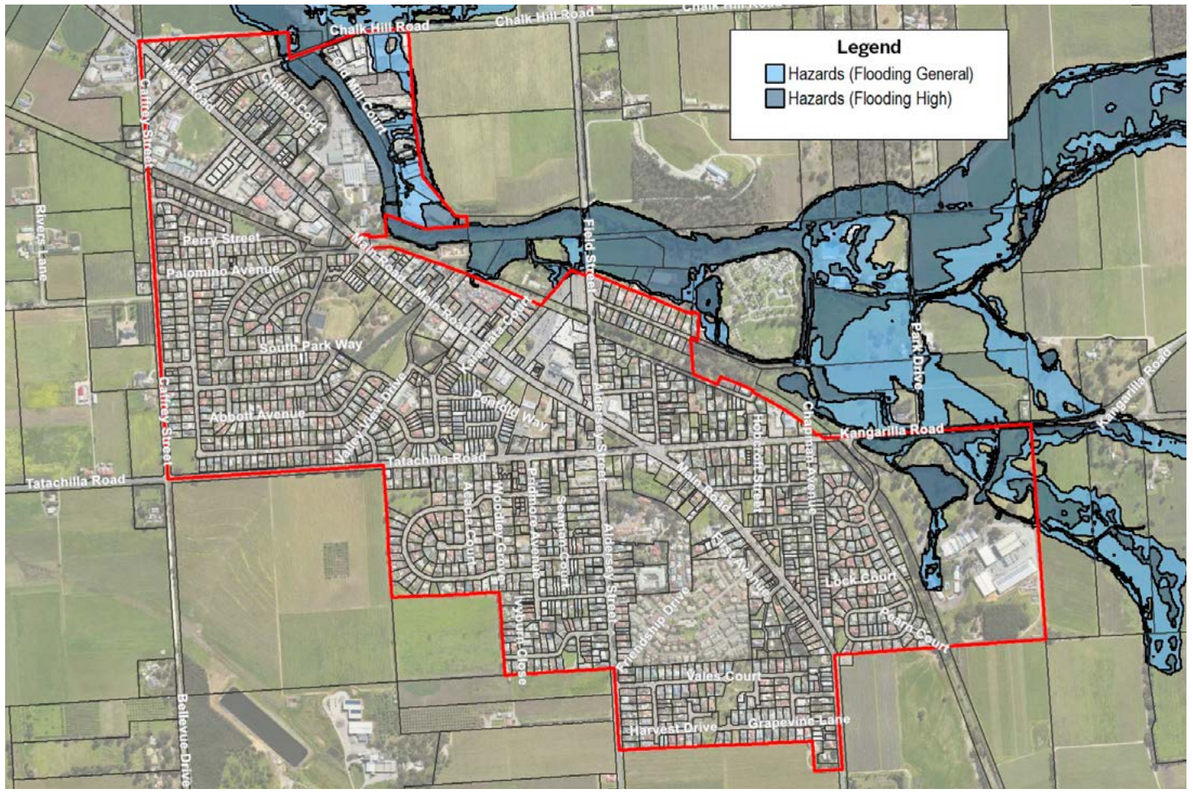
3.5 Heritage



- There are 23 Local Heritage Places and two State Heritage Places within the study area boundary.
- State Heritage Places limited to former Congregational Church and cemetery.
- Local Heritage Places mostly along main street, but also represent important historic buildings in the residential areas.
- Heritage Places should be retained by future development. However sites can be developed respectfully to the heritage place.
- Respectful development means maintaining original features, walls and roofing, maintaining views from streets and public spaces, and use of materials and finishes that complement.

3.6 Flooding



- Most of the flooding relates to Pedler Creek and falls outside of the township study area.
- Within the Study Area, the high risk flooding area is limited to the Pedler Creek channel adjacent to Old Mill Court, or the lake within Serafino and surrounding open garden areas.
- Some sites within the Old Mill Court industrial precinct are covered by a general flood risk.
- High flood risk requires preventing some uses which attract gatherings of people, or vulnerable people from being established.
- General flood risk areas require buildings to be located and designed to avoid flooding and impacts downstream.
- Most of the township's commercial and residential areas are not impacted by flooding from watercourses.

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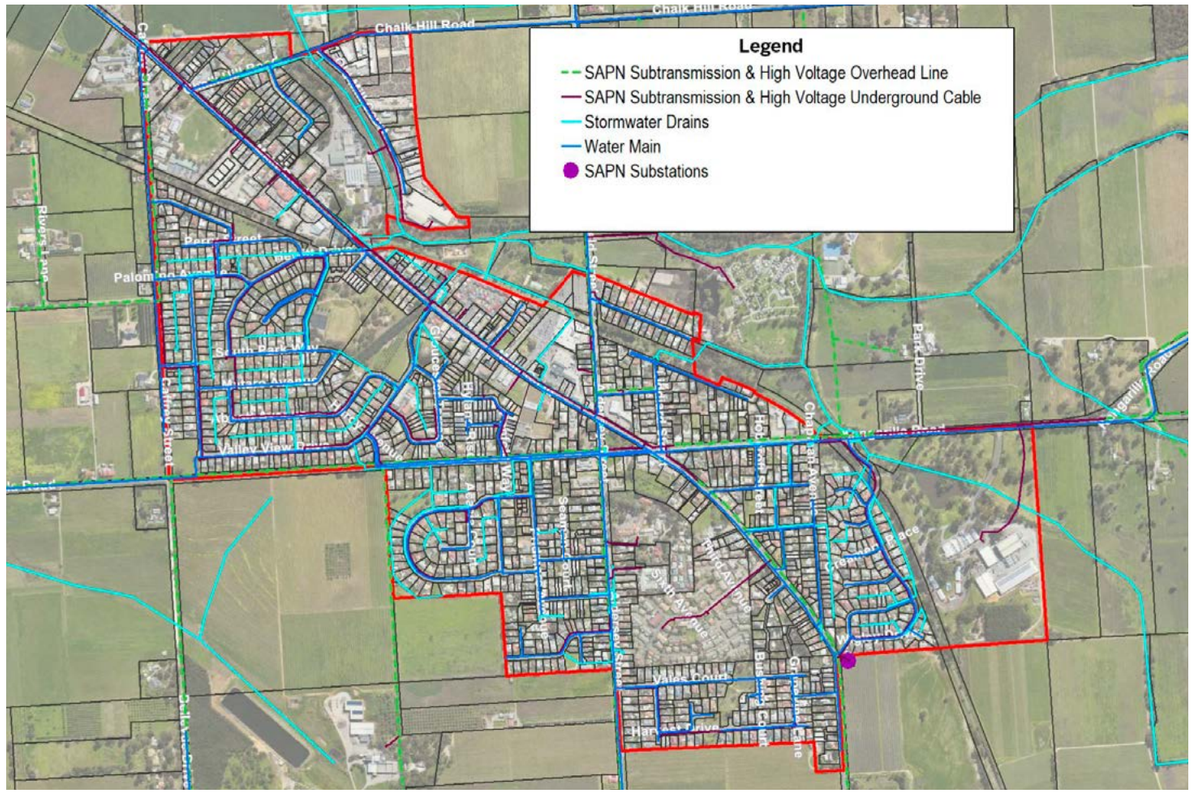
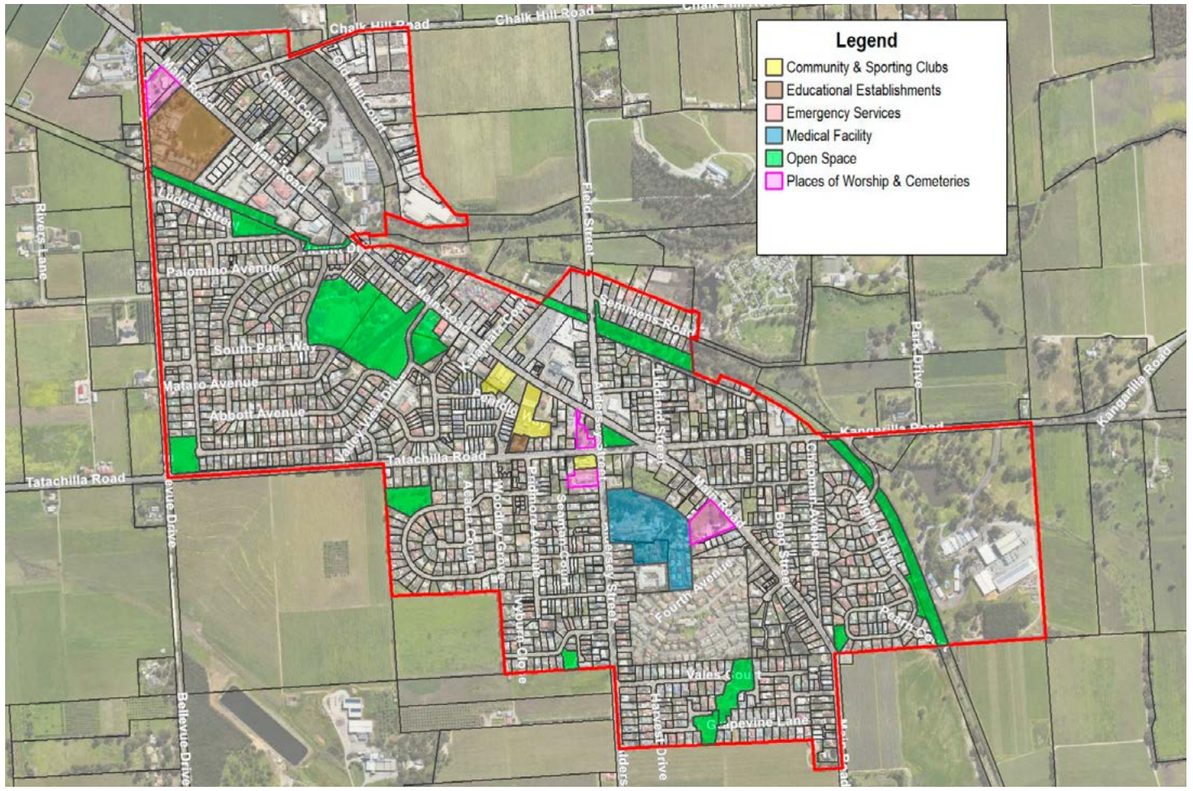
3.7 Service Infrastructure



- The township is well serviced by utilities
- Future growth in the township's demand for water and power will need further investigations and consultation with utilities.
- The Community Waste Management Scheme (CWMS) within the township is spread into six catchments.
- The overall CWMS system has capacity for an additional 20% growth in McLaren Vale's population.
- The stormwater system is dated, and has limited additional capacity due to the nature of its design and construction.
- Future development will need to maintain current stormwater flows on site.

3.8 Community Infrastructure



- The township is generally well serviced by public open space, with Gemmel Tassie Reserve a significant facility within the town. Other local and neighbourhood parks are accessible from most residential areas.
- There is limited scope for new large scale community infrastructure (such as a new or additional school) within the township, due to limited large land holdings. Expansion of existing facilities likely with scope for growth on the existing school site.
- Most community infrastructure focussed on Main Road, other than medical facilities at former hospital site.
- Potential for increased cluster of medical and allied uses potentially linked to aged care, given proximity of Kalyra Village and McLaren Vale Lodge.

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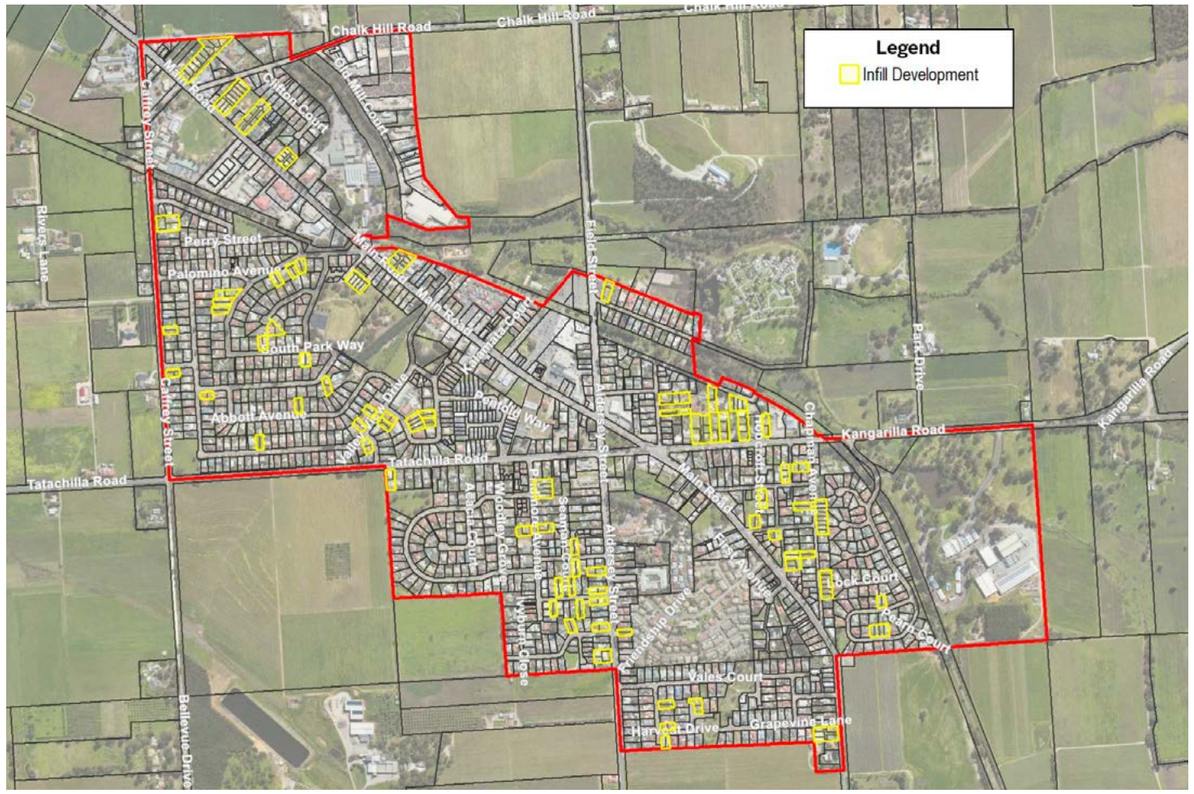
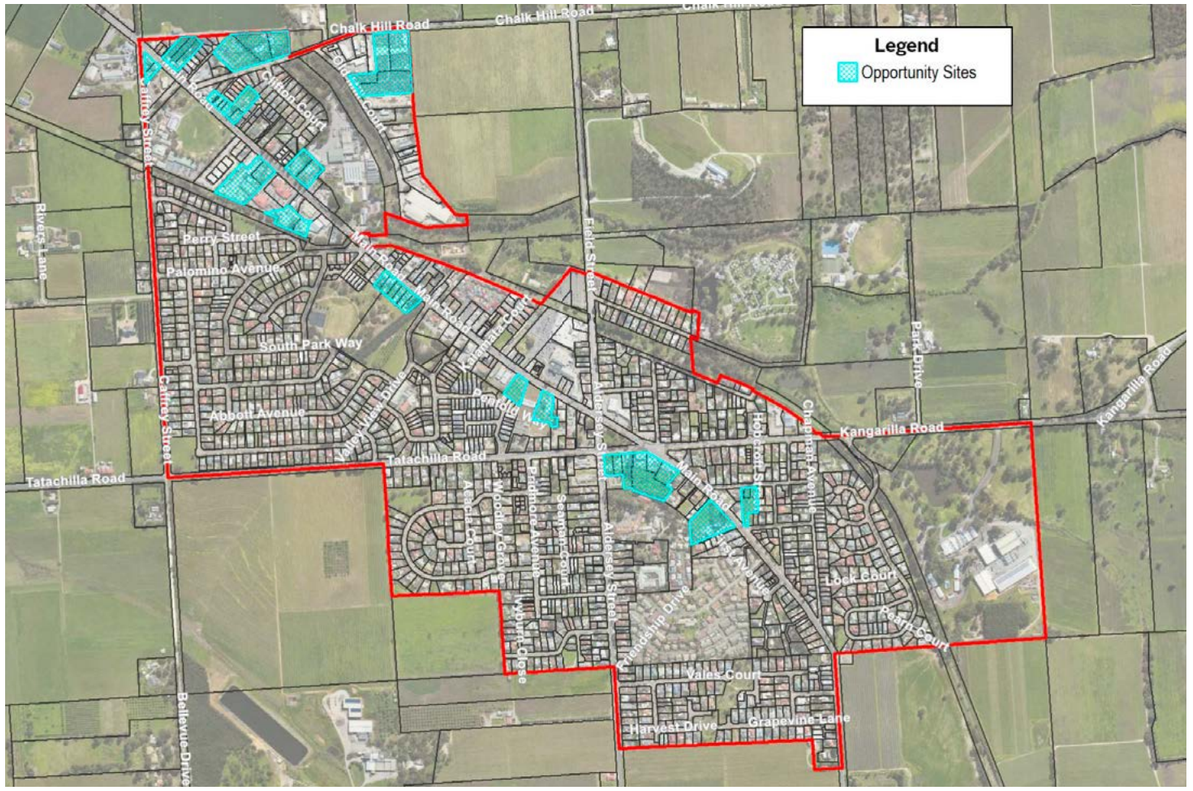
3.9 Infill Development



- A significant proportion of infill development has occurred over the last 20 - 30 years.
- Infill developments has generally been through:
  - multiple allotments created from very large lots in the older parts of town
  - hammerhead developments where the existing dwelling is maintained
  - one into two developments (generally dividing centrally) which is more common for recent infill development
- Some infill has also occurred with frontage to Main Road, some of which have turned their back resulting in poor presentation to the street
- Most infill development has been in the form of single storey houses.

3.10 Opportunity Sites



- Opportunity sites have been identified from:
  - large sites that are underutilised (ie vacant or with little and dated development on them)
  - where clusters of common ownership have been identified, providing opportunities for consolidated and larger development sites.
- Most sites are focussed on Main Road, and can provide opportunities for more intensive development outcomes, where interfaces can be appropriately managed.
- Opportunity sites can potentially support accommodation of other housing types, affordable housing and smaller housing forms (rather than within established residential neighbourhood).

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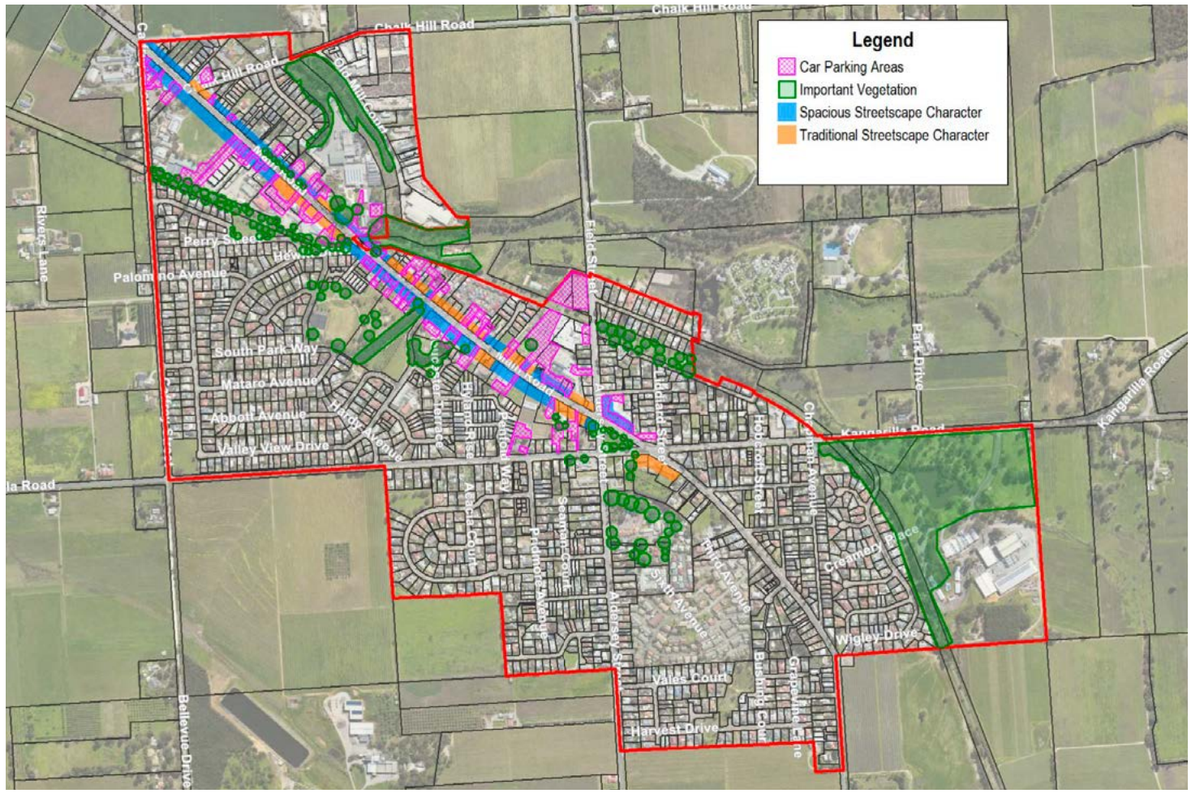
3.11 Streetscape Character - Main Road

- There is a mixture of character traits along Main Road, reflective of historic patterns of development, but also the overall length of the street
- A more traditional main street character with buildings on or close to the street and closer to each other is more common along the northern side of Main Road east of the Almond Train site. This is broken up by the Shopping Centre frontage, but could, along with new development on the southern side of Main Road in this location, form a coherent streetscape for this south-eastern part of the town centre
- Most of the spacious setting within Main Road comprises the school oval, large former dwellings converted to commercial uses, or commercial sites where parking is provided to the front and side of buildings
- Spacious settings are mostly from large front setbacks, and large spaces between buildings, made up of landscaping and driveways to rear parking areas
- A cluster of heritage buildings at the Hotel and former Produce Market Building (now Menz) create a pinch point, and act as a node which transition to a different part of the street
- There is no distinct architectural character to the street, with varied building styles, roof forms, materials and verandah formats used
- Buildings are typically one level when viewed from the street
- The southern side of Main Road has elevation and many buildings at the southern end of Main Road sitting above the road
- The land falls from Main Road on the northern side at the western end, with spaces between buildings providing glimpses of views to the valley and undulating hills further north beyond the town
- Car parking is not a defining feature on individual properties within the street generally. Most car parking spaces are either small, informal, or positioned behind buildings and accessed via a driveway to the side (this is most common where houses have been converted to commercial properties
- There are few consolidated and shared parking areas, potentially resulting in inefficient parking arrangements and multiple driveways taking up street frontage



- There is a varied landscape character to Main Road, with most sites devoid of any meaningful landscaping along the street frontage, whilst some present well with some feature trees of value (these are mostly former dwellings that have been converted)
- A number of larger trees exist in clusters along Main Road, providing valued landscape attributes at these locations. This is principally adjacent to Hardys Tintara (and including their grounds), as well as the crossing of the Coast to Vines Trail

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3.11 Streetscape Character - Main Road (cont)

Hotel and Produce Market Building (now Menz) provide strong street frontage and historic character.

School frontage is open and wide along this part of Main Road along with adjacent church and light industrial sites.

An example of recent infill housing. These dwellings are accessed via a shared driveway that they face.

Redgum Restaurant is a potential opportunity site and has large Pine trees which are important to the setting of the area.

Cluster of buildings on or near street frontage.

Southern side of Main Road is elevated in parts, particularly eastern end, providing additional height relative to street.

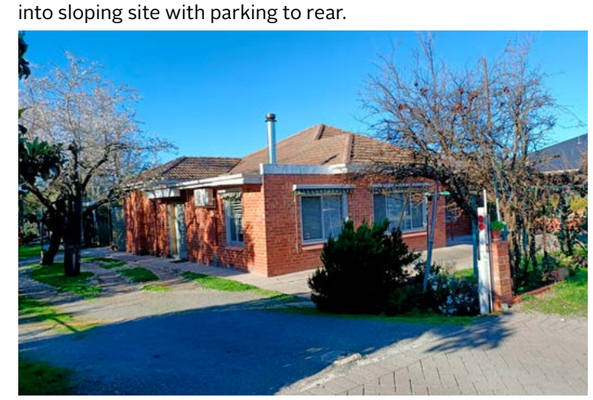
Many sites are underutilised and provide informal parking areas which don't present positively to the street.

Bellevue Business Centre sensitively integrated two storeys into sloping site with parking to rear.

Canopies instead of verandahs reflect more of a traditional main street feel.

Converted former dwellings set well back from street, landscaped frontages and parking to rear. Wide frontages provide space between buildings.

Hotel car park is one of few visible large parking spaces from street. Landscaping assists. Note large trees of importance.



There are a few remaining dwellings on large sites which could potentially be redeveloped over time.

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3.12 Residential Character

There are a number of precincts within the residential areas of McLaren Vale which have differences in character, some of which are subtle, while others are more obvious. These are identified on the map and described below.

Area 1

- Made up of a modified grid and curvilinear network of streets.
- Mostly single storey housing made up of mostly federation reproduction architectural style, so use of brick walling, gabled roofing (tiled and metal) is prominent in this area.
- Relatively wide frontages to lots in the order of 20 metres, although side setbacks not necessarily large, with some carports / garaging on boundary.
- Generous front setbacks (8m) with no front fencing and large expanses of landscaping provide spacious feel to streets.
- Infill has occurred primarily with detached and semi-detached dwellings.

Area 2

- Spacious setting due to large front setbacks with strong landscape character due to larger trees present in street and on sites.
- Single and two storey buildings of varying styles.
- Browning Court - battleaxe pattern.

Area 3

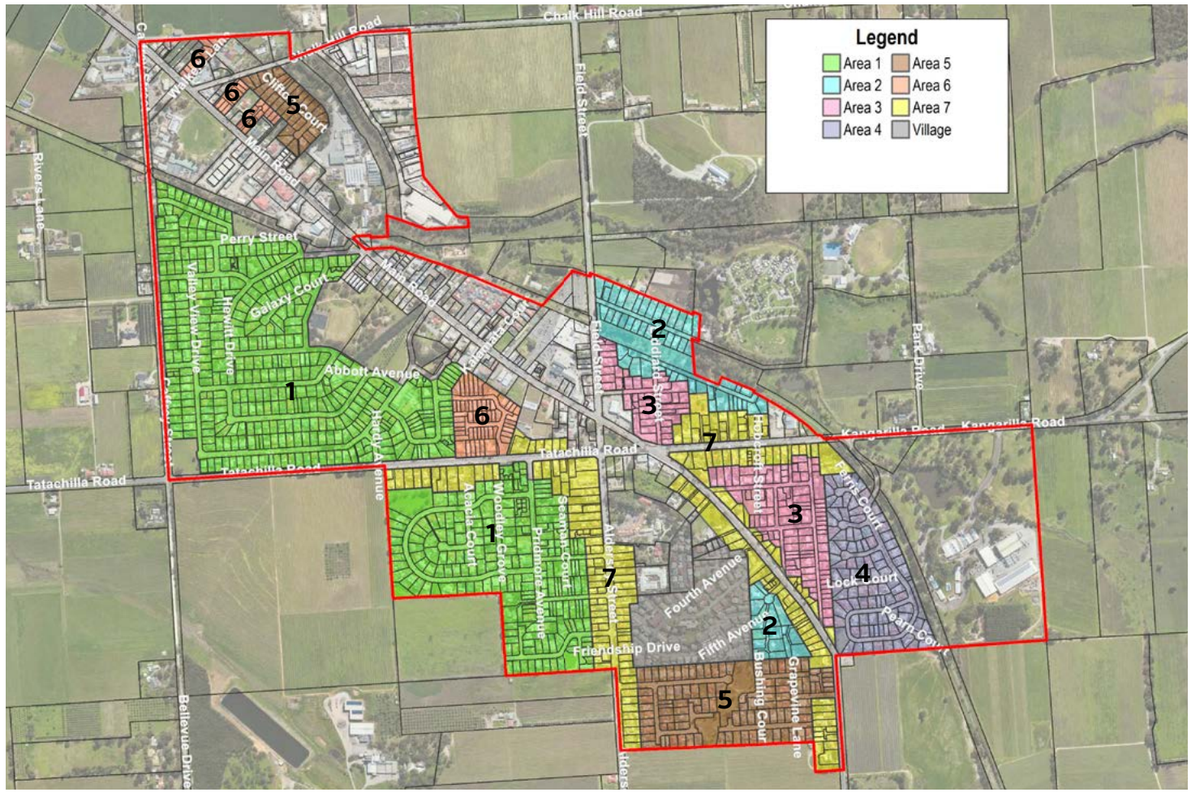
- Older areas with more compact street reserves. Some streets with smaller front setbacks, presence of front fencing in locations.
- Infill more prominent due to original large and long allotments. Typically in the form of detached and semi-detached houses, but also some hammerhead arrangements.
- Mixture of housing styles, comprising older and more recent dwellings, mostly single storey in form.

Area 4

- Distinctive estate with McLaren's on the Lake. Cul-de-sac development pattern is different. Very similar housing stock and front yard treatments to Area 1, but slightly smaller front setbacks.

Area 5

- More recent estates, have similar lot sizes to Area 1, but generally with larger houses, more contemporary designs (use of render more prominent) and two level buildings more common.
- Slightly reduced front setbacks (6m) and open front yards maintained.



Area 6

- More contemporary estates with more compact allotments (400m²-580m²), smaller front and side setbacks, and mostly two level buildings in locations (Penfolds Way).
- Less landscaping to front or sides of building sites and smaller road reserves have limited landscaping.

Area 7

- Mostly fronting main streets in township (including Main Road).
- Comprises mostly older housing stock, on larger sites and frontages, with larger setbacks (front and side) generally in place.

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3.12 Residential Character (cont)

Housing typically representative of Area 1. Wide frontages and lack of fencing in a spacious setting.

Some two level housing exists in established areas seeking to maximise views from elevated part of the town.

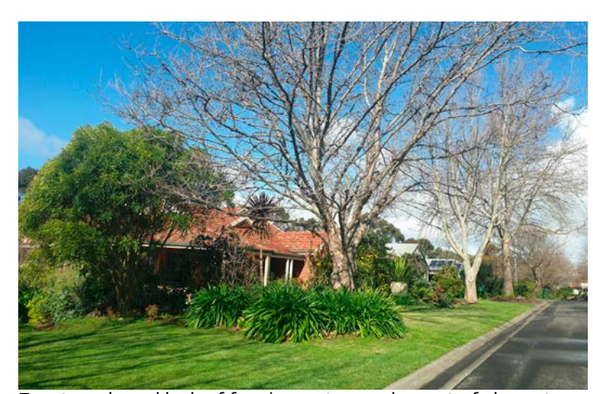
Area 4 housing is similar to Area 1. Retaining generally integrated well into landscaping and design.

Recent Infill development.

Older housing stock with gable, use of brick, spacious setting and mature vegetation.

Area 3 contains older housing, some of which has fencing, and mature vegetation.

Area 5 housing, two levels and larger two storey homes, still on generous allotments. Reduced front setback.



Front yards and lack of fencing a strong element of character in many residential areas.. Note gable presence in street.

Some earlier housing remains, including a small number of original transportable houses.

Spacious setting of Area 2 with large setbacks, wide frontages and mature tree canopies.

A form of recent infill development - two-storey and semi-detached.

Older infill housing has integrated well through style, materials sympathetic setbacks and landscaping.

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4. Planning for McLaren Vale's future

4.1 What should McLaren Vale look and feel like in the future?

4.2 How do we plan for accommodating residential development within the existing township boundary?

4.3 How do we plan for servicing residents' and businesses' future needs?

4.4 How do we plan for a stronger and more active main street?

4.5 How do we plan for appropriate tourism opportunities?

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4.1 What should McLaren Vale look and feel like in the future?

Character

Achieving sensitive development relies on the design of the development responding to the buildings and spaces around it. Character is as much about the spaces between buildings as it is about the buildings themselves. Consistency and regular patterns and rhythms in streets create an attractive character.

The issue of character is relevant regardless of whether development is a replacement dwelling, an infill development, a dwelling addition or even commercial development, because all developments need to consider their look and feel, and this then influences their surroundings.

So how should future development respond in the McLaren Vale context?

Building Heights

Building heights are only one element of a building's design which influences the character of an area. Much of McLaren Vale is single storey in height, although there are examples of two storey buildings, some of which are common within streetscapes in parts of the town. In many cases, these do not detract from the town's character.

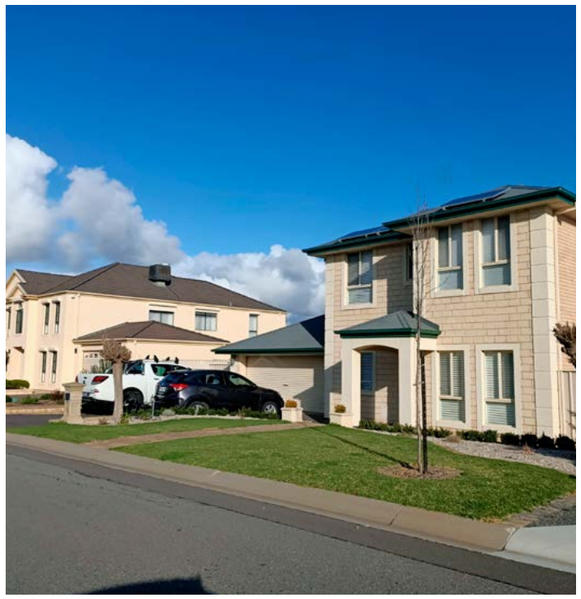
Where there are consistent building heights, should new buildings be built to the same height or could some upper stories be appropriate in parts of the township? There may be an opportunity for second storeys to be built within roof spaces, or to rear of houses, where they are not visible to streets. However, these types of controls are typically applied to a strong historic character context, which is not the case in McLaren Vale.

Often, concerns relating to the "look"of two storey buildings relates to the scale or size of the building on the block. This often is a result of proximity to side and rear boundaries, and the extent of coverage of building on the site, and is more prominent an issues on smaller infill sites.

However, if larger setbacks from side and rear boundaries and limits to the extent of building coverage provided, could a two storey building be part of the character of McLaren Vale into the future?

Similarly, if in limited places where a change in character is sought to accommodate different housing types, or mixed use development (such as in the town centre) could taller buildings be appropriate for McLaren Vale? This is already allowed in small parts of Main Road (see Section 3.4). Such buildings would require careful placement and even more design consideration to mitigate any impacts of shadowing of neighbouring properties, and therefore their placement within the township must be carefully considered.

Taller building forms could provide a greater sense of presence within the main street, as well as provide more space to accommodate parking. It would also support mixed uses and potentially apartments or tourist accommodation above ground level, which will also aid in creating a more active main street after hours. Contemporary two storey buildings would not be dissimilar in height to the established historic buildings along the main street.



Two storey buildings are more common within the more contemporary residential estates in the town.

The sloping land form may provide opportunities for multiple building levels on lower parts of sites, where they present to the street as one or two storeys.

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Building setbacks

In McLaren Vale's residential areas, building setbacks are predominantly established so lots have substantial landscaped front yards afforded by large front setbacks (typically between 6 and 8 metres).

More contemporary zone policy supports setbacks as low as 3 metres. This is typically not in keeping with the character of residential areas of McLaren Vale, but may perhaps be appropriate in limited pockets where a more intense, urban feel may be sought (such as at the edge of the town centre or fronting public open space).

Side setbacks of at least a 1.5 metres on one side, sometimes larger, are a consistent pattern that contributes greatly to the look and rhythm within streets, regardless of architectural style applied to the building.

Where sites have larger side setbacks, these spaces are often used for landscaping, trees or for additional car parking, all of which have benefit to the character of streets.

Within the main street, the building setbacks to the street and side boundaries are inconsistent. As previously discussed, this has influenced the look and feel of the street and resulted in a stretch of road without a common theme. Is this something that should be changed?

This planning policy review has the opportunity to identify what side and front setbacks are appropriate for new developments in the main street. Most contemporary policy within the Code supports reduced or no front setbacks in mixed use and commercial locations, in aid of activating street frontages with glazing and entrances.

Developments with smaller front setbacks could result in a more "traditional" main street feel, particularly when paired with verandahs over the footpaths and windows to look into when walking by. This sort of main street would feel a bit more intimate and would likely need to be paired with amalgamated car parking at rear of buildings to make it work best.

This aligns more to a traditional main street for an historic town, and is present in the former Bellevue township extent at the northern end of Main Road.

Developments with bigger front setbacks would be replicating a similar feel to parts of the existing street. Bigger setbacks open up the street and allows views to the valleys and hills beyond the town. Bigger front setbacks are often paired (but not always) with car parks in the front of the property, a more conventional car dominated arterial road commercial context.

Does this align with the future look and feel we want for parts of Main Road for McLaren Vale? Is there a place on Main Road for this form of development, as distinct to other parts?

Architectural elements, details, and materials

One of the more common concerns that we have heard about relates to the 'boxiness' of building designs in the more recent infill and commercial developments that have occurred in the township. This concern relates principally to this appearance being out of context within McLaren Vale's predominant pattern of development.

There are a few elements that cause this. They are:

- Use of flat roof forms and parapets that don't reflect the typically hipped or gabled roof forms established in the township
- Lack of depth and articulation to building facades, often as a result of a lack of eaves, and use of bland or flat facades (to the front and sides)
- Lack of diversity in materials and its use across facades (ie blank walls of the same materials with little relief)

This is an issue that applies to both the residential and commercial context.

The Code policies provide some coverage of these matters, and Council's ability to change specific policy on this is limited, but can be further explored, if this is deemed an important issue.

Materials can influence the appearance of a building in its context, and this is important, particularly where there is a desire to create a coherent main street. While contemporary materials alone are not problematic, ensuring they are applied in the right context is important.

Typically, common materials within the township are stone, brick, rendered masonry, timber, tiled or metal (Colorbond or similar) roofing. Tilt-up concrete, and bare concrete finishes are not common or representative of the character of McLaren Vale and would need to be treated such that they blend better within the streetscape context.

Articulating facades and providing depth through porticos and balconies, along with variation in materials.

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Landscaping and front fencing

Within the residential neighbourhoods, landscaping forms a significant part of the character of streets. This is emphasised by both the wide frontages of lots (20 metres or more in most cases), the large front setbacks and the lack of fencing in the vast majority of cases.

The challenge with infill development, particularly more recent infill development, is the integration of landscaping within the front yard space, particularly given there is a need to now accommodate two driveways.

Similarly, the application of fencing forward of the building reinforces the narrow frontages created against those wider frontages of adjacent sites. These are sometimes driven by the need to protect against poorly resolved level changes between the two sites.

It will be important that the future infill development have regard to both the proportion and amount of landscaping to driveways along the street frontage, as well as how it relates to the topography.

These issues have good policy coverage within the Code applying to McLaren Vale, including new requirements for planting of trees for each dwelling site, which was missing from the previous Development Plan. This will aid in ensuring sufficient space for landscaping and trees for future infill development.

Quality landscaping and high proportion of front yards that are green instead of driveways is an essential character trait that future development needs to deliver.

What should future buildings and development look and feel like in the future?

Have your say and get involved at:

www.onkaparingacity.com/yoursay

At the YourSay portal, you'll be able to answer how much you agree or disagree with the following statements.

1. Front setbacks for residential development should provide for landscaping and consistency within the street.
2. New buildings should use roofing, architectural details and materials that complement established buildings.
3. Development should be able to use new and different materials and styles to add interest and create a distinctiveness within the streetscape.
4. Taller buildings should be limited to locations such as on or adjacent the main street.
5. Do you have any other ideas or opinions about how future development should look and feel in McLaren Vale into the future? Should it reflect the existing character? This could include building materials, finishes, natural elements or some examples of buildings you like in McLaren Vale?

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4.2 How do we plan for accommodating residential development within the existing township boundary?

The Onkaparinga Local Area Plan has identified that population will increase in response to the directives of the 30-Year Plan. Because of McLaren Vale's role as a major service centre for the region, population growth is expected to occur. This is because it is an attractive place to live and with access to jobs in the surrounding region.

Regardless of population growth, new housing is needed to provide more options to cater for differing community needs into the future.

A rise in single households, housing affordability and the desire to age-in-place are current trends and pressures which are being felt across South Australia. These issues are important for McLaren Vale too.

The level of growth that can be accommodated has been questioned by some, given the boundaries in placed for the township. The challenge for McLaren Vale will be finding the right balance of accommodating new housing in a way that aligns with the character and identity that is valued and makes the town attractive an attractive place to live.

Catering to changing needs

There is a need for housing in McLaren Vale to allow opportunities for:

- young people to stay in the town through affordable housing products, as well as smaller and alternative housing types
- older people to age-in place through housing types that suit their needs, including for surrounding farmers to retire / down-size within the township and retain connection to their community
- provide opportunities for new workers and people to live in the town to support local businesses and build a stronger community.

Based on current trends, people are increasingly open to having alternative housing types and smaller rear yards. These changing trends will need to be accommodated into the future.

Offering a range of housing can relate to:

- Single houses on smaller blocks
- Smaller houses such as attached housing or granny flats in rear yards
- Terraces or apartments, potentially in limited locations
- Shop-top housing where people could potentially live above their workplace

Importantly, it is not considered that tall apartment buildings (four or more levels) are an appropriate housing response in McLaren Vale and are not being considered as an option as part of this discussion and policy review.

Increasing density in a strategic way

The Character Preservation District applies strict boundaries to the McLaren Vale township which means that we can't expand. There is also very limited vacant land left in the town, which means creating more housing to accommodate population increases needs to come from the existing housing stock.

We've heard and seen that recent infill development has not always been well designed and integrated into existing neighbourhoods, causing concern for how new housing responds to the established character of the township.

There is variation in the character of McLaren Vale's residential neighbourhoods. Some new estates have a different character to more established parts of the town, with denser layouts and stronger focus on two storey buildings.

There is integrity in providing a diversity of housing, and the location for where this is most appropriate is a key consideration when planning for the future. We need to find appropriate alternative housing options within the current township setting, and also understand where it is best for this change in housing to occur.

There is an opportunity for McLaren Vale to accommodate additional housing on opportunity sites, at increased densities and heights in appropriate locations.

Typically, housing with increased densities would be located adjacent to activity centres or large open spaces. The rationale for this is that they provide for the amenity, accessibility and walkability of services and support increased populations around the services and community infrastructure.

For McLaren Vale, opportunity sites and locations suitable for increased density and alternative housing types could include:

- Existing vacant large land parcels (or where common ownership across a number of sites exists)
- Allotments abutting or interfacing with the town centre
- Allotments fronting onto Gemmel Tassie Reserve
- Allotments fronting onto the Coast to Vines Trail

Understanding the level of support for this type of alternative housing and possible locations for them will help to inform planning policy for the town and how it can cater for changing community needs.

Strategically locating denser housing developments may also mean that there could be less need for infill housing in the broader residential areas of the township. Alternatively, accommodating growth would need to continue more broadly across the residential areas of McLaren Vale, as has been occurring in recent years.

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Density and context of new housing

McLaren Vale has many older allotments with wide frontages that support subdivision. The existing planning policy allows for new allotments of 325 square metres with a street frontage of at least 9 metres.

If there is a desire to allow for increased densities in strategic locations, as mentioned above, there may be scope to reduce the opportunities for broader infill development for the remainder of the residential areas, so that they fit in better to the street and neighbourhood. This can be achieved by:

- increasing the minimum allotment size and frontage width needed for new housing
- ensuring front, side and rear setbacks match those for neighbouring houses in the street
- limiting hammerhead style housing (where a house is developed behind another and has a narrow driveway to the street).

The degree of building density and their heights are important considerations. While these things rely a lot on the location of these alternative house types, it is possible to understand areas which are, and are not, appropriate for such consideration.

We've heard that generally heights of up to two storeys may be appropriate for residential development, reflective of what has occurred in parts of the township already.

However, concerns around more recent infill development have related more to the size of the buildings, side setbacks and the "boxiness" of the architecture. Whilst contemporary, these design features are not considered to respond to the context of the existing neighbourhood.

Whilst the role of the planning system is not to dictate architectural outcomes, there may be scope to better guide contextual outcomes such as through site areas, frontage widths, setbacks and site coverage.

We've heard that the following components of the residential character are considered important for McLaren Vale:

- spacious setting afforded by wide frontages of allotments (although not necessarily reflected in side setbacks which are still in the form of garages to boundaries and a one metre setback on the other side of the lot)
- front landscaping and in many cases, lack of front fencing which also contributes to a sense of spaciousness and openness in streets

Are there other components of value that need to be considered in a policy response?

How do we plan for accommodating residential development within the existing township boundary?

Have your say and get involved at:

www.onkaparingacity.com/yoursay

At the YourSay portal, you'll be able to answer how much you agree or disagree with the following statements.

1. Population growth in the township should occur to support and service growth in local business and tourism activities.
2. Population growth should only occur if it does not impact on the current character and amenity of the township.
3. The town should not provide for additional people into the future.
4. More compact housing and terraces or apartments should only be focussed around the town centre, identified opportunity sites and Gemmel Tassie Reserve and not allowed more broadly around the residential areas of the town.
5. More compact housing could be accommodated generally within the residential areas of the town if it responds respectfully to neighbouring houses.
6. The current desired minimum lot size (being 325 square metres) is appropriate and does not need to change.
7. What should be the area's desirable building height for residential development? *eg one storey or up to two storeys*
8. Do you have any other ideas or opinions about how McLaren Vale could accommodate future housing in the town?

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4.3 How do we plan for servicing residents and business future needs?

Understanding and appreciating McLaren Vale's existing role and function can help to guide how planning policy will influence the future of the town.

Aside from its tourism role, which is important to the local and state economy, McLaren Vale is an important service centre for both its local residents as well as the surrounding community, businesses and industries.

McLaren Vale currently offers a wide variety of services from both boutique through to brand experiences. However, there may be services and facilities which are currently missing or under-represented in the town. Understanding how the land in the town is used is important to establish a picture of what life is like in McLaren Vale and where potential opportunities may exist to better cater to the community needs.

It has been suggested that McLaren Vale offers little choice of places to go in the evening. Evening activities can range from wine bars, entertainment venues for live music or even small theatres or cinemas.

Often it is the location of these activities which are most important to their success and how they are supported by locals and other businesses. As such the type of land uses and their positioning is a key factor to consider and understand further.

There are a diverse range of local businesses that provide services and goods to residents and the surrounding communities and businesses.

Do we want to formalise hubs?

A challenge for the township is the length of the main street and how people interpret where are services and facilities provided.

The 'McLaren Vale Main Street Tourism Vision - Action Plan 2020-25' has identified a Tourism Hub as a way of focussing tourism activities for visitor, and supporting a focus for public realm investment.

An option which has been suggested is that this concept could be expanded to the retail and community facilities in the main street.

This may help to provide a central point for people to meet and cluster similar activities and services, providing a more focussed purpose for the main street as it evolves over the next few years.

There is already a small hub that has developed in the main street with:

- The retail focus for the township is centred around the existing shopping centre which is on a large site with some capacity to expand on its current site into the future
- The north-western end of the town has more of a community focus, with the school, church, cemetery and consulting rooms

Planning policy could strengthen this through zoning if there was desire for it.

Alternatively, should flexibility be retained for a wide range of uses to be able to be established along the length of the town centre's main street, subject to market dynamics?

Bellevue Business Centre is a good example of a flexible office space well designed and integrated into the main street, with parking to the rear.

Accommodating Bulky Goods and Industries

In the McLaren Vale main street there are some bulky goods businesses, such as Mitre 10 and Betta Electrical.

In addition, there are a range of light industrial land uses and activities which provide services to local residents and also the surrounding farming and viticultural communities.

These are an indicator of McLaren Vale's important service centre role for locals and the surrounding industries and businesses. This important role should not be underestimated.

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Council's Employment Lands Study has identified that the area containing Mitre 10 and surrounding businesses does not need to be treated differently to other activities along the main street.

As development opportunities take up more underutilised land along the main street, there will be an increasing pressure on some of these activities to be replaced with more retail and other potentially tourism related facilities. This is noting that part of the zoning for these land uses is identified as part of the tourism hub.

The land along the main street and within the industrial precinct along Chalk Hill Road is mostly occupied. There is some scope for better utilisation of some of this land, but future growth is limited at the moment.

Should these activities be retained and protected along the main street?

There has been some suggestion that these activities aid in contributing to the sense of country town character and are also important for convenience for the local population.

Enabling growth in these forms of land uses within the township will rely on increased utilisation of the existing land on Chalk Hill Road (supported by zoning policy), or within the main street (potentially behind existing sites, given the depth of this location). Otherwise, larger scale activities would need to be established in neighbouring employment lands at Willunga or Seaford.

An example of a bulky goods outlet on the main street.

How do we plan for servicing residents and businesses future needs?

Have your say and get involved at:

www.onkaparingacity.com/yoursay

At the YourSay portal, you'll be able to answer how much you agree or disagree with the following statements.

1. McLaren Vale currently has the range of shops and services to meet my needs.
2. The town centre should have more evening activities and uses, such as wine bars, live music venues, theatres or cinemas.
3. Main Road should be divided into hubs for tourism, retail and community precincts to better focus activities and break up its length.
4. There should be flexibility for uses instead of hubs along Main Road and allow the market to determine their placement.
5. Future development should provide for more bulky goods shops in McLaren Vale.
6. The light industrial sheds on Main Road provide an important service and part of the character of the town.
7. Do you have any other ideas or opinions about how McLaren Vale could better service residents and businesses?

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4.4 How do we plan for a stronger and more active main street?

The McLaren Vale main street is an important piece of social and economic infrastructure for the people who live in, visit and do business in the town.

Originally settled as two separate towns- Gloucester at the south-eastern end and Bellevue at the north-west, the two towns grew into one to form the long main street we see today. The original town settlements characterised the modern main street with the buildings of the two historic commercial hubs built close to the main street and the old houses, with their setbacks and landscaping, positioned in between. These houses have since been converted to accommodate a range of businesses and services.

Spacious or intimate setting

Currently McLaren Vale main street has large spaces between the buildings. As well as creating a spacious setting, it allows views to the nearby hills and valleys beyond which are an endearing part of the character of the town.

There is a need to understand how much of this is valued in McLaren Vale as it can influence the future form and location of buildings and new development.

Feedback so far has provided mixed reactions to how future development should respond, with some liking the potential to create a stronger traditional main street feel with buildings positioned close to the street, and some liking the space that the re-purposed former houses provides to the main street.

Building setbacks

Building setbacks are currently varied with no consistency along the street. This is partially to do with the length of the street, but is also a result of different approaches and eras of development arising from the merging of the two former townships. Although we can't change existing development setbacks, new development can respond to what is there in a sympathetic way (staggered approach). Whether buildings should be located on or close to the street, like the main street of Willunga (as an example), or whether there are larger setbacks as is mostly currently the case in McLaren Vale's main street, is a key question where community direction is needed.

Building setbacks not only influence the look of a street, they can impact how much land is available for landscaping, and can influence how car parking is accommodated.

In this instance there are pros and cons of each option, and it really depends on how the community feels the main street should evolve.

Building Heights

Building appearance and height also influence the look of the main street as well as how it functions and caters to its community.

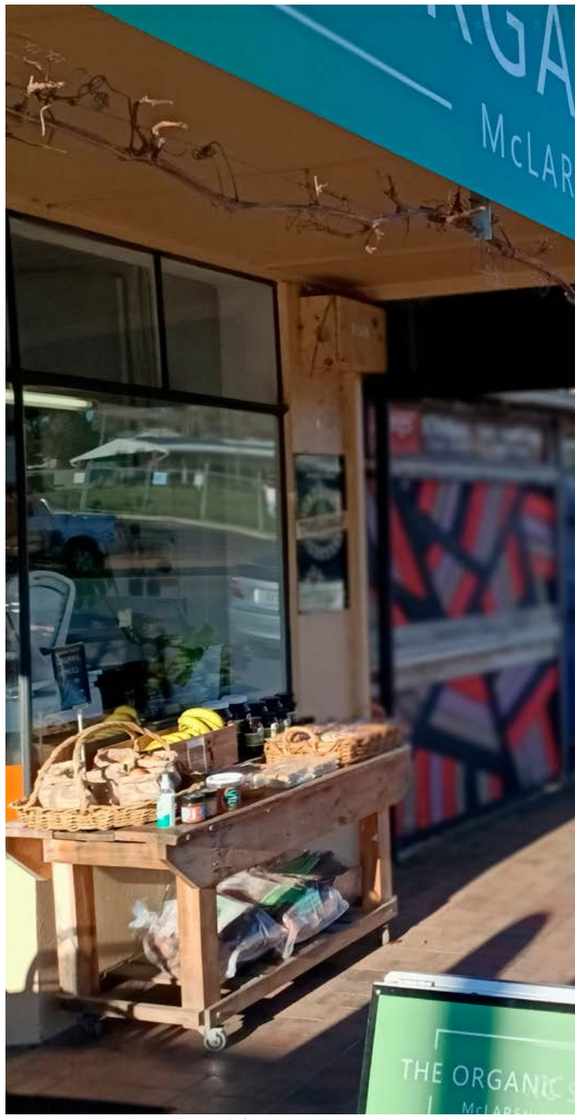
Buildings in many country town main streets across South Australia are often up to two storeys in height, but this is not the case in McLaren Vale. It is an important consideration for the future of the town's main street as taller buildings allow for:

- More floor space on constrained sites (where car parking also needs to be provided)
- Support a mixture of land uses at upper levels (such as residential, accommodation or lower value commercial uses such as offices that don't take up valuable floor space at footpath level for tourism or other retail activities)
- Can frame street spaces to make them feel comfortable and provide opportunities for better surveillance and pedestrian comfort (for example through balconies and verandahs)

McLaren Vale has a unique opportunity to make the most of its existing sloping land. Buildings can use sloping land to conceal undercroft car parks or even other levels by building the lower levels into the low side of the land. This helps to maintain a consistent building height in the street and maximises the use of the land.

The current guidance for single storey buildings for much of the main street could be considered a constraint on future development. Initial feedback has identified a building height of up to two storeys may be appropriate.

Could additional heights be supported, either generally or for certain locations within the township?



Zero setbacks, glazed frontages and canopies support strong pedestrian activity by adding interest and creating a comfortable environment.

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Design quality

Design quality of buildings should encourage the best building outcomes for the town, and building styles which are appropriate for the context.

The style of buildings can be influenced by planning policy if there is a strong and consistent character setting. Buildings need to respond to a similar theme and character of adjacent heritage buildings or buildings of valued character, where they exist.

It is noted that McLaren Vale does not have a strong historic character compared to other towns such as Willunga.

What character of the main street buildings do we value and what contemporary design responses could be appropriate?

We've heard that some iconic buildings could help provide identity to the township, and be attractions in their own right, in the same way the Cube has achieved this (although we are not suggesting this style or height is appropriate in the township).

A clear theme we've heard so far is that there is an expectation for new development to have a high quality design focus. But what does this mean in the McLaren Vale context?

The Office of Design and Architecture has set out Principles of Good Design which include outcomes that are:

- **Contextual** to its setting so that it responds to the surrounding environment and contributes positively to the future character
- **Sustainable** in both materials and operation
- **Inclusive** in its design - meaning universal in supporting all users
- **Durable** in its materials, but also through being adaptable for changing needs and uses
- **Adds value** by creating desirable places that promote local and community investment

There is limited scope for specific local policy content within the Code, however, we can select a zone, or zones, that respond to the valued character traits of McLaren Vale's main street.

Trees and Landscaping

Landscaping is an important consideration for future development, not only because it adds to amenity, but also to support increasing canopy coverage and mitigating future impacts of heat island effect as a result of climate change.

Feedback has indicated that the main street lacks landscaping in places, both on street and on private sites, and that this could be improved. There are a number of existing large trees in the main street that make a positive contribution to the character of these spaces.

Whilst not unattractive, Mitre 10 "turns its back" to Main Road with main entrance at the rear car park.

Notable trees are features of the township and should be protected. New landscaping should add to these.

Buildings set back from the street can be harder to access for pedestrians, but provide for convenient and visible parking spaces.

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These are largely provided protection as Significant and Regulated Trees, and should be recognised as assets to the township's character.

Pedestrians and cars

Making the main street a place for people is important for all users and for successful main streets. Providing canopies/verandas over footpaths, landscaping (on public and private land) and limiting driveway crossovers can help with this.

However, accommodating car parking is always an important aspect of main streets, where often visitors and traders seek to ensure visible and convenient parking exists. This is evident from feedback received so far.

McLaren Vale has the opportunity to provide car parking at the front or back of shops on the main street, or potentially both.

The different approaches has the potential to change the character of streets. We've also heard that people do not want car parking to dominate how sites look and feel, and for access to them to be safe. Concern has been raised in relation to some car parks in the main street (such as the shopping centre) and improvements to these.

Provision of adequate car parking is often a concern and challenge, particularly for smaller sites, and in the past has hindered development opportunities. Council's car parking fund has not yet generated sufficient funds to support investment in parking facilities in the town. However, it provides an option to enable development that may otherwise be refused for lack of parking, and to generate funds to assist with relieving parking pressures

There is an opportunity however to better link existing parking areas, so that shared parking can be utilised and better respond to different peak demands in parking for different uses (ie those that need more during the day and those that need more during evenings and nights).

There is scope for this to be reflected within policy, and can be utilised to provide support and incentive for future development outcomes.

Hotel car park is one of few larger car parks directly visible from Main Road (other being shopping centre).

How do we plan for a stronger and more active main street?

Have your say and get involved at:

www.onkaparingacity.com/yoursay

At the YourSay portal, you'll be able to answer how much you agree or disagree with the following statements.

1. A main street with buildings closer to the street, closer together and with awnings over the footpaths will create a stronger heart and improved feel to the town.
2. The spacious setting of gaps between buildings and landscaped spaces between buildings and footpaths should stay part of McLaren Vale's main street character.
3. There should continue to be a mixture of buildings close to the street and also set back from the street along Main Road.
4. New buildings can adopt a bold new architecture, be distinctive and set a new character for McLaren Vale.
5. Within new development, where should car parking be provided? *eg at the front or back, consolidated behind buildings or somewhere else?*
6. What should be the desired maximum building heights along Main Road? *eg one or two storey?*
7. Do you have any other ideas or opinions about how the main street should be improved and be made more active into the future?

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4.5 How do we plan for appropriate tourism opportunities?

Tourism is a key factor in the popularity and lifestyle of McLaren Vale and is important to both the economy and for supporting development opportunities and population of the township.

Larger scale facilities, such as function centres, motels, hotels and visitor information centre are mostly located outside of the township and positioned within wineries. There are many factors associated with this, potentially including a lack of larger sites available within the main street; however, the single storey height limit within the main street zoning is a potential barrier to supporting facilities of this nature.

The 'McLaren Vale Main Street Tourism Vision - Action Plan 2020-25 identifies that there is a benefit to having these facilities within the township specifically; providing additional visitor gravity and presence within the main street and having broader benefits to other businesses.

It is important, both for the broader tourism experience of the Region, and the McLaren Vale economy, that the township maximises in benefiting the experience for tourists, and ensures it does not miss out on the tourism spend within the region by being bypassed (ie visitors only attending wineries and other locations outside of the town).

A Tourism hub

The 'McLaren Vale Main Street Tourism Vision - Action Plan 2020-25' identifies an existing cluster for tourism activities in the main street that includes the McLaren Vale Hotel, Robern Menz, Oscars Restaurant, Hardy's Tintara Winery, Fleurieu Art House and the Almond Train/Carriage Café. This 'hub' provides an opportunity for the town to focus activity in one clear and purpose-designed area. It is recommended that such a hub is supported by zoning that encourages public realm improvements.

Council's initial focus on this hub will provide additional infrastructure, decorative lighting, public art, outdoor dining and footpath improvements in the short term. However, the longer term objective and commitment is to build a cohesive tourism offering all along Main Road to benefit tourism in not only McLaren Vale but for our whole city.

The main street is long, with no clear narrative or theme to link its stronger elements. A Hub could help provide visitors with some guidance and act as a point of reference to guide future works and development. Therefore, creating a street that will grow in time

There is also the opportunity for land-use zoning which supports larger-scale facilities on key locations, such as an identified hub, and allow flexibility for smaller scale facilities to occur more generally in the main street. This may influence the feel and character of the main street and the town.

Concept for public realm investment for a future tourism hub on Main Road (Source: City Collective)

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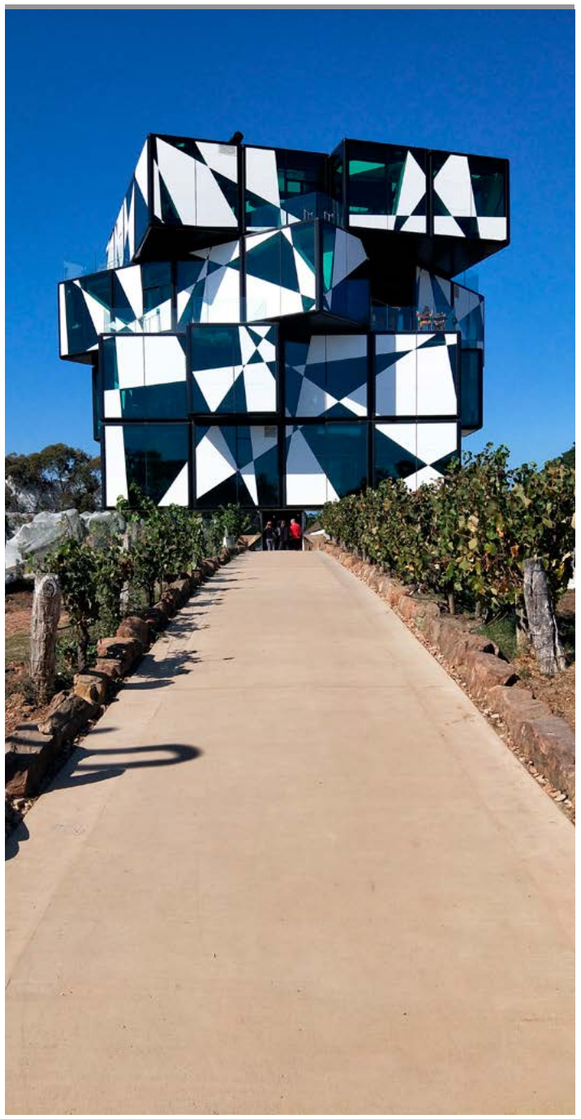
Type and scale of development

The types and scale of tourism development that we want to see and accommodate in the township, such as hotels, function centres may be influenced by how the planning policy sets the scene for development.

These larger types of developments may result in changes to the character of the locality where they occur so it is important to consider where bigger buildings are allowed to occur.

There has been some interest and concern about the recent motel approval on Field Street, at the northern end of the shopping centre car park. It is important that future planning policy provides both the flexibility and level of certainty for land owners, developers and the community to guide appropriate future land use and development outcomes that support the tourism developments we want to see in the McLaren Vale township (whilst also providing strength to limit those we don't want).

Alternatively, it may be that the smaller-scaled facilities such as smaller shops, B&B's or boutique accommodation are better suited to the township's main street, and that the policy should be more focussed on achieving these outcomes.



The Cube has become an icon for the McLaren Vale Region. Can something similarly iconic be done for the McLaren Vale township?

How do we plan for appropriate tourism activities?

Have your say and get involved at:

www.onkaparingacity.com/yoursay

At the YourSay portal, you'll be able to answer how much you agree or disagree with the following statements.

1. The tourism hub, as identified in the McLaren Vale Main Street Tourism Vision - Action Plan 2020-25, should adopt a zoning focus for tourism development that will help the main street to grow in time to offer a cohesive tourism offering all along Main Road that will encourage visitors to stop, stay and spend.
2. Larger scale tourism facilities such as hotels and conference facilities are of benefit to the township and should be facilitated by zoning on Main Road.
3. Tourism development within McLaren Vale should be focussed more on smaller scale and boutique experiences.
4. Do you have any other ideas or opinions about how tourism could or should be accommodated within the township?

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5. Next Steps

Where to from here and how can you have a say?

Have your say on the Discussion Paper topics and issues.

We want to hear what you think about the issues and options presented within this discussion paper. It is important we get views and comments from land owners, businesses, residents, community groups and visitors to McLaren Vale.

Please keep an eye on the YourSay Portal for details of the proposed Drop-In session where you can speak to Council staff and the consultants on McLaren Vale's future.

Council intends to hold these in mid February, subject to review of Covid restrictions and risks. Details will be confirmed on the YourSay Portal.

Review of Submissions and Prepare Recommendations

All feedback gathered during the consultation period on the Discussion Paper will be considered and inform the preparation of a series of recommendations to zoning for the township.

Consultation on Proposed Zoning Changes

Council will consult once again on the proposed changes to the zoning for the township. Drop-in sessions are intended to be held in early March (subject to Covid limitations).

Details will be confirmed on the YourSay Portal.

Keep in touch

If you have questions in the meantime, please don't hesitate to get in touch. You can ask a question at the YourSay portal, or contact us on 8384 0666.

YourSay

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ATTACHMENT E - McLaren Vale Township Planning Policy Review Engagement Summary Report

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McLaren Vale Township Planning Policy Review

Engagement Summary Report

May 2022

JENSEN PLUS

Planning
Landscape Architecture
Urban Design
Social Planning

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Appendix A – Stakeholder Workshop Mural and Notes

Appendix B – Drop-In Session Posters

Appendix C – YourSay Survey Result Summary

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Executive Summary

The Planning policies for the McLaren Vale township have not undergone a comprehensive review for over 25 years. Council is seeking to understand the opportunities and challenges for the future of McLaren Vale and review zoning to respond accordingly.

This review follows recent engagement on the McLaren Vale Character Preservation District by the State Government, however, this project does not seek to alter the extent of the township boundary, but rather the planning policies within the existing boundary.

The McLaren Vale Township Planning Policy Review benefitted from several opportunities to engage with stakeholders and community members of McLaren Vale in order to best understand a future vision for the town and whether there were elements of the town that were particularly valued or that could be open for change.

This was a deliberate approach by Council and aligns with the Engagement Charter and the Planning, Development and Infrastructure Act, 2016.

A number of engagement activities including staff and invited stakeholder workshops, as well as drop-in sessions and online surveys were undertaken, resulting in:

- 1700 Your Say Visitors, with 635 downloads of the discussion paper
- 74 surveys being completed
- 31 people attending workshops
- 21 people attending the drop-in sessions.

Participants spanned across Council, business group, landowners, resident and community groups both within McLaren Vale and the McLaren Vale region generally.

Five themes were nominated for the review to help guide discussion and policy direction. A Discussion Paper which explained the issues and options for each of the five themes was prepared and sought to stimulate discussion within the community.

An online survey was created using key questions from the Discussion Paper and formed the basis for the collection of stakeholder and community views.

A series of in-person information sessions were also held in McLaren Vale to support the online survey and provide an opportunity for members of the public to ask questions and discuss issues with project leaders.

From the feedback it is clear that all respondents were passionate about their town and rightfully guarded of the enviable way of life enjoyed.

Whilst there was repetition in the issues and responses across the themes, the following key issues and opportunities were identified to guide future development of McLaren Vale

What should McLaren Vale look and feel like in the future?

The importance of contextual design was a recurring response, where consideration of building height, setbacks and landscaping to front yards identified as important attributes.

There was recognition that there was an ability for some newer developments to occur, so long as the development respected and complemented the setting of the locality and the established character of the town.

Landscaping and spaciousness were common elements valued most by respondents (for both the residential areas and the main street) from which they sought development to respond appropriately.

Potential improvements in pedestrian comfort, parking, traffic management, along with the lack of coherence in character in the main street (both buildings and public realm) were highlighted as opportunities for policy improvements.

How do we plan for accommodating residential development within the existing township boundary?

There were mixed reactions from respondents to whether the town can accommodate increased population, and this was reflected in the mixed responses received to allotment sizes and increased densities, as well as how and what format alternative housing types could be accommodated.

However, there was a general acceptance that further residential development could be accommodated if the character of the township was able to be maintained. The ability to downsize and provide housing for younger people / affordable (or

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more affordable) housing was seen as worthy goals, but not at the expense of the established character.

Similarly, the community was split between accommodating single or double storey housing into the future (double storey marginally preferred), but generally, clear direction was provided in ensuring that development is no taller than two building levels in the township (which is consistent with what the current policy setting is).

How do we plan for servicing resident and business future needs?

The role of the main street and town to continue to act as a service centre for the region was seen as high a priority as tourism-focused venues.

There was a desire to increase evening activities within the township, but also not to have tourism overrun the main street, like it does in places such as Hahndorf.

Maintaining the balance was seen as important for the future of the township.

There was a mixed reaction to the value and importance of retaining the light industry activities on the main street, although provision of additional bulky goods outlets was not supported.

How do we plan for a stronger and more active main street?

Respondents favoured the spacious setting of parts of the township, along with the mixture of building street setbacks along Main Road and sought future development to complement these. Particular emphasis was placed on providing improvements for landscaping along the street, including on private sites (not just public realm).

The smaller scale and fine grain experience that many sites currently offer was valued and sought for development in a setting that accommodated buildings up to two storeys.

Public realm improvements were also strongly suggested, including additional crossing points and a stronger themed / coherent visual appearance for the entire street.

How do we plan for appropriate tourism opportunities?

There was a clear direction for the township to be a focus for smaller scale tourism activities and venues rather than large scale facilities which could be accommodated in more spacious settings outside of the township.

A hub for tourism activities was mostly supported, but there were also well considered submissions which indicated that focussing locations for tourism along the main street was not the function of the planning system and flexibility should be provided for the market to adapt as needed into the future.

Future Code Amendment

These fundings will inform a preferred policy response to be outlined within a future Code Amendment to be prepared by Council. Importantly, the Code Amendment will also undergo further consultation with the community, with participants of this project to be directly informed of the suggested policy changes.

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1. Introduction

The McLaren Vale Township Planning Policy Review was initiated to ensure the Planning and Design Code policy supports the needs of McLaren Vale's communities' vision for the future. The policies in McLaren Vale have not been comprehensively reviewed for over 25 years and the recent Planning and Design Code transition replaced like for like policy from the former Development Plan.

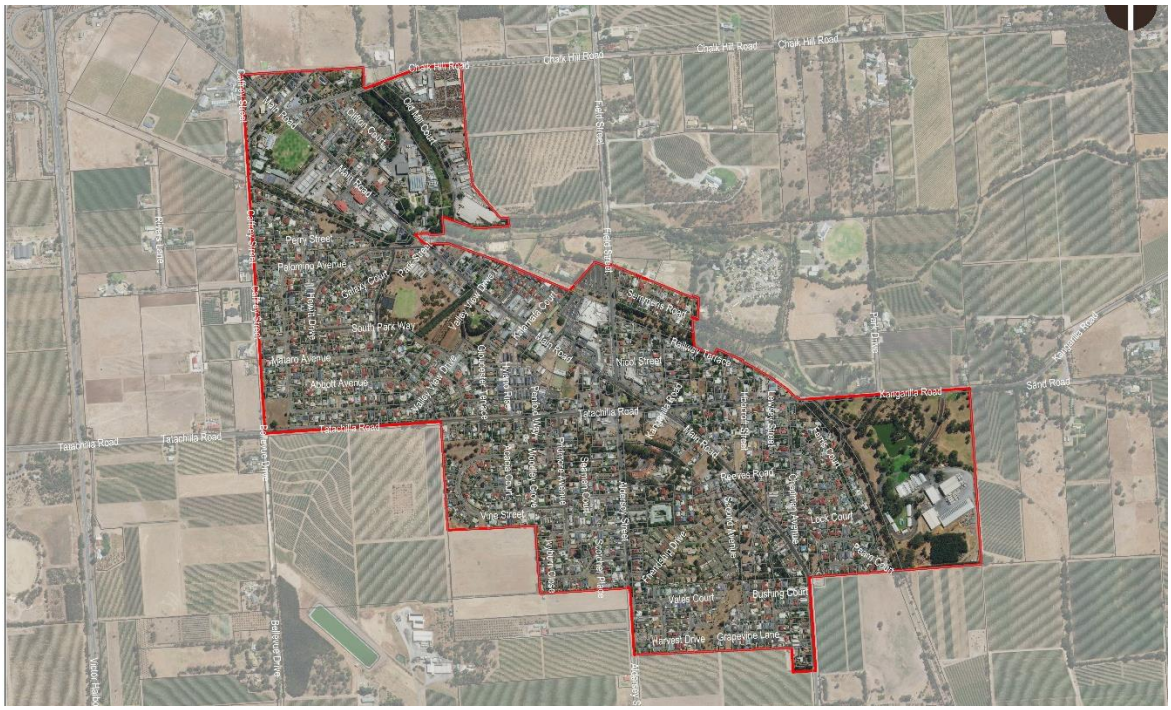
Council is undertaking this review to:

- identify limitations in the current zoning and work out if there's a mismatch with what the town is trying to achieve in relation to supporting its function as a tourism hub for the McLaren Vale region and as a service centre for the surrounding population.
- how best to accommodate planned growth in population as outlined in the recent Onkaparinga Local Area Plan, as well as supporting the aging population and aging in place and opportunities for affordable housing.
- identify key features and characteristics that are important to McLaren Vale as a place.
- understand what implications there are for future infrastructure planning and delivery.

Previous engagement has been undertaken by the State Planning Commission as part of the review of the Character Preservation District, as required by legislation. However, it has been made clear throughout the project that the study area and focus for this project is limited to the existing township boundary, as defined by the Character Preservation Overlay

The purpose of the engagement was to better understand the community vision/s for McLaren Vale and test positions on future development options and challenges for the township, taking account other strategic goals set by both the State Government and Council.

The information in this summary report can be used to gain a clear understanding of the feedback received by respondents and help inform the policy recommendations made to the City of Onkaparinga based on what it is that the McLaren Vale community value about their town and what it is that they believe could be made better. The other purpose of this report is to help "close the loop" in the engagement process by reporting on the engagements which occurred to date, and the findings from this.



Extent of the Study Area (shown in red boundary) the subject of the Planning Policy Review.

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2. Engagement Approach

Engagement Charter

The *Planning, Development and Infrastructure Act, 2016* (the Act) places the emphasis on engaging communities early, when the rules, such as the Planning and Design Code, are being developed rather than at the later stages of the planning process when it may be too late to influence outcomes. It provides for the establishment of the Community Engagement Charter to guide more appropriate and tailored engagement processes in the preparation of designated instruments (such as the Planning and Design Code) within the Act.

Given the outcomes of this study will inform a future amendment, it is appropriate that the engagement undertaken aligns with the Charter's Principles, which are as follows:

- Engagement is genuine.
- Engagement is inclusive and respectful.
- Engagement is fit for purpose.
- Engagement is informed and transparent.
- Engagement processes are reviewed and improved.

In addition to the above, the planning review engagement used primarily a 'Consult' level of engagement in keeping with the IAP2 Spectrum of Public Participation (although the drop-in sessions achieved the IAP2 involve level of engagement).

Engagement Objectives

The following engagement objectives were established to guide the engagement and its activities:

- Undertake a comprehensive engagement process that clearly informs the local community and relevant stakeholders about the purpose of the project and how it will impact them, ensuring that there is a clear understanding of their needs, concerns and satisfaction levels with the services provided throughout the process.
- Encourage and facilitate active community participation and discussion, including the development of alternatives and identification of their preferred solutions about the future residential and employment growth.
- To promote and build awareness of the intent and process involved in the planning review and any future rezoning and to inform these future processes with a strong understanding of the community's interest. The process should include awareness that further consultation will again occur as part of any future Code Amendment.
- Maximise accessibility and awareness of the project's online engagement opportunities via council's social media and engagement platform to attract a broad spectrum of participants.
- Collect and monitor feedback from our stakeholders to make sure our engagement activities are meeting our objectives in a timely manner.
- Establish a clear plan and formulate recommendations that reflect the community's vision and expectations while aligning with state government strategies in the 30-Year Plan for Greater Adelaide.
- Articulation and analysis of the key issues raised and how community input has contributed to council's decision-making process.
- Report back and inform the community of the engagement outcomes, suggested policy changes and highlight the next steps and how their input will help influence future decisions.

The objectives framed the identification of relevant stakeholders, what engagement activities were undertaken for respective stakeholders, and the key messages for the project.

Engagement Activities

The engagement activities identified as part of the Engagement Plan included a series of targeted and open engagement activities. Targeted activities were utilised early in the project process to frame some of the scope and issues for coverage in the preparation of the Discussion Paper. The broader open activities then sought to obtain broader community feedback on the issues identified and garner a conversation within the community about the town's future.

The key engagement activities are outlined below.

Council staff Workshop

This initial stage of engagement was held on the 11th of October 2021 and involved a workshop with 14 Council staff representing a wide cross section of the organisation. This workshop was held online to enable greater access to the session for the Council

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staff, some of whom were working from home at the time due to the COVID-19 pandemic.

The purpose of the engagement was to identify specific projects or policies which may apply to McLaren Vale's review, understand specific issues that will impact on the township's future and tap into the attendees' knowledge base of the township and local resident's concerns and previous feedback received.

The workshop also framed desktop research and identified gaps that required further discussion and investigation.

Early targeted stakeholder Workshops

Two targeted stakeholder workshops were held to aid in framing the issues or themes for the project. Participants were selected from:

- Key landowners and businesses within the township
- Relevant trader and industry representative groups
- Relevant community and resident group representatives
- Members of the community who were already registered on the city of Onkaparinga's Your Say database
- Members of Parliament
- Local Elected Members

One workshop was online (19th October 2021) due to Covid restrictions in place, the second was switched to a face-to-face session held at the McLaren Vale Visitor Information Centre (29 October 2021) and aimed to be more accessible to those less comfortable engaging in an online / digital format.

In person workshop held 29th October 2021

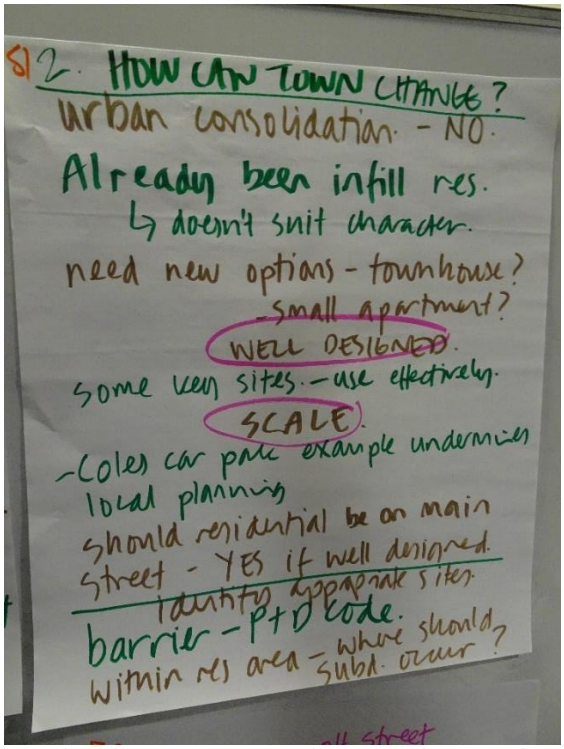
Each workshop was attended by 7 participants (plus staff and consultants) with the following representation:

- Business and Industry Groups - Hardys Tintara, McLaren Vale Grape, Wine and Tourism Association
- Community Groups – Probus, Rotary and Friends of Willunga Basin
- Elected officials - Leon Bignell MP, Cr Olsen
- Local residents (note many of the above groups also lived in the township)

Both workshops sought to actively involve and engage participants in conversation based on the following key questions (framed by the Project Steering Group) which were focussed on two themes of a vision for liveability and exploration of character:

- What makes McLaren Vale a great place to live, work and play?
- How should McLaren Vale respond to accommodation population growth and better support businesses and tourism?
- What constraints and challenges are you aware of that threaten this liveability?

Discussion, comments and ideas were recorded by the consultant team within large notes posters for the face-to-face session and through Mural, an online digital whiteboard for the online session.



Example of the Notes Poster recording session discussions from face-to-face stakeholder workshop

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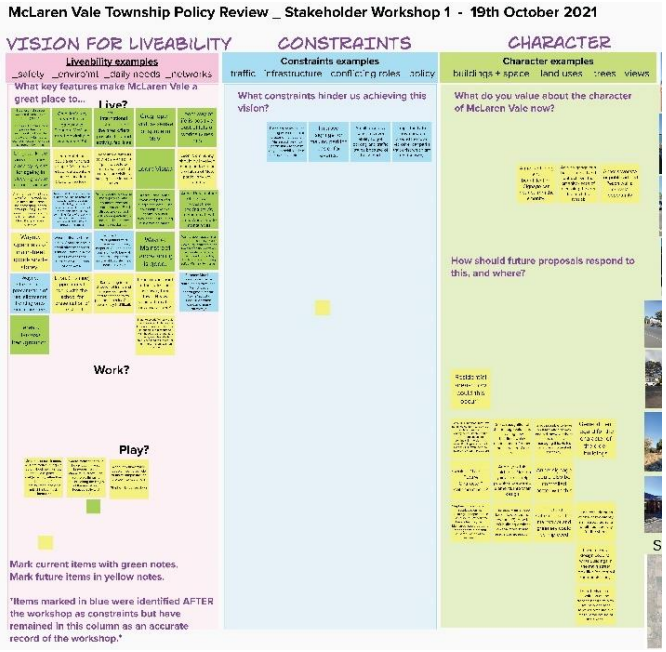
Project Steering Group Workshop

An in-person workshop with the Project Steering Group was held on the 11th of November 2021 to effectively report back on the key outcomes and findings from the previous engagement activities. The session framed discussion around key themes arising from the feedback and provided an opportunity for additional feedback which would frame the structure and content of the Discussion Paper to be used in the next phase of engagement.



Mural Workspace notes from Digital stakeholder workshop (larger version of the workspace can be found in Appendix 1)

Discussion Paper, Online Survey and Drop-in Sessions

A Discussion Paper was prepared to guide discussion about the relevant strategic issues and opportunities relevant to McLaren Vale. The Paper was also used to present options for future development approaches and sought to stimulate discussion around issues, such as how Main Road should evolve into the future and how additional residential populations can be accommodated in the township. It aimed to make participants reflect on what they liked about McLaren Vale, and how future development should respond.

Five themes about how Council should plan for the future of McLaren Vale framed the discussion points for future consultation. The themes were:

1. What should future buildings and development look and feel like in the future?
2. How do we plan for accommodating residential development within the existing township?
3. How do we plan for servicing resident and business future needs?
4. How do we plan for a stronger and more active main street?
5. How do we plan for appropriate tourism activities?

Each theme included a series of survey questions and position statements with which respondents could identify their position and level of agreement.

The Discussion Paper and online survey was placed on Council's Your Say engagement platform between 3rd February through to 11th March 2022.

Promotion of the engagement period and activity was undertaken via:

- A letter box drop to all residential and business addresses in the township (1518 postcards delivered)
- Email to 233 registered stakeholders, agencies, government agencies and consultants
- Notice within Onkaparinga Now
- Inclusion of Article in the Your Say newsletter
- Banners situated on the roadside to the town's entries (from Adelaide and from Willunga)
- Hard-copy versions of the Discussion Paper and survey were distributed to key locations around McLaren Vale, such as at the McLaren Vale Visitor Centre and was available at the City of Onkaparinga Civic Centre.
- Attendance and presentation by Council staff at the Business Network Meting at Meeting Place in McLaren Vale.

A series of in-person workshops were held at the McLaren Vale Visitor Centre for community and stakeholders as detailed below:

- 16th February 2022, 10am-1pm
- 17th February 2022, 6pm-9pm
- 2nd March 2022, 10am-1pm
- 3rd March 2022, 6pm-9pm

The drop-in sessions were designed to encourage people to register for an early or a later sitting during the session times. This was to manage the potential for a large number of attendees to the sessions and manage the space in a COVID safe manner.

The five themes of the Discussion Paper were represented through 5 posters, each summarising the relevant discussion paper chapter. Each information poster was accompanied with an additional poster which had the survey questions and enabled participants to place sticky dots to cast their vote on

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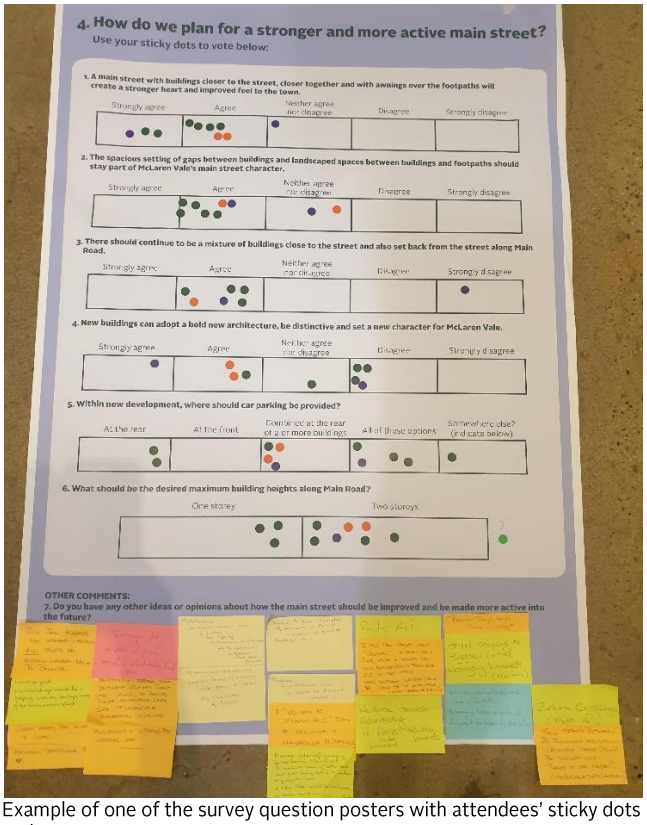
the opinion scaled questions, and post-it notes to capture additional comments they wished to make.

There were twenty-one attendees in total at the drop-in sessions.

Between the first week and second week drop-in sessions a 'What we heard" poster was prepared to summarising key points from feedback received thus far. This poster gave a brief snapshot of where the project was up to as well as the key themes that had been observed during the process of analysing the feedback to that point. A copy of the poster is included in Appendix 2.



Example of one of the survey question posters with attendees' sticky dots and comments.

Attendees of one of the drop-in sessions at the McLaren Vale Visitor Centre.

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3. Engagement Outcomes

Council staff Feedback

The following key issues were raised in the Council staff discussion which informed the additional stakeholder engagement and discussion paper content:

- Most tourism features are outside of the township area such as at wineries and the Visitor Information Centre and so the towns itself is not a drawcard for visitor in its own right
- There are potential opportunities for more clustering of tourism activities in the main street with the recent Tourism Strategy identifying a Hub at the Hardy's Tintara / Menz location as a key public realm investment focus.
- There is potential to better support the night-time economy in main street, something that came from previous engagement as part of the tourism strategy, but this needs to be carefully managed with the immediate residential interface in some locations along Main Road
- The township currently lacks a gateway and there is no clear character to the township with a lot of built form disparity and no real iconic buildings
- Gemmel Tassie Reserve is a well-loved and used asset for the township
- Main Road will continue to need to accommodate heavy vehicles to service the region (and town) and this cannot be overlooked
- There is a proposed heavy vehicle bypass route to Quarry Road roundabout and Victor Harbor Rd which may assist in reducing heavy vehicles
- The existing Community Wastewater Management System (CWMS) has a 20% additional population capacity built into it and so can accommodate growth in the short term with no significant upgrade costs.
- Old Mill Court is currently not serviced by the CWMS and so this poses limitations in further intensification of developments here.

Early stakeholder Workshops 1 and 2 Feedback

The following feedback was received based on the themes of liveability and character for McLaren Vale and the key question put to participants. Some key themes arose from both sessions, which started to paint a picture of elements of value to the community and framed the content and policy option narrative for the Discussion Paper.

What is liked about McLaren Vale?

The township was typically well-loved by participants, who either lived or worked (or both) within the township and experienced both the residential and main road areas of the township. The following elements were particularly identified:

- Accessibility of facilities for residents was highly valued, with a particular reference made to the township being particularly walkable to services.
- The range of services for residents was considered good as residents can mostly get what they needed, but it was also accessible to Adelaide for things that are not here. The scale of facilities was considered moderate and there was nothing too big or too busy.
- The township was considered to suitably balance tourism and local service functions, with either one not overwhelming the other at the moment. This balance was considered important.
- There was a strong sense of community and friendliness which contributes to a sense of safety for residents.
- The rural nature and feel or 'country vibe' was important and this was seen to be derived from harvest time activities, rural vehicles occasionally in the town, as well as sweeping views to neighbouring vineyards.
- Spaciousness of the place was highly valued, both within the main street and the residential streets where gardens and landscaping contribute to this spaciousness.

How McLaren Vale should grow to support tourism and population growth

There was a general understanding of the benefits of providing for tourism and population growth, however, participants were concerned that this has not always been done very well and threatens the things they like about the township. Opportunities and constraints identified related to:

- Improve vibrancy of evening activities, particularly entertainment uses, such as wine bars, theatre or cinema. Somewhere for locals once tourists are gone (but also for tourists if

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there are more staying in town overnight into the future)
- The main street is long, and it might be better if it is focussed into different precincts and offerings (not just for tourists but also for locals)
- There is a need for a better gateway entry from Adelaide and this is both in design and maintenance of the entry (noting that this relates to areas outside of the study area itself, but could also apply to how the properties at this entry provide a sense of arrival)
- There was a consensus that further urban consolidation should be limited across the township based on more recent development which have not been sensitively designed. An opportunity for new design and housing options could be at key sites but there was still a desire to maintain a suitable scale and better design outcomes – more contextual development.
- A concern was raised around improving traffic management should more intense development happen. (fewer large trucks and fixing the bottlenecks at Tatachilla Road and Field Street junctions, as well as shopping centre car park entry in particular noted).
- There was also a need to provide for better parking locations across Main Road's length and their design with directional signage to make it clearer where to access them. The Coles Car Park was identified as a bad example (primality due to entry safety).

Character attributes of value

Several key character elements were clearly identified by participants as a valued part of the look and feel of McLaren Vale., as were some elements which detracted and could be improved:

- Character of older buildings are a positive part of the township that should be celebrated and respected (note that this does not necessarily mean heritage buildings, which are limited in the township)
- There was an acceptance that new buildings that respect the older buildings and that co-exist and work well together should be supported in the township (ie contextual development)
- The open settings and space around buildings, both in the main street and residential streets were identified as being of particular importance for participants. This was attributed to open front yards with no or little fencing (due to encumbrances in place at the time of development) as well as large front setbacks.
- The main street character was considered to be mixed and as a result was identified as detracting from town setting in that there was no clear flow or theme to the township. There was a desire for greater guidance and clarity in policy to achieve this.

How development should respond into the future

Participants had some clear views on how development should respond to make sure valued parts of the town's character are protected. Most modern developments, particularly infill development, were seen to not be responding appropriately. It was felt that there was a need for better guidance on how development should be designed to get good quality design outcomes wanted for future development:

- There was general support for buildings of up to two storeys within the Main Street but reluctance for taller buildings which were not considered compatible with the rural township feel.
- There was a desire for development to not take the form of faux heritage. More contemporary designs were identified as being appropriate if they were contextual (ie consider appropriate scale, roofing and materials in their design). In particular "boxiness" in residential design was seen to be avoided and new buildings should blend into streetscape better.
- There was a strong desire to improve the landscape along the main street, not just in the public realm, but also on private sites.
- Big car parks were not seen as contributing to the township character and there was a desire to avoid large areas of asphalt such as at the shopping centre.
- It was recognised that parking needs to be visible, convenient and safe though which is not always the case for sites along Main Road.
- The vacant land at Tatachilla Road and Aldersey Street junction is seen as an opportunity site for future development.
- There was a desire for better control of advertising as it was felt that there was too much, and it was generally untidy, inconsistent quality and design and detracted from character.
- Use of traditional materials and finishes were sought in new development, particularly timber, stone, brick and stainless steel were suggested as appropriate.

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Broader Community Consultation Feedback

There were 107 submissions received relating to the Discussion Paper and its survey as part of the broader community consutlation undertaken. The majority of submissions (74) were received from the online survey and mapping tool, with the remaining submissions received at the drop in sessions, along with two hard-copy surveys, four letters from respondents and nine emails received by council.

The survey asked people to rate their response to statements on a scale of Strongly Agree to Strongly Disagree as well as provide additional comments where necessary. Key findings from the survey are detailed below.

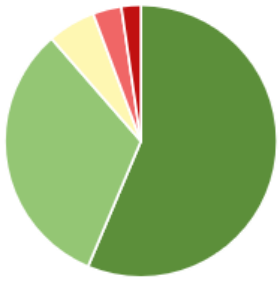
1. What should future buildings and development look and feel like in the future?

From the questions asked within this theme, there was clear direction provided by the community on:

- Consistency in setbacks and the importance of landscaping to the streetscape (88% agree, 6% disagree)
- New buildings should be contextual and complementary to the established character (81% agree, 7% disagree)
- Focusing taller buildings to the main street and immediate surrounds (75% agree, 13% disagree)

However, a range of mixed reactions were received in relation to allowing for new and different materials and styles for buildings to create interest in the streetscape (51% agree, 13% neutral, 36% disagree).

Front Setbacks for residential development should provide for landscaping and consistency within the street.

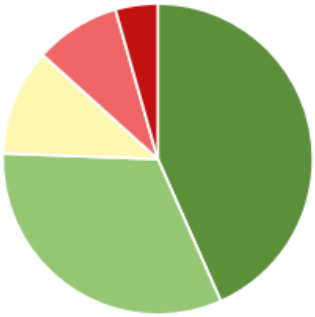


1 Strongly Agree 1 Agree 1 Neutral 1 Disagree 1 Strongly Disagree

Development should be able to use new and different materials and styles to add interest and create a distinctiveness within the streetscape.

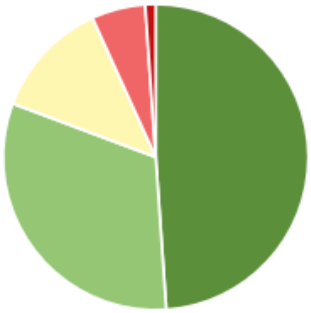
Strongly Agree Agree Neutral Disagree Strongly Disagree

Taller buildings should be limited top locations such as on or adjacent to the main street.



Strongly Agree Agree Neutral Disagree Strongly Disagree

New buildings should use roofing, architectural details and material that complement established buildings.



Strongly Agree Agree Neutral Disagree Strongly Disagree

A range of additional comments were received on this theme which are summarized below.

A clear outcome of the feedback is that spaciousness is valued in McLaren Vale, which is attributed to building setbacks (particularly for front yards which were identified to be very important for many residents) and to allow for quality landscaping on properties for amenity, comfort and environmental benefits.

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Wide garaging and narrow fronted housing impacts on the open feel of a property and the character of the area so more carports should be encouraged, and driveways minimised.

There was a desire for building form and materials to be more traditional in style and that new development was appropriate to the context of its surroundings. Respondents both encouraged consistency and did support modern elements of design if they were considerate of their setting.

The concept of taller buildings or denser development in McLaren Vale were generally met with caution, but some respondents accepted that they could work on main road or immediate surrounds (as opposed to throughout the township) and if their design is carefully controlled to suit the village feel.

Respondents desired the main street to remain primarily commercial to reinforce the village feel and supported pedestrian infrastructure to be wide and comfortable and welcomed additional traffic management and parking arrangements in the town centre.

2. How do we plan for accommodating residential development within the existing township boundary?

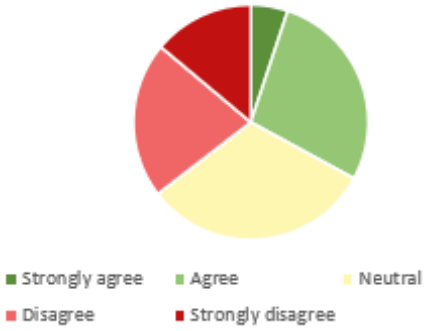
From the questions asked within this theme, there was clear direction provided by the community on:

- Supporting population growth if it maintains the current township character (74% agree, 13% disagree).
- Residential development should not be more than two storeys (98%).

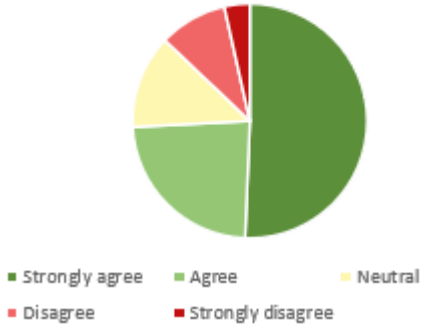
However, a range of mixed reactions were received in relation to:

- Accommodating population growth to support businesses and services in an uncontrolled manner (33% agree, 32% neutral, 35% disagree).
- Allowing for more compact housing if it responds to neighbouring houses (41% agree, 50% disagree).
- Allowing for more compact housing in certain locations instead of more broadly (47% agree, 31% disagree).
- The appropriateness of the current minimum lot size of 325m² (43% agree, 43% disagree)
- Preference for single or two storey residential development (46% one storey, 52% two storey).

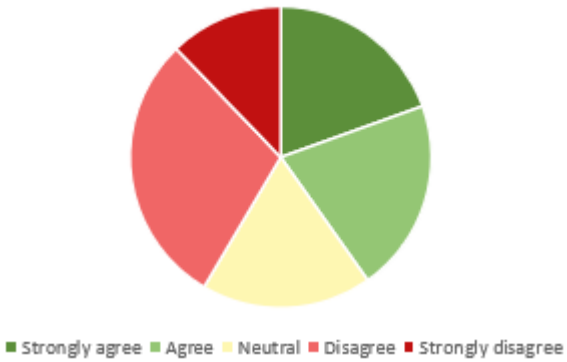
Population growth in the township should occur to support and service growth in local business and tourism activities.



Population growth should only occur if it does not impact on the current character and amenity of the township



The town should not provide for additional people into the future



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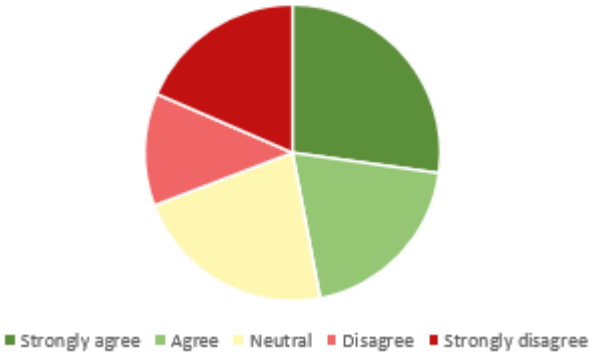
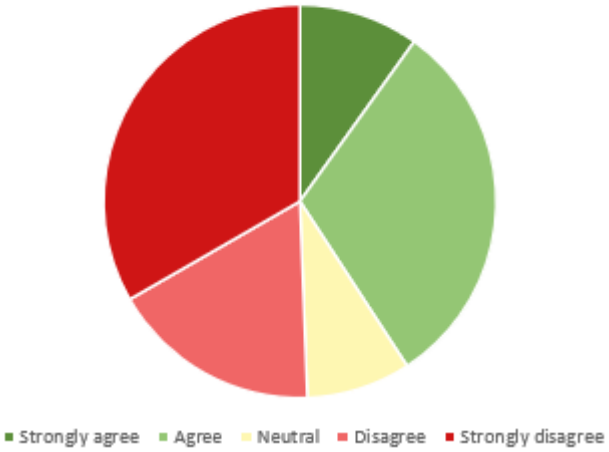
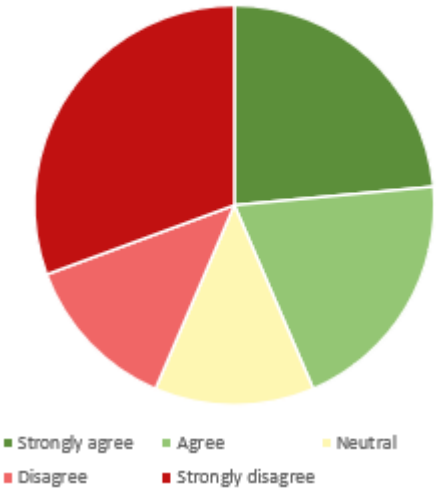
More compact housing such as terraces or apartments should only be focussed around the town centre, identified opportunitiy sites and Gemmel Tassie Reserve, and not allowed more broadly around the residential areas of the town.



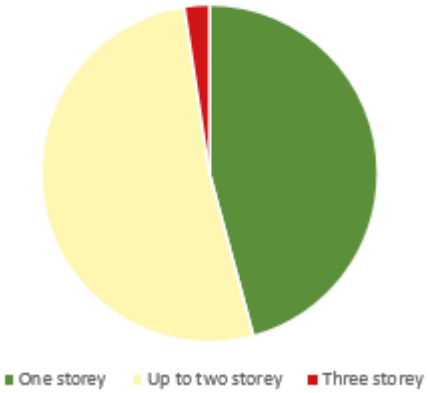
More compact housing could be accommodated generally within the residential areas of the town if it responds respectfully to neighbouring houses.



The current minimum lot size (being 325 square metres) is appropriate and does not need to change



What should be the area's desirable building height for residential development?



A range of additional comments were received on this theme which are summarized below.

Opportunities for housing affordability and diversity, whilst generally supported in principle, was identified as a challenge for McLaren Vale. Smaller sites and increased housing density were met with caution but considered acceptable if done in a complementary way such as higher density housing behind or above the main street commercial buildings.

Parking was seen as a major challenge for supporting additional population in the town and there was concern about further reducing the minimum allotment size as car parking on site was already not being achieved based on recent infill experiences.

There is very little support for buildings greater than 2 storeys, and only when specific limited circumstances allow, such as where the landscape helps reduce its visual bulk, in association with the main street.

3. How do we plan for servicing residents' and business future needs?

From the questions asked within this theme, there was clear direction provided by the community on:

- Shops and services currently available are sufficient to meet community needs (72% agree, 18% disagree).
- Desire for more evening activities and uses in the town (67% agree, 19% disagree).
- Discouraging the future development of additional bulky goods shops in the town (71% agree, 7% disagree).

However, a range of mixed reactions were received in relation to:

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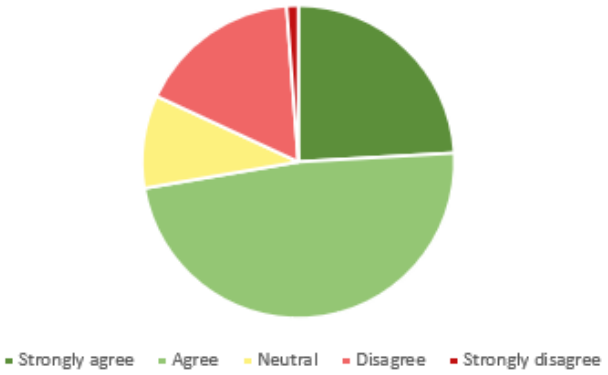
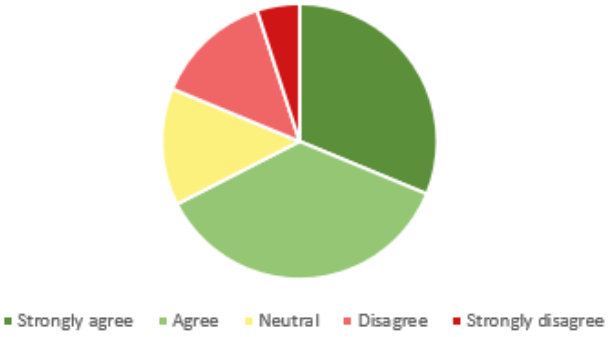
- Whether the main street should be divided up into tourism hubs and community precincts or if there should be a flexible, market-led approach to where shops and tourism commerce is located (45% agree, 31% disagree).
- The contribution of the light industrial sheds in the town and their value into the future (42% agree, 25% disagree).

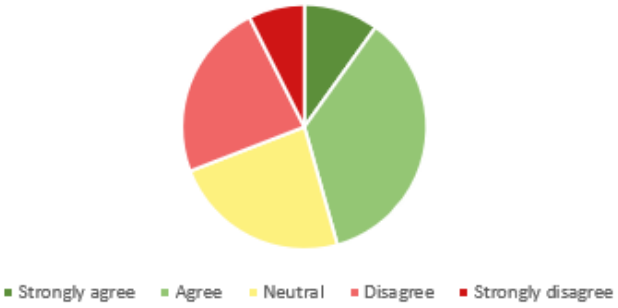
McLaren Vale currently has the range of shops and services to meet my needs.



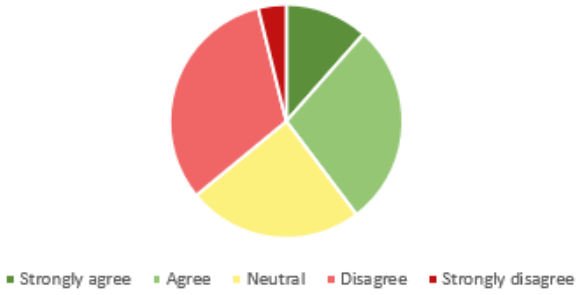
The town centre should have more evening activities and uses, such as wine bars, live music venues, theatres or cinemas.



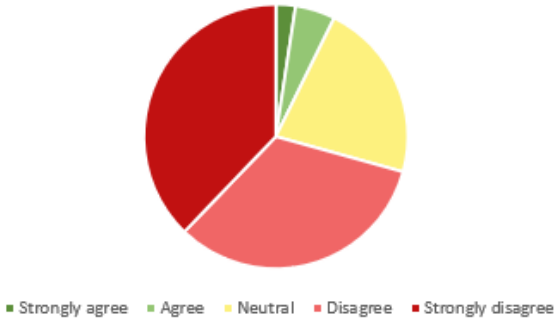
Main Road should be divided into hubs for tourism, retail and community precincts to better focus activities and break up its length.



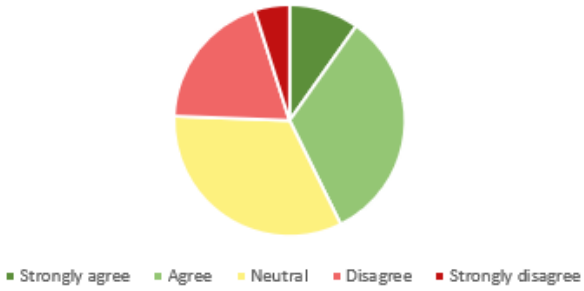
There should be flexibility for uses instead of hubs along Main Road and allow the market to determine their placement.



Future development should provide for more bulky good shops in McLaren Vale.



The light industrial sheds on Main Road provide an important service and part of the character of the town.



A range of additional comments were received on this theme which are summarized below.

Improved car parking and improvements to public transport were seen as a solution to accessibility issues of the main street. Respondents were clear about the land uses within the town, favouring a greater diversity of entertainment activities that support community needs (ahead of tourist needs) such as lower-intensity entertainment and night-time venues and outdoor dining, community facilities (such as a pool and park upgrades) and community events in a traditional main street setting.

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Bulky good stores were acknowledged as important (in terms of existing established facilities) but discouraged from further proliferation in the main street.

Likewise, advertising was identified as needing further controls relating to consistency, proliferation and general professional finishes. A number of comments related to concerns about flags and banner signage which were seen as cheapening the character of the township and offered little value to locals.

Opportunity sites were encouraged to be developed appropriately, to meet community needs as were some other sites which presented poorly to the main street, such as where gravel parking is in poor condition or does not suit the tourism town quality desired for McLaren Vale.

Encouraging visitors to explore the length of the main street was seen as important for the whole town and to celebrate the original Bellevue and Gloucester towns. Tourism was encouraged to stretch the length of the main street, with more pedestrian crossings and active transport routes to support this but the main purpose of the town as a regional service centre was seen as more of a priority than focusing solely on attracting more tourism.

4. How do we plan for a stronger and more active main street?

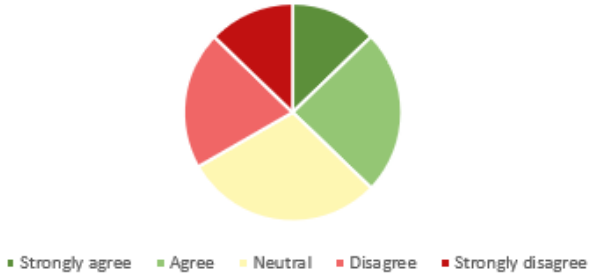
From the questions asked within this theme, there was clear direction provided by the community on:

- Maintaining the spacious setting of McLaren Vale's main street character (71% agree, 10% disagree).
- Maintaining the mixture of building setbacks in Main Road (68% agree, 14% disagree).

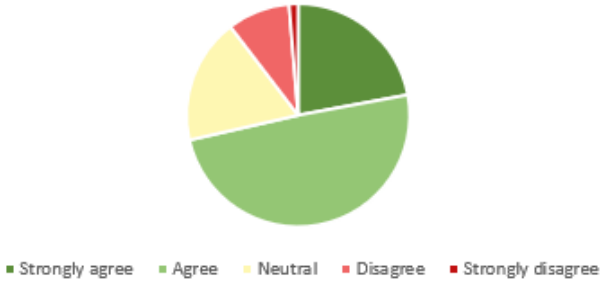
However, a range of mixed reactions were received in relation to:

- Where car parking should be located, although showing some preference for parking at the rear of sites (28% at rear, 33% combined front and rear, 28% all options).
- The desired building heights for Main Road, although marginal preference for up to two storey buildings (41% one storey, 58% two storey).
- Building architecture styles adopting bold new architecture (49% agree, 32% disagree).

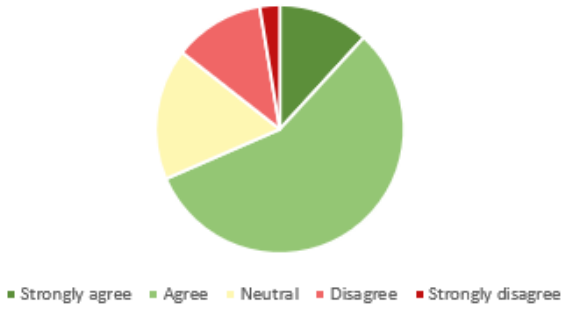
A main street with buildings closer to the street, closer together and with awnings over the footpaths will create a stronger heart and imporved feel to the town.



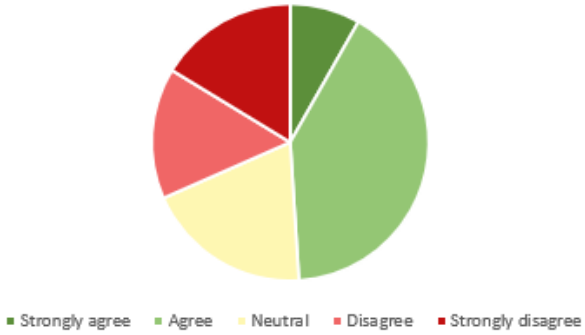
The spacious setting of gaps between buildings and landscaped spaces between buildings and footpaths should stay part of McLaren Vale's main street character.



There should continue to be a mixture of buildings close to the street and also set back from the street along Main Road.



New buildings can adopt a bold new architecture, be distinctive and set a new character for McLaren Vale.



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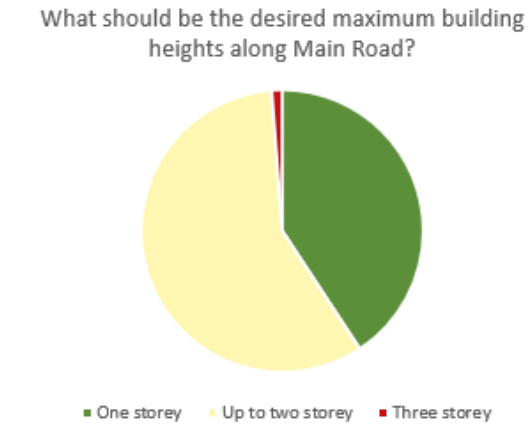


A range of additional comments were received on this theme which are summarized below.

Respondents supported the notion of the main street maintaining and enhancing a fine grain experience and smaller scale developments and tenancies.

Respondents saw that there was an opportunity for setbacks to allow for more landscaping and outdoor dining facilities along the street, and not necessarily supportive of the more traditional main street character of some townships. There was recognition of the importance of spaces between buildings and front setbacks which also enabled views in some locations to surrounding countryside.

While the range of options suggested for parking were supported, parking at rear and/or under croft was mostly supported for more off-street parking options away from the shopping centre.

There was substantial feedback relating to public realm, the importance of landscaping and greening, pedestrian crossings, traffic calming and road safety which, while outside the scope of this review, has been provided to Council for further investigation.

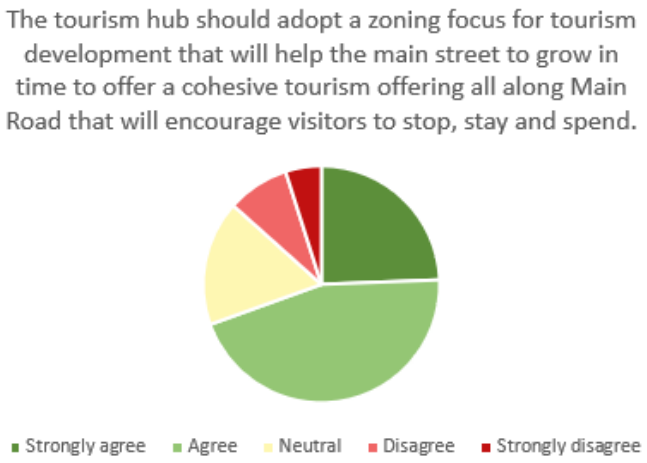
Respondents reiterated that the main street should be commercial in nature and that a coherent pattern of development would be welcomed if buildings were contextual to their setting and still enabled the spacious feeling.

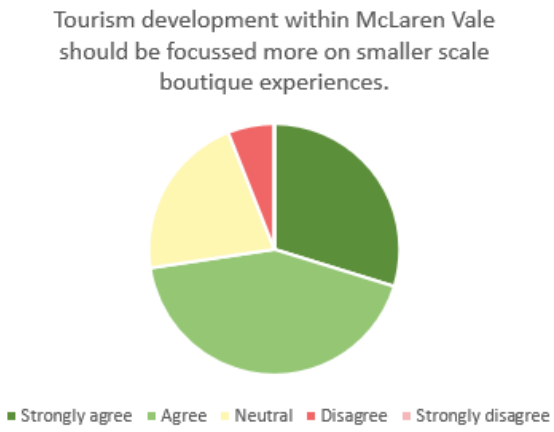
5. How do we plan for appropriate tourism activities?

From the questions asked within this theme, there was clear direction provided by the community on:

- The tourism hub to focus activity on Main Street (69% agree, 13% disagree).
- Tourism development focusing more on smaller scale experiences (73% agree, 6% disagree).

However, a range of mixed reactions were received in relation to whether larger scaled tourism facilities were appropriate on Main Road (32% agree, 50% disagree).





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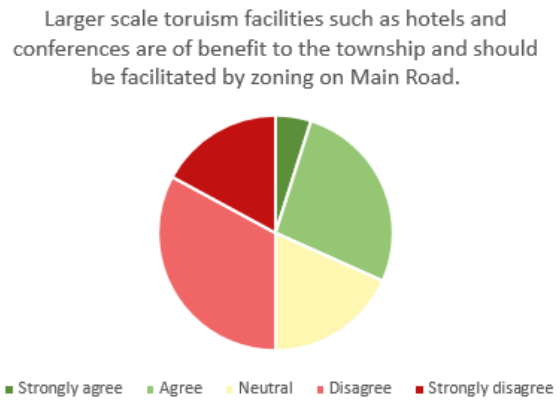

A range of additional comments were received on this theme which are summarized below.

There was some concern that larger scaled tourism venues were not appropriate for the town and mixed responses questioned the benefits, scale and location of additional tourism accommodation, noting the desire to maintain the balance with the role of the town in acting as a service centre for the region and locals.

While respondents saw the benefit in concentrating commercial activity into a hub area, they did not want it to result in the other parts of Main Road being neglected and recommended that any hub was supported with accessible and sufficient car parking.

Strengthening the entrances to the town were identified as important in supporting tourism, as well as continuing the high-quality boutique style of the town and maintaining the authenticity of the town. Comparisons with Hahndorf as a way in which not to progress where made on this point.

There was also a desire to potentially provide opportunity for short-term workers' accommodation in the township to support seasonal workforce requirements for the surrounding region.

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Appendix A

Stakeholder Workshop Mural and Notes

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

McLaren Vale Township Policy Review _ Stakeholder Workshop 1 - 19th October 2021

VISION FOR LIVEABILITY

Liveability examples

_safety _enviro'mt _daily needs _networks

What key features make McLaren Vale a great place to...

Live?

Stephen: main street walking distance from where you live

Has a good community of people, friendly, neighbourhood. People know their neighbours, local businesses know their customers by name.

Greg: McV Key strength as a gateway to Fleurieu. McV has great proximity to key parts of SA

Greg: international destination, so the area offers possibilities and activity, facilities

Greg: open vistas- sense of space in McV

Leon: way of life is positive- best of lots of worlds (vines etc)

Greg: walkable area- facilities close by- great for ageing in place - great to reduce car use

Leon: Hotel for a couple of hundred people. Vis Info on a bus route so it's a logical location. Close to the town.

Leon: Improvements to vibrancy and post 4pm life could be improved if we had some more visitors staying close into the town

Leon: Vistas

Leon: Community should be involved in helping to shape the future of McV, particularly key features.

Anne: entry point into the town from the Adelaide end- needs maintenance for landscaping- needs better planning. Doesnt support the quality of the village that's to come. Make it a spectacular gateway.

Teresa: Initial opinion re visitor experience: The mainstreet is quite long. This reduces walkability, sense of disjointedness. Placement of shops disjointed with no central hub/strip of shops. this reduces the town as a drawcard for tourists to browse and spend

Anne: cycling is getting more popular and common from vis centre end and Field Street end- school holidays especially (in groups). This needs more consideration

Anne: Pride in the town and part of a village character. The township and the community is a drawcard. Rural living but great services.

Anne: Rural nature of the town - harvest time- exciting activity going on at that time. Work hard to maintain this.

Wayne: openness of mainstreet good- single storey.

Wayne: diverse block sizes. Concern about small allotment sizes. This could make McV feel like another suburb of ADL. Loss of character.

Wayne: traffic management with bottlenecks from busy carparks. Getting in and out is difficult. Ease of access is important feature of livability. Field, Chalk Hill, Coles.

Wayne: Mainstreet landscaping is good.

Wayne: open space, rural nature, seasonality, vistas, views, key locations in the town to see the views are wonderful. Reserves maintained for healthy lifestyles- trails for being active. Walkability is great.

Wayne: streetscape presentation of resi allotments fronting onto our mainstreet

Leon: (Jasmine) opportunity to work with the school for presentation of the street

Sandy: long term direction of traffic and managing congestion. and for access to car park bottlenecks. Coles lower entry is difficult.

Leon: roundabout to facilitate truck use away from town. Heavy vehicle ban after new road open?

Stephen: McV is a service centre for surrounding towns too- Mainstreet is thoroughfare for this "extra" activity. Pedestrian safety concerns- many driveways

Teresa: Barossa background:

Shae: Accolade Wines would need heavy vehicular access but only for access. I think the intention is to discourage Main Road as a thoroughfare for heavy vehicles. Much of this is serviced to the rear of the winery. Visitors still from the front

Work?

Play?

Stephen: entertainment: 4.30pm main street goes quiet. Need more variety for choice of places to visit (wine bar, rather than just the pub). Entertainment choice is limited for live music, cinema etc

Sandy: mainstreet could be divided in a way- between areas of character and offerings, so there's things to explore along the length of the mainstreet. Focused activity at points.

Anne: rickshaw styled people-moving vehicle to move poeple around the town to key places

Stephen: Driverless bus?

Mark current items with green notes.
Mark future items in yellow notes.

Items marked in blue were identified AFTER the workshop as constraints but have remained in this column as an accurate record of the workshop.

CONSTRAINTS

Constraints examples

_traffic _infrastructure _conflicting roles _policy

What constraints hinder us achieving this vision?

Planning policy / rules acting as a constraint to economic activity?- Main road parking- particularly for event days - tatachilla side of the road is a potential

Improve signage for making parking easier for events.

Small business concerns over ability to get parking and traffic issues because of busy road

opportunity to move people around the town via other car parks that exist which are not far away.

CHARACTER

Character examples

_buildings + space _land uses _trees _views

What do you value about the character of McLaren Vale now?

Anne: softening and beautification. Signage can detract from the amenity.

Anne: signage can be disordered and detract from the amenity / ease of accessing the area due to clutter (visual)

Anne: advocate for public art and "each wall a canvas" opportunity

How should future proposals respond to this, and where?

Residential areas: how could this occur?

Shae: It is important that new buildings conform to a style of architecture that is synonymous with this part of SA. There should be continuity in the planning rules. Buildings should look like they fit in with the area- like they're meant to be there

Shae: recognition of the heritage value and creating new buildings which respect and reference the character of the area.

Greg: possible to have an integration of new and old, however there can be difficulty in managing this. Relies on a vision to tie it all together,

General: real regard for the character of the older buildings

Could a "Desired Future Character" Statement help?

Anne: yes, this could help. Need a guideline to help people incorporate elements into their design

Anne: signage could also be controlled better with this

Stephen: difficult to be too restrictive on resi buildings- people should have some flexibility to have what they want. Mainstreet could be better managed with a vision. Very Mix-match at the moment.

Theresa: Mainstreet- lacks flow or theme (character?). How to limit building designs on the main street needs consideration.

Theresa: softening on the mainstreet and greenery could be improved

Leon: consideration of one or two-storey main street. Benefits for all-hours activity for the street

Leon: need a design code for what buildings in the main street look like for control and consistency.

Leon: likely natural evolution as the service nature of McV naturally changes towards potentially a more retail nature of the shops.

BACKGROUND / STRATEGIC CONTEXT FOR MCLAREN VALE

30 Year Plan

- 85% of all new housing to be placed in established urban areas by 2040
- Walkable neighbourhoods
- Housing choices
- Green and liveable

Population of McLaren Vale

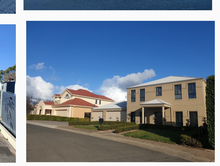
- current population at approximately 4,233 people (based on 2016 census).

The Onkaparinga Local Area Plan

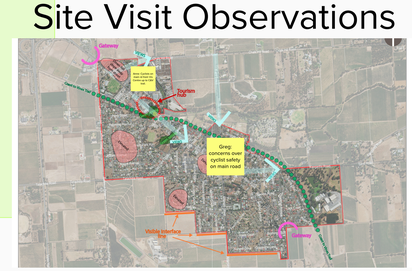
- Projection of 22,000-30,000 people by 2040
- 5% of this increase to be accommodated by the townships
- McLaren Vale is an important service centre for the area. It is likely that a large proportion of that 5% population increase occurs in McLaren Vale.

Onkaparinga Tourism Strategy 2019-2023

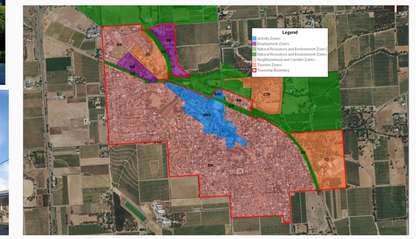
- By 2023, potentially 1.6M visitors/per yr, spending $300M/ per yr.
- McLaren Vale identified as a premier destination
- Identified the visual entryway of McLaren Vale as an element to be addressed
- Identified the planning policy as a limitation to larger development in McLaren Vale



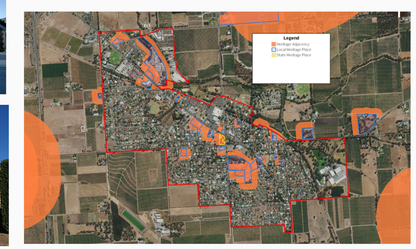
Site Visit Observations



Zoning



Heritage



Flooding

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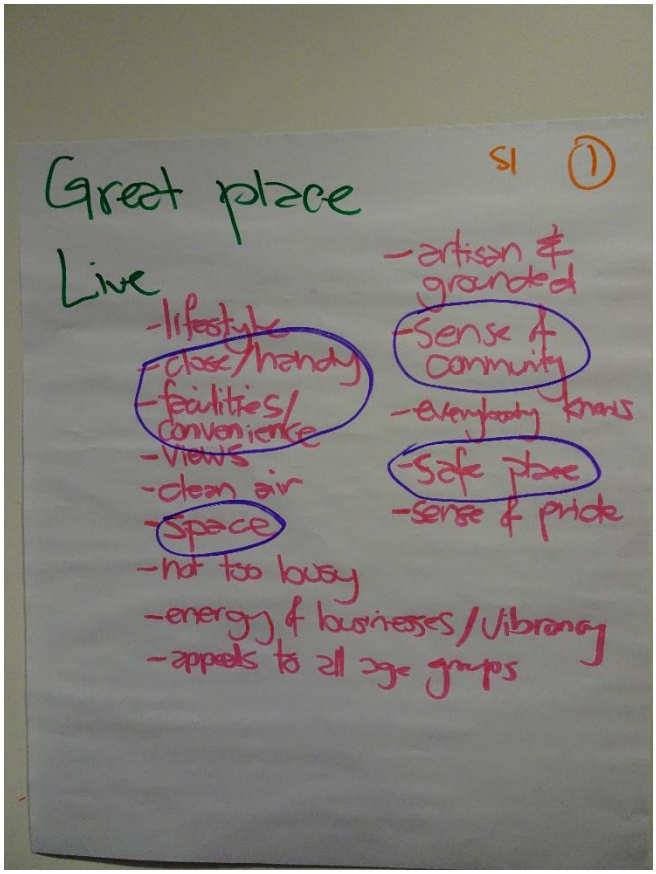
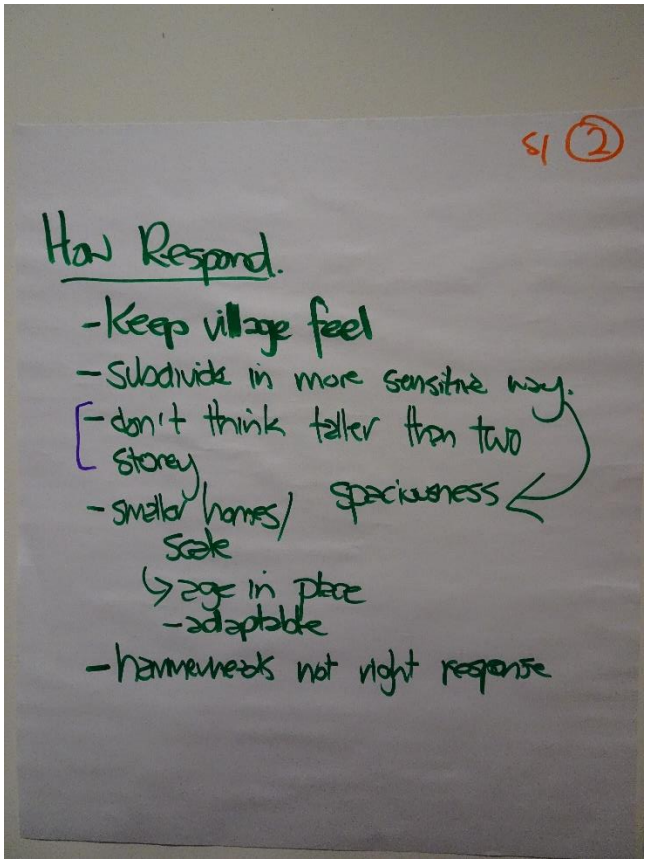
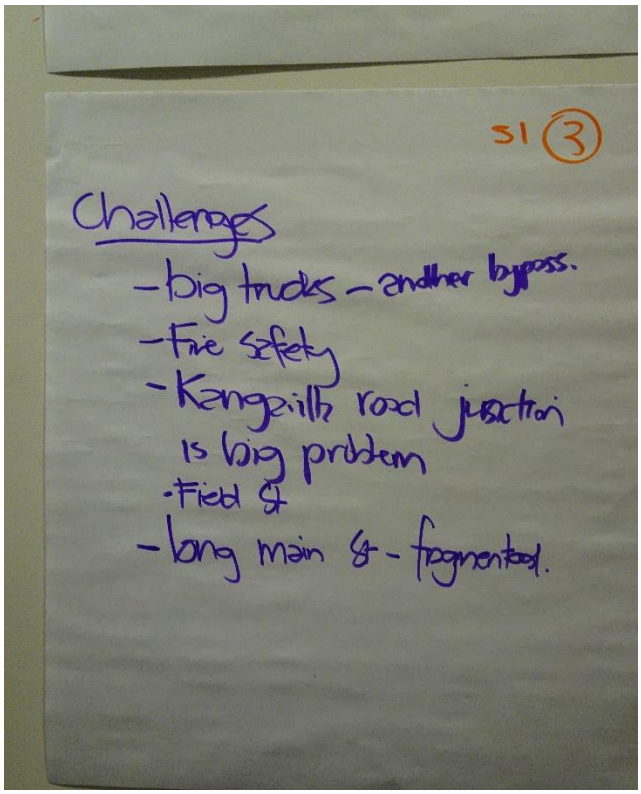
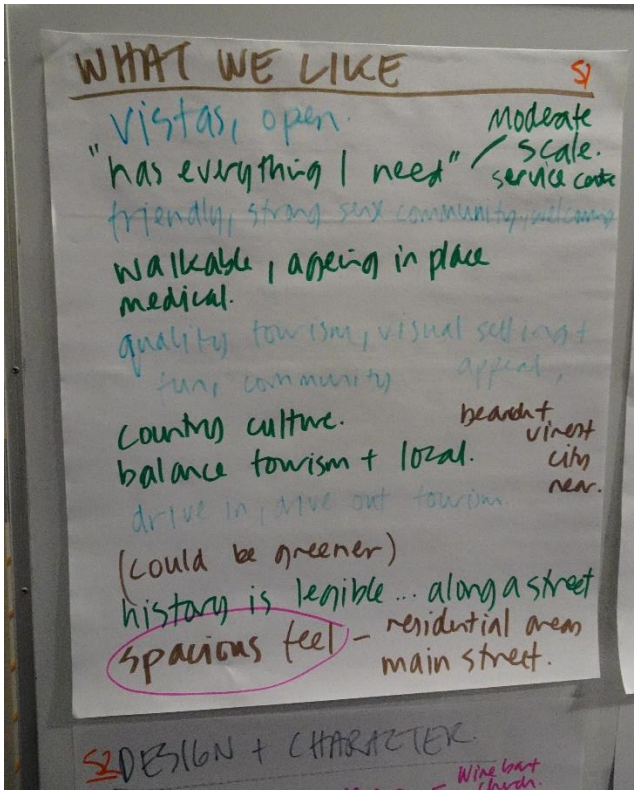
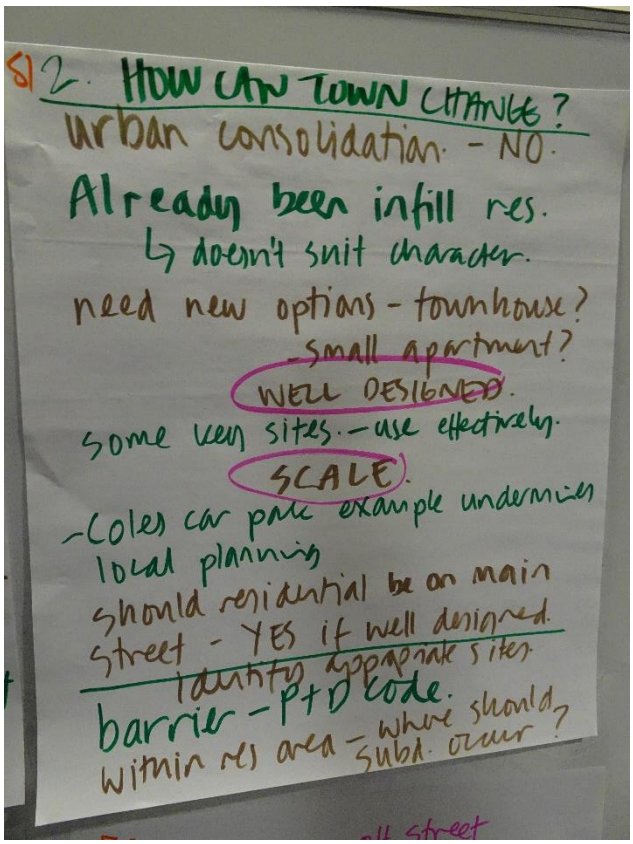
Stakeholder Workshop 2 – Face-to Face session

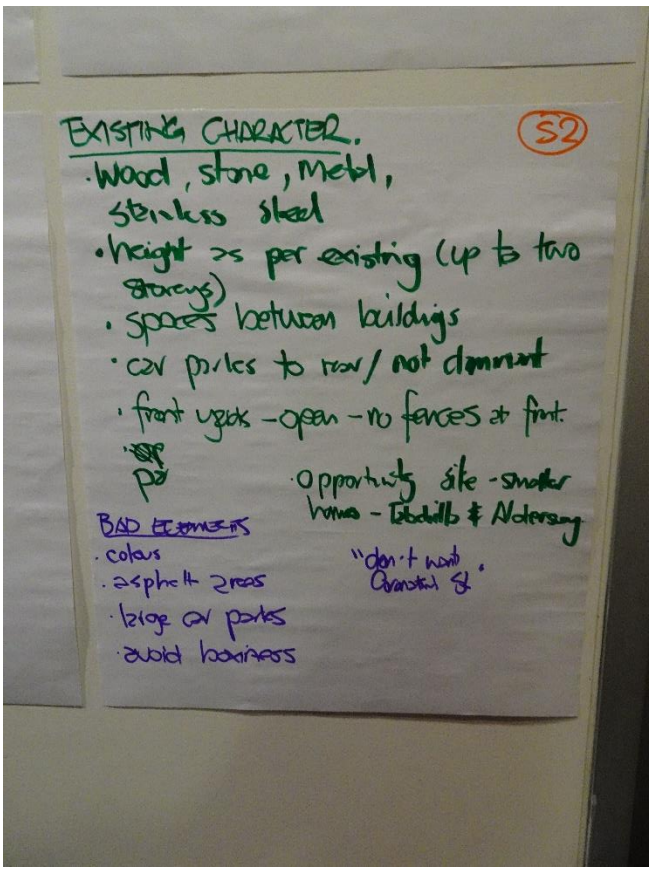


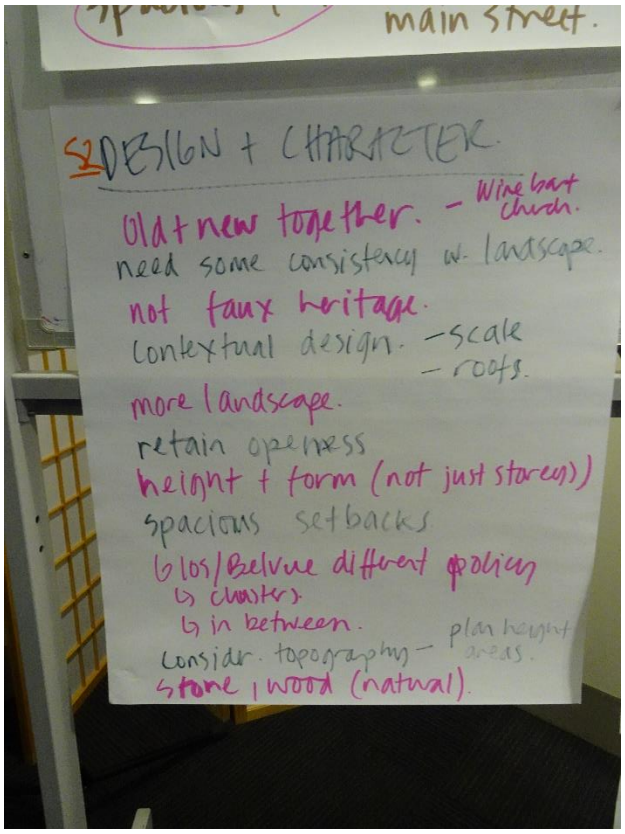


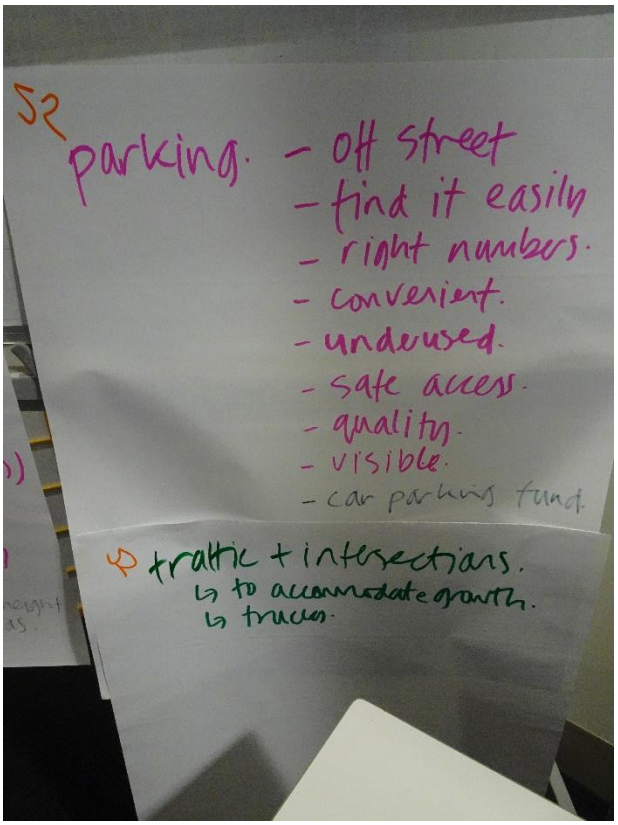





S1 2. HOW CAN TOWN CHANGE?
urban consolidation - NO.
Already been infill res.
↳ doesn't suit character.
need new options - townhouse?
- small apartment?
WELL DESIGNED.
some vacant sites. - use effectively.
SCALE.
- Coles car park example undermines local planning
should residential be on main street - YES if well designed.
identify appropriate sites.
barrier - P+D Code.
within res area - where should subd. occur?


EXISTING CHARACTER.
S2
· wood, stone, metal, stainless steel
· height as per existing (up to two storeys)
· spaces between buildings
· car parks to rear / not dominant
· front yards - open - no fences at front.
· opportunity site - smaller homes - Tobdillo & Adversary
BAD ELEMENTS
· colours
· asphalt areas
· large car parks
· avoid boxiness
"don't want Oranotal St."


main street.
S2 DESIGN + CHARACTER.
Old + new together. - Wine bar church.
need some consistency w. landscape.
not faux heritage.
contextual design. - scale
- roofs.
more landscape.
retain openness
height + form (not just storeys)
spacious setbacks
↳ los/Belvue different policy
↳ clusters
↳ in between.
Consider. topography - plan height areas.
stone, wood (natural).


S2
parking. - off street
- find it easily
- right numbers.
- convenient.
- underused.
- safe access.
- quality.
- visible.
- car parking fund.
traffic + intersections.
↳ to accommodate growth.
↳ trucks.

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Appendix B

Drop-In Session Posters

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

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The McLaren Vale Township Planning Policy Review

Why are we doing this?

- To make sure planning policy **supports the needs** of McLaren Vale's **community's** vision for the future
- We are seeking your **feedback** now to better understand the **community's vision for McLaren Vale**.

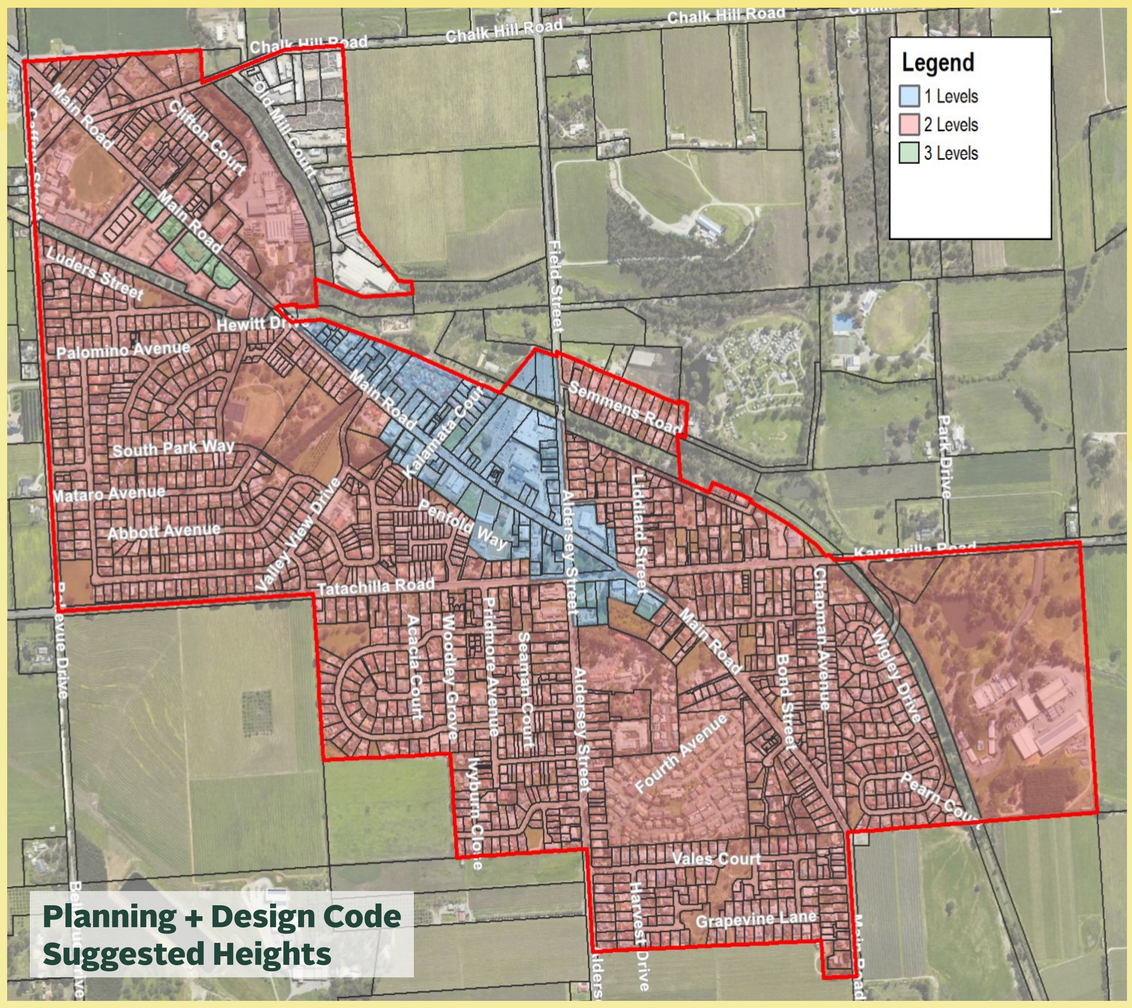
There are **5 themes** to the review:
1- What future development should look like.
2- How to accommodate residential development.
3- How to service business and resident needs.
4- How to achieve a stronger and active main street.
5- How to plan for tourism activities.

1. What should future buildings and development look and feel like in the future?

- The character of a place is made up of buildings **AND** the spaces between and around them.
- How should future development respond in the McLaren Vale context?

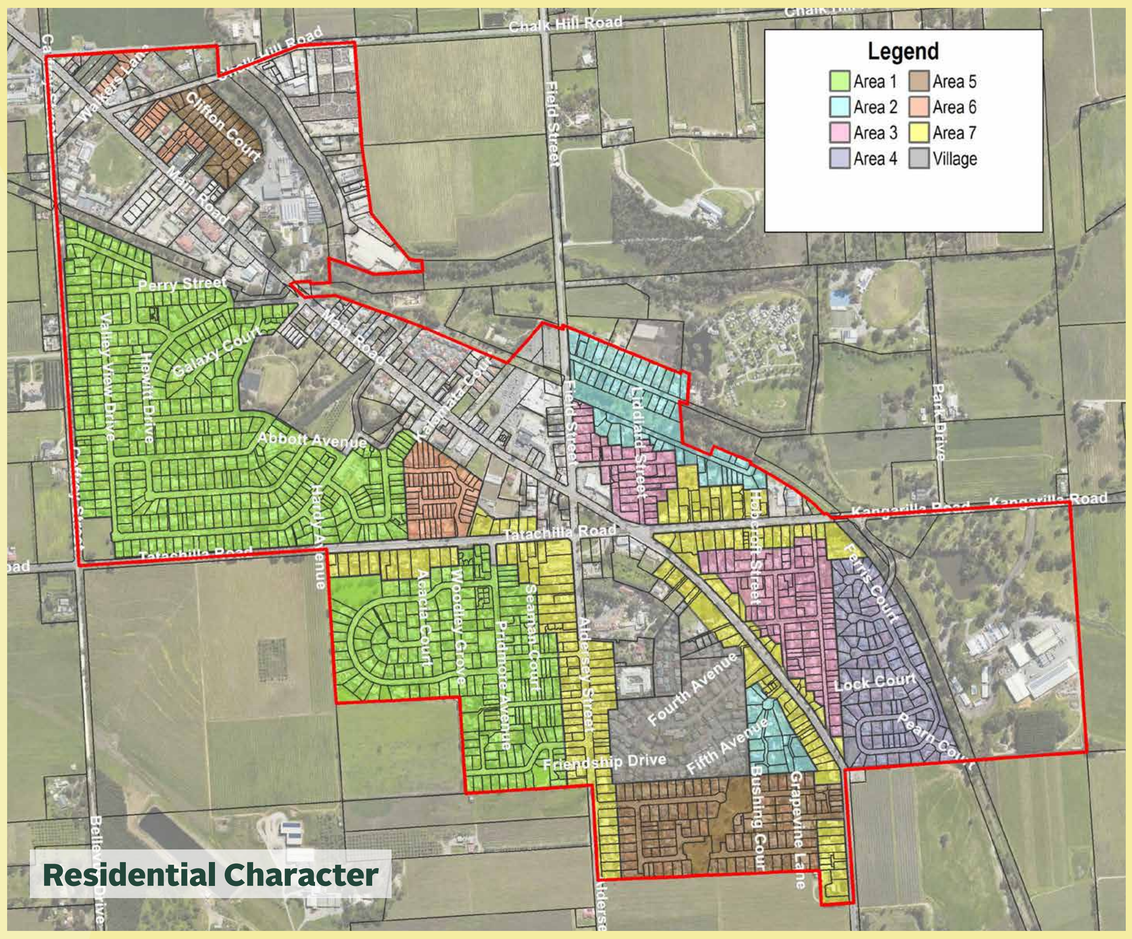
Building height

- McLaren Vale is currently mostly single storey but with some two storey buildings in locations.
- Taller buildings, particularly in the main street make more efficient use of sites, and potentially allow for other uses such as apartments or tourist accommodation above ground level.
- Could taller buildings be accommodated in McLaren Vale in certain locations or circumstances? What should these be?



Building setbacks

- Residential street setbacks are on average 6-8 metres and provide for landscaping which is a strong part of the look and feel of McLaren Vale.
- Are there specific locations where a reduced setback of say 3m might be appropriate? If so where?
- Building setbacks on the Main Street are inconsistent. Traditional main streets have no or small setbacks with windows and shopfronts onto the footpath. Is this desirable for future development in the main street?
- Larger setbacks provide for landscaping and some parking and parts of the main street have this. Should future development be consistent with this approach?



Landscaping and front fencing

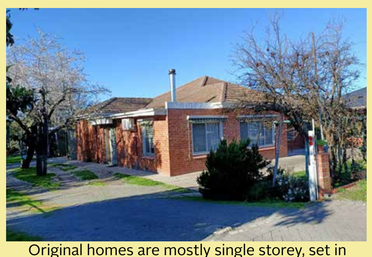
- Wide blocks, deep front yards and minimal front fences have increased the amount of landscaping in McLaren Vale.
- Increasingly double driveways are more common, particularly for new small lot housing. This impacts on front yards and the look of development in the street.

Materials and architectural elements

- McLaren Vale's residential areas have a strong traditional housing design, with gabled or hipped roofs, brick and rendered walls and eaves.
- More contemporary buildings use parapets and flat roofs, include architectural features such as blades and boxed elements, and generally have no eaves.
- Is it important that future development is more in keeping with the established traditional housing forms and character of McLaren Vale or is there room for evolution?

Quality landscaping and high proportion of front yards that are green instead of driveways is an essential character trait that future development needs to deliver.

Two storey buildings are more common in more contemporary residential estates in the town. Articulating façades provides visual interest and shade for comfort.


Original homes are mostly single storey, set in spacious landscaping. Some dwellings exist on Main Street and could be utilised differently,

Hotel and Produce Market Building (now Menz) provide strong street frontage and historic character.

Canopies instead of verandahs reflect more of a traditional main street feel.

Bellevue Business Centre sensitively integrated two storeys into sloping site with parking to rear.

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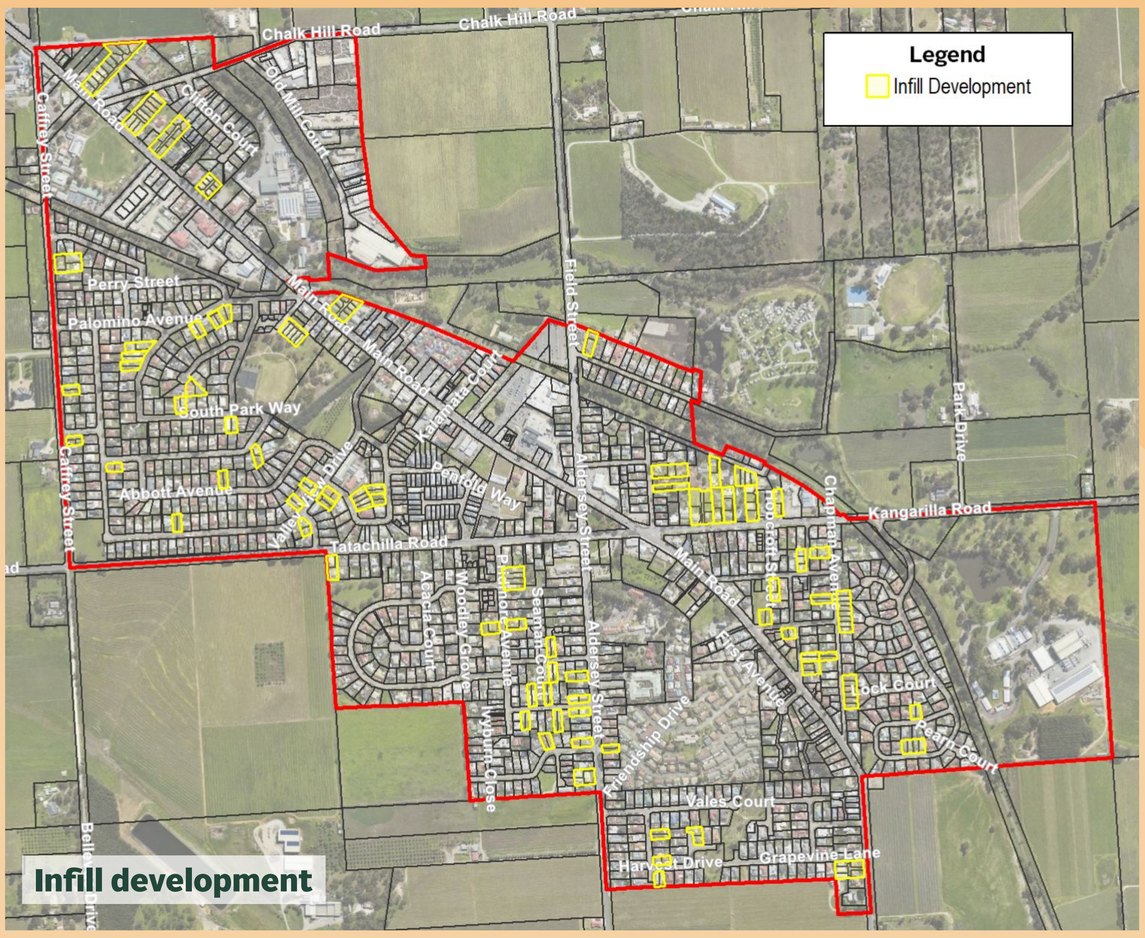
5- How to plan for tourism activities.

2. How do we plan for accommodating residential development within the existing township boundary?

- McLaren Vale has an opportunity to accommodate its future population in a strategic way.
- What does this look like? Where could development occur to fit in best as possible?

5%
of projected 2041 regional population growth to be in rural towns.



Changing housing needs

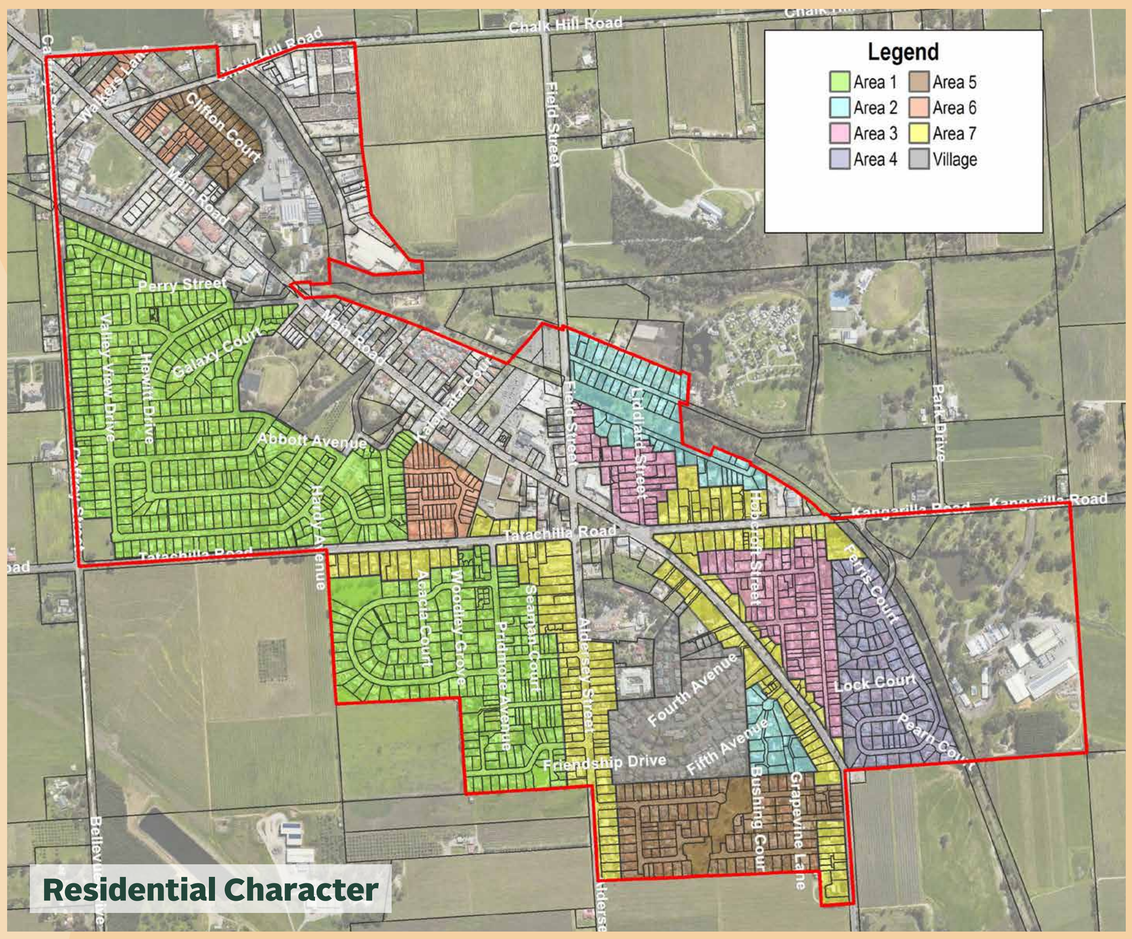
- McLaren Vale needs new housing, regardless of population increase to cater for ongoing community needs.
- Housing trends include increases in single households, affordability challenges, and a desire to age in place.
- How does McLaren Vale respond to these trends without expanding the township boundary?
- How do we accommodate new housing and maintain the town's identity?

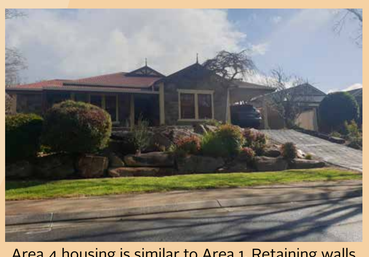
Catering to changing needs

- Increasing the diversity of housing could help the town respond to needs and help young people stay, people age in place and workers to live close to their jobs.
- What does this look like? Potentially: single houses on smaller blocks, semi-detached houses, granny flats, terrace houses or apartments, shop-top housing.

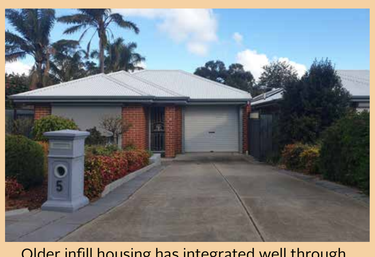
Increasing density strategically

- Vacant land is limited and the township boundary restricts physical growth outwards.
- Additional housing must come from infill development. Infill housing has been occurring for over 20 years in McLaren Vale in an ad-hoc manner.
- How can we accommodate alternative housing options within the current town boundary? Could this change of housing occur in strategic locations, such as opportunity sites where increased densities can occur with less impact on existing areas.
- Allowing for more growth in some locations may enable easing of densities for the rest of the township. Is this a preferred approach?



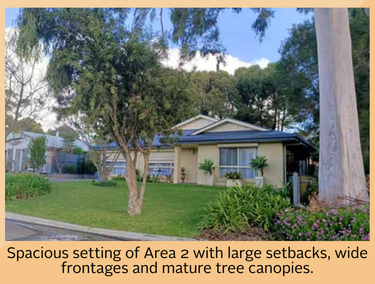

Area 4 housing is similar to Area 1. Retaining walls generally integrated well into landscaping and design.

A form of recent infill development - two-storey and semi-detached.


Older infill housing has integrated well through style, materials, sympathetic setbacks and landscaping.

Recent Infill development.

Housing typically representative of Area 1. Wide frontages and lack of fencing in a spacious setting.


Spacious setting of Area 2 with large setbacks, wide frontages and mature tree canopies.

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The McLaren Vale Township Planning Policy Review

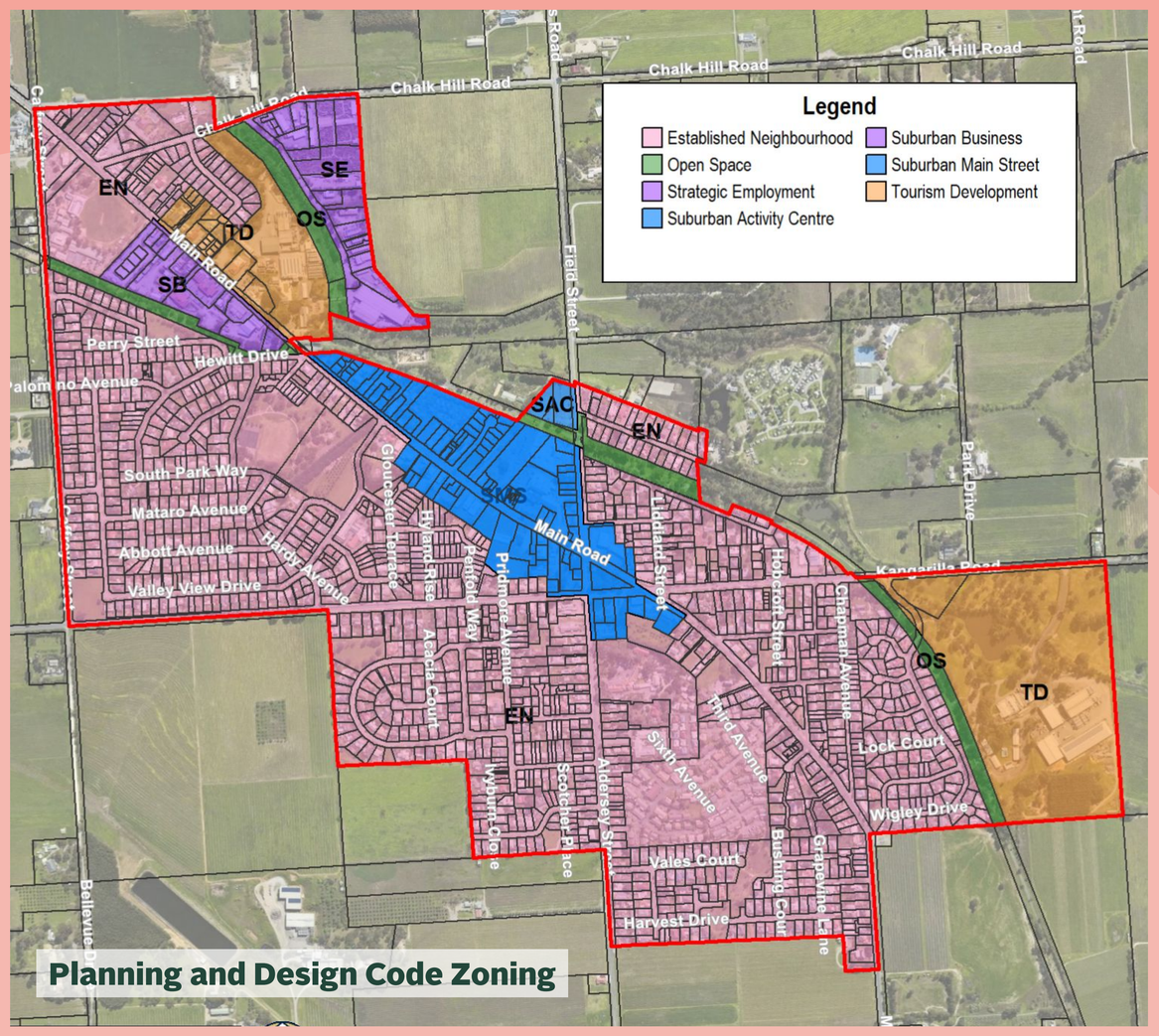
Why are we doing this?

- To make sure planning policy **supports the needs** of McLaren Vale's **community's** vision for the future
- We are seeking your **feedback** now to better understand the **community's vision for McLaren Vale**.

There are **5 themes** to the review:
1- What future development should look like.
2- How to accommodate residential development.
3- How to service business and resident needs.
4- How to achieve a stronger and active main street.
5- How to plan for tourism activities.

3. How do we plan for servicing residents' and businesses' future needs?

- McLaren Vale already plays a big part in the lifestyle and economies of its residents, surrounding land holders, its businesses and industries.
- The variety in the town indicates its important role for the region.
- It is important that the zoning for the town's retail, commercial, tourism, civic and community activities continues to provide for future needs and growth of its community (both in town and surrounding region).



Planning and Design Code Zoning

McLaren Vale's Role

- McLaren Vale is an important service centre, home and tourism place. The town services not only the township population, but also the broader McLaren Vale Region.
- Are there services and facilities missing or under represented that you'd like to see? We've heard that there is a lack of evening facilities for residents. What can these facilities include?
- How can McLaren Vale's town centre better accommodate the community needs?

Hubs

- An informal retail hub exists near the shopping centre and there is a community focus in the northern end of town.
- The McLaren Vale Main Street Tourism Vision Action Plan identifies a tourism hub in the main street as a way to focus investment in public realm upgrades.
- Should these be strengthened and supported by zoning or should flexibility be allowed so the market can determine where land uses occur along the main street?
- Are there parts of the main street where the commercial and retail zoning should be expanded or pulled back?

Opportunity Sites

Bulky goods and light industry

- Bulky goods and light industrial uses exist in the main street and along Chalk Hill Road.
- These provide an important service to the community and surrounding farming and viticultural industries but may come under pressure into the future for retail and tourism related uses.
- Should these activities be retained and protected along the main street through zoning or can they go into the Chalk Hill Road precinct or industrial estates in neighbouring towns?

Bellevue Business Centre is a good example of a flexible office space well designed and integrated into the main street, with parking to the rear.

An example of a bulky goods outlet on the main street.

Smaller shops can offer more local and boutique services and products.

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The McLaren Vale Township Planning Policy Review

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5- How to plan for tourism activities.

4. How do we plan for a stronger and more active main street?

- McLaren Vale's Main Street is influenced by the two original town settlements.
- Main Street is long and lacks a consistent theme/character and is spacious. Is it important to maintain this or is there desire for change?

Building setbacks and heights

- Setbacks are inconsistent, resulting in a varied feel along the street and no real "identity". New development could maintain the existing or could be allowed to build closer to the street for a more "traditional" style.
- Taller buildings allow for better utilisation of land and could help the main street feel more comfortable for people. What should building heights be? Policy in parts of Main Street already allow two and three storeys.
- Are mixed use buildings desired? These could help introduce a commercial mix and housing / accommodation for the town. This will help create more evening activity in the town.

Design quality

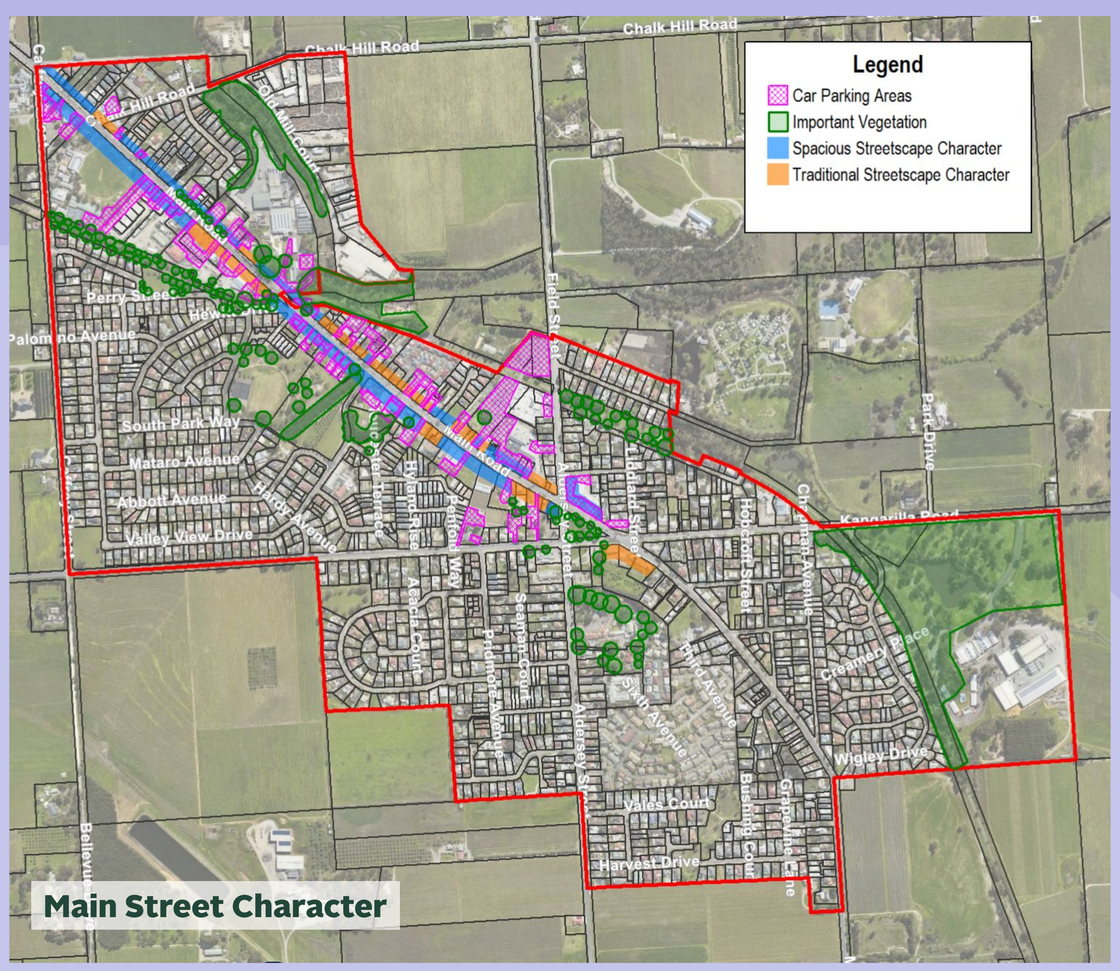
- What character of the main street buildings are valued? How could new development respond?
- Could iconic buildings be introduced to the main street?
- What is a "high-quality design outcome" for the McLaren Vale context given that there is an inconsistent character along the main street?

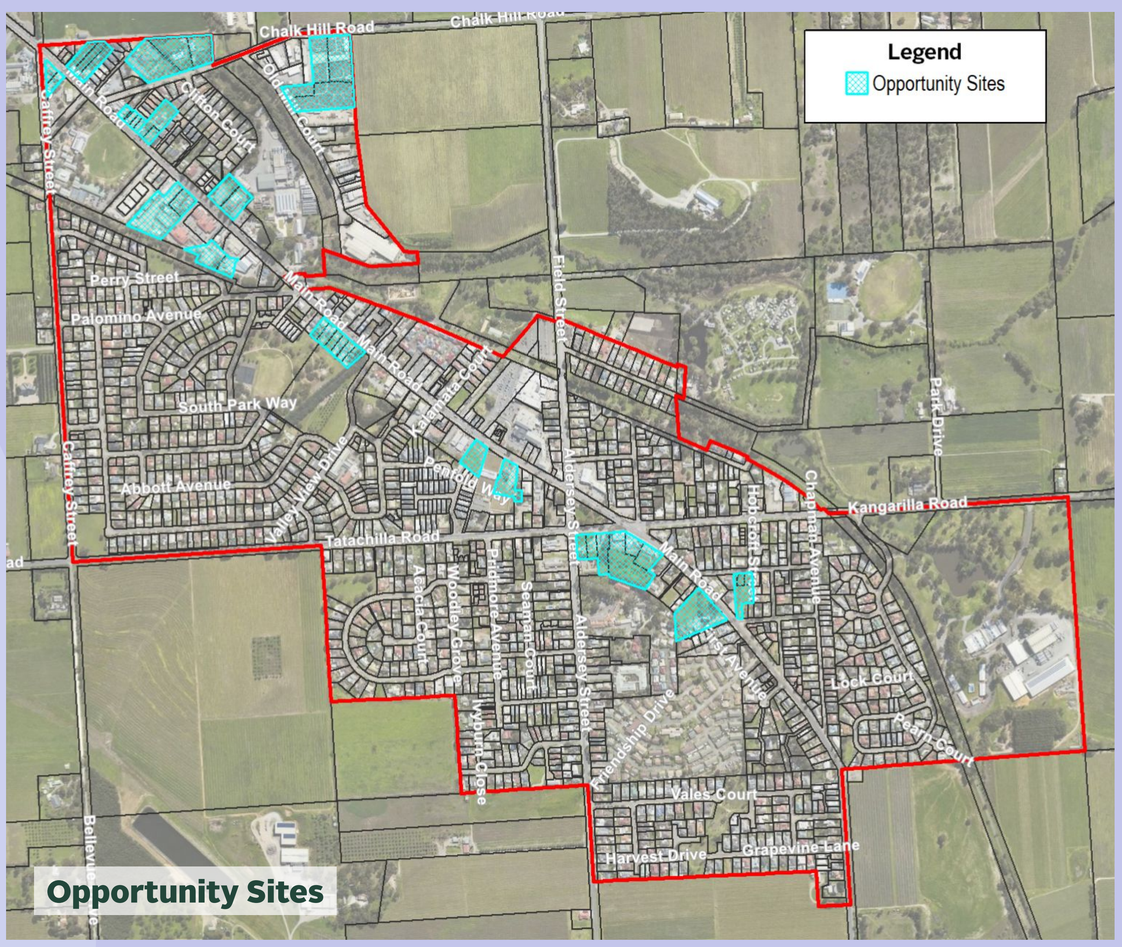
Landscaping

- There are some mature trees along the main street, but there is a general lack of quality landscaping on private sites.

Pedestrians and cars

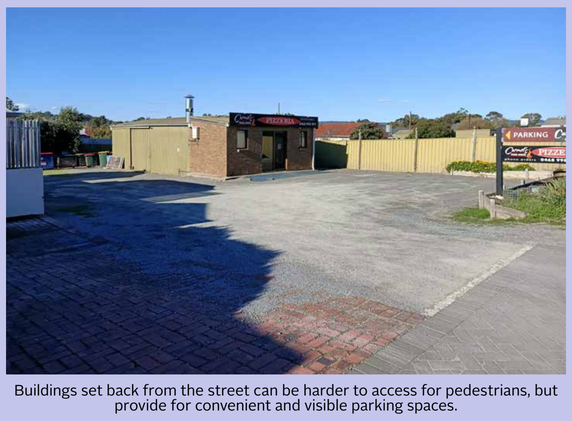
- There is a desire to provide for visible and convenient parking in the main street, but also a desire to not have parking areas dominate.
- Should the main street parking be placed to the side and rear of buildings, or is parking to the front the type of character sought for the main street?
- Linking of parking for separate sites can aid in convenience and reduces the number of driveways accessing rear parking areas. Is this supported for future development?



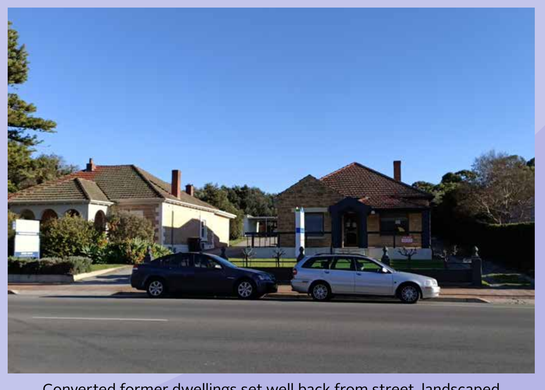


Whilst not unattractive, Mitre 10 "turns its back" to Main Road with main entrance at the rear car park.

Notable trees are features of the township and should be protected. New landscaping should add to these.



Buildings set back from the street can be harder to access for pedestrians, but provide for convenient and visible parking spaces.



Converted former dwellings set well back from street, landscaped frontages and parking to rear. Wide frontages provide space between buildings.

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The McLaren Vale Township Planning Policy Review

Why are we doing this?

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- We are seeking your **feedback** now to better understand the **community's vision for McLaren Vale**.

There are **5 themes** to the review:
1- What future development should look like.
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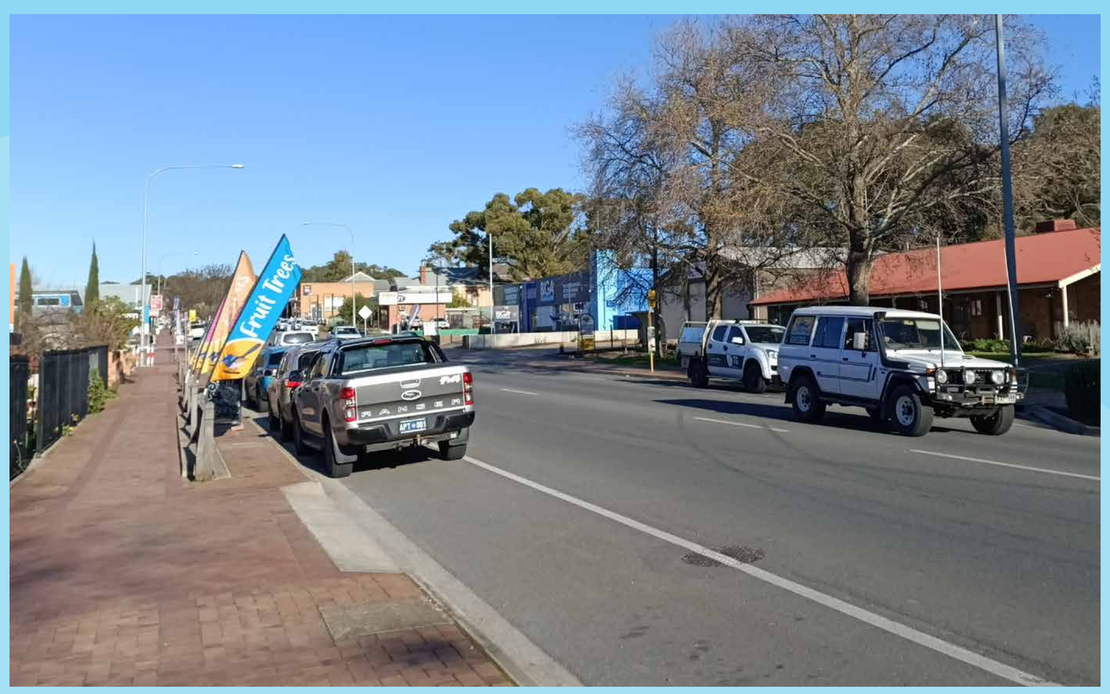
3- How to service business and resident needs.
4- How to achieve a stronger and active main street.
5- How to plan for tourism activities.

5. How do we plan for appropriate tourism activities?

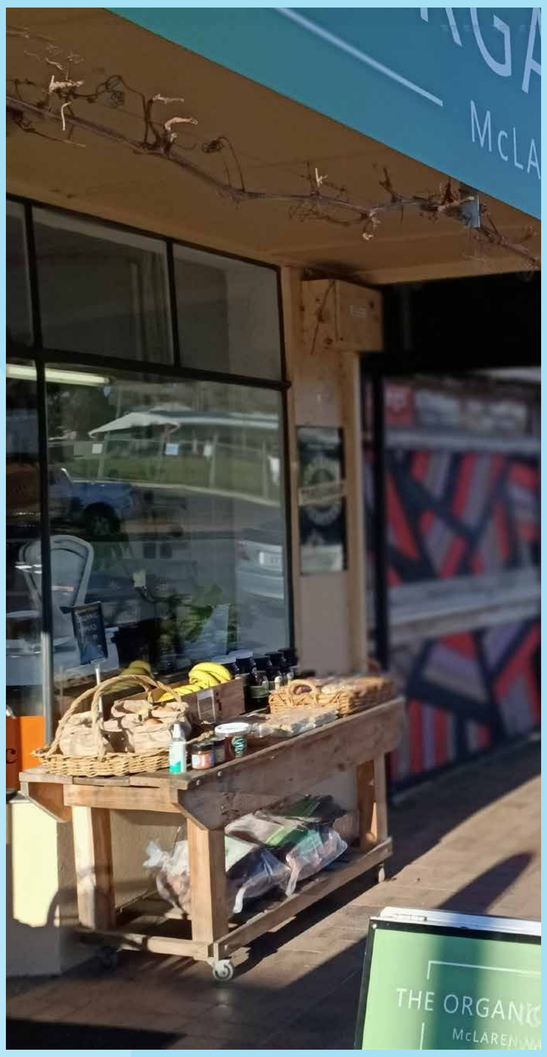
- McLaren Vale is a popular tourism destination.
- Tourism is an important industry for the economy of the town and surrounding region.
- The Hardy's Tintara and Serafino Wineries have specific Tourism Development zoning.
- Many larger tourism venues are located outside of the town and there is leakage of tourism dollars from the township as a result.
- There is a significant opportunity for the township to contribute to the visitor experience for the McLaren Vale township.

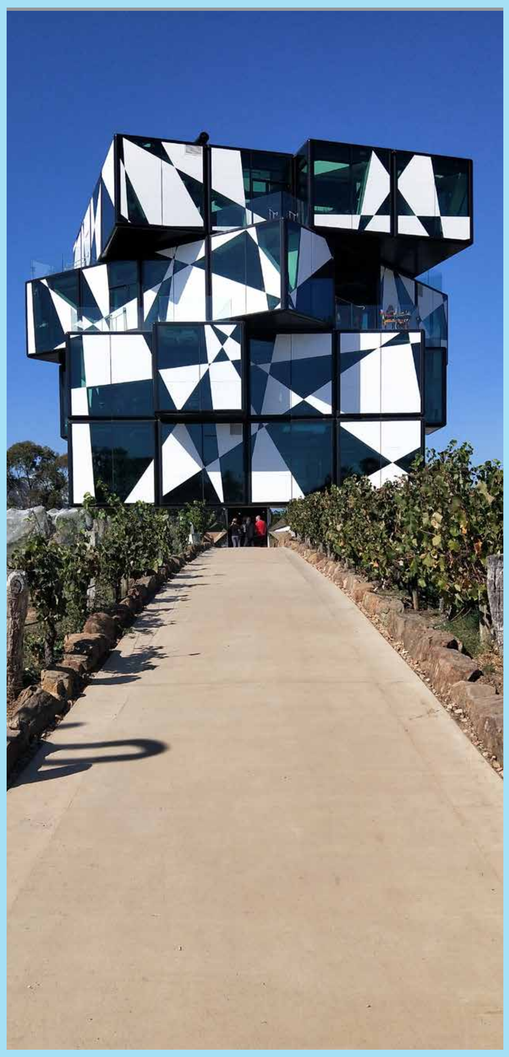


There are a diverse range of local businesses that provide services and goods to residents and the surrounding communities extending the length of the main street.

Scale of tourism facilities

- Tourism is a key factor to the lifestyle and economy of McLaren Vale. There is a balance between accommodating tourists and servicing residents which is currently valued.
- One issue identified is the lack of ability for the township to accommodate larger scale tourism facilities. This may include function and event facilities associated with a hotel.
- Should the township better accommodate larger scale tourism facilities? If so, should this be focussed in particular locations of the town centre where impacts could be better managed?
- A hub could focus activity in one clear location and provide guidance for visitors, given the main street's length. A hub could be a starting point for the growth of the street over time.
- Land use zoning could accommodate larger facilities while allowing smaller scaled facilities flexibility to occur more generally along the street.
- Planning policy could alternatively focus on accommodating smaller scaled shops, B&B's or boutique facilities in the main street.





Main Street has an inconsistent character with some groupings of similar styled buildings together and separated by a spacious setting. The Cube has become an icon for the McLaren Vale Region. Can something similarly iconic be done for the McLaren Vale township? What would an iconic building mean for the town? What should it look like?

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The McLaren Vale Township Planning Policy Review

So far we've had **67 submissions** to the review.

WHAT WE'VE HEARD SO FAR

1. What should buildings and development look and feel like in the future?

Strong support for:

- the retention of existing **front setbacks and landscaping**.
- for roofing and building **materials that complement the existing buildings** and are designed to suit the context.
- for **focusing taller buildings** on or closer to Main Road.

Mixed reactions to buildings using **new and different materials**.

Key findings:

Spaciousness, front-yards and landscaping are valued yet parking is a concern.

Traditional-styled building forms and materials were preferred. Taller or denser buildings were met with caution but received support if their design was controlled to suit their context.

3. How do we plan for servicing residents' and business future needs?

Clear direction that:

- the town currently services the **community's needs**.
- additional **bulky goods buildings** should be **limited** in the main street.

Mixed reactions to the value and importance of the **light industrial uses** in the main street.

Strong support for:

- more **evening activities** and uses.
- **hubs** to "break up" the long main street.

Majority opposition to a **flexibility of uses** along Main Road.

Key findings:

Improving car parking was important to access the main street, which should have a diversity of land uses.

Opportunity sites were encouraged to be developed.

Lower intensity evening uses and entertainment venues were welcomed yet more bulky good stores were not encouraged.

5. How do we plan for appropriate tourism activities?

Strong support for:

- zoning for **tourism hub/s** in the main street.
- **large scale facilities** to not be in the main road/township.
- **small scale and boutique tourism experiences** in the township.

Key findings:

Strengthen the town entrances, maintain McLaren Vale's authenticity and its high-quality boutique style.

2. How do we plan for accommodating residential development within the existing township boundary?

Strong support for:

- **maintaining the current character and amenity** of the town if population growth occurs.
- for **two storey** maximum height for **residential developments.**

Mixed reactions to:

- accommodating **population growth**.
- whether the current **minimum lot size** is appropriate.
- **compact housing** being **focused** in specific locations.
- **compact housing** being **located generally** throughout the residential areas.

Key findings:

Higher density and smaller sites were met with caution but considered acceptable if done to suit the context.

Some support was shown for buildings greater than 2 storeys, but only in specific/limited circumstances.

4. How do we plan for a stronger and more active main street?

Strong support for:

- **spacings between buildings** in the main street as important for the street's character.
- maintaining a **mixture of buildings both close and set back** from Main Road.
- **parking** located at the rear of either individual or two or more non-residential buildings.
- **two-storey maximum** for the **main street**.

Majority opposition to encouraging **bold new architecture**.

Mixed reactions to achieving a **traditional main street character** along Main Road.

Key findings:

A fine-grain experience was desired where setbacks allowed for landscaping and outdoor dining.

Parking at the rear/under-croft was preferred. Important to provide parking further away from shopping centre.

A big THANKS to everyone who has contributed so far!

You can still get involved until March 11th 2022. Spread the word!

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Appendix C

YourSay Survey Result Summary

All submissions provided under separate cover if requested

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ATTACHMENT F - McLaren Vale Township Planning Policy Review Policy Recommendations Report

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McLaren Vale Township Planning Policy Review

Policy Recommendations Report

June 2022

JENSEN PLUS

Planning
Landscape Architecture
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Social Planning

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Executive Summary

The Planning policies for the McLaren Vale township have not undergone a comprehensive review for over 25 years. Council is seeking to make changes to the planning policies for the township to make sure they are appropriate in guiding the future development of McLaren Vale.

This report summarises the policy changes recommended in response to a wide-ranging consultation process undertaken by Council with stakeholders and the community about what is valued about McLaren Vale now, what could change and how to manage development into the future.

The review follows recent engagement on the McLaren Vale Character Preservation District by the State Government; however, this project does not seek to alter the extent of the township boundary, but rather the planning policies within the existing boundary.

A number of engagement activities including staff and invited stakeholder workshops, as well as drop-in sessions and online surveys were undertaken to inform this report, resulting in:

- 1700 Your Say Visitors, with 635 downloads of the discussion paper
- 107 public submissions
- 31 people attending targeted stakeholder workshops
- 21 people attending the drop-in sessions.

Participants spanned across Council, business group, landowners, resident and community groups both within McLaren Vale and the McLaren Vale region generally.

The following key directions provided by the community inform the recommendations proposed:

- The spaciousness of the township and landscaping within streetscapes is highly valued and needs further protection and management from future development
- Further growth in residential population is appropriate, provided the character of the township is maintained
- Buildings of up to two storeys are appropriate in the township (both residential areas and town centre)
- The town centre should continue to balance the service centre and tourism roles it currently has (and one should not dominate the other)
- Future development in the town centre / main road, should maintain the small scale and fine grain character that exists
- The mixed nature of setbacks and spaces along Main Road is valued and should be retained.
- Tourism activities should focus on smaller scale and boutique offerings.
- Improve landscaping and outdoor dining opportunities in the main street
- Provide stronger controls for more sensitive advertising and consistency in the main street

A range of mixed opinions were provided on a range f issues, where further consideration and direction may be needed in response to policy recommendations. These related to:

- The location and formats of alternative housing forms such as apartments or terraces
- The appropriateness of the current 325m² minimum allotment size
- Allowing for bold new design and materials within development in the township
- Diving the main street into hubs (such as tourism, service centre and community facilities) versus maintaining flexibility for the market to dictate how it evolves.
- Whether car parking should be behind, in front of, under development, or all of the above.
- Providing opportunities for larger scale tourism development I the town centre.

The following changes to policy have been suggested, taking into account strategic aims and targets, along with the desired outcomes sought from the community feedback.

Recommended Policy Changes

The following two pages provide a snapshot of the suggested policy changes arising from this study.

Future Code Amendment

These recommendations will form the basis for a future Code Amendment to be prepared by Council.

Importantly, the Code Amendment will include some additional investigations to work through additional policy details, and itself will undergo further consultation with the community.

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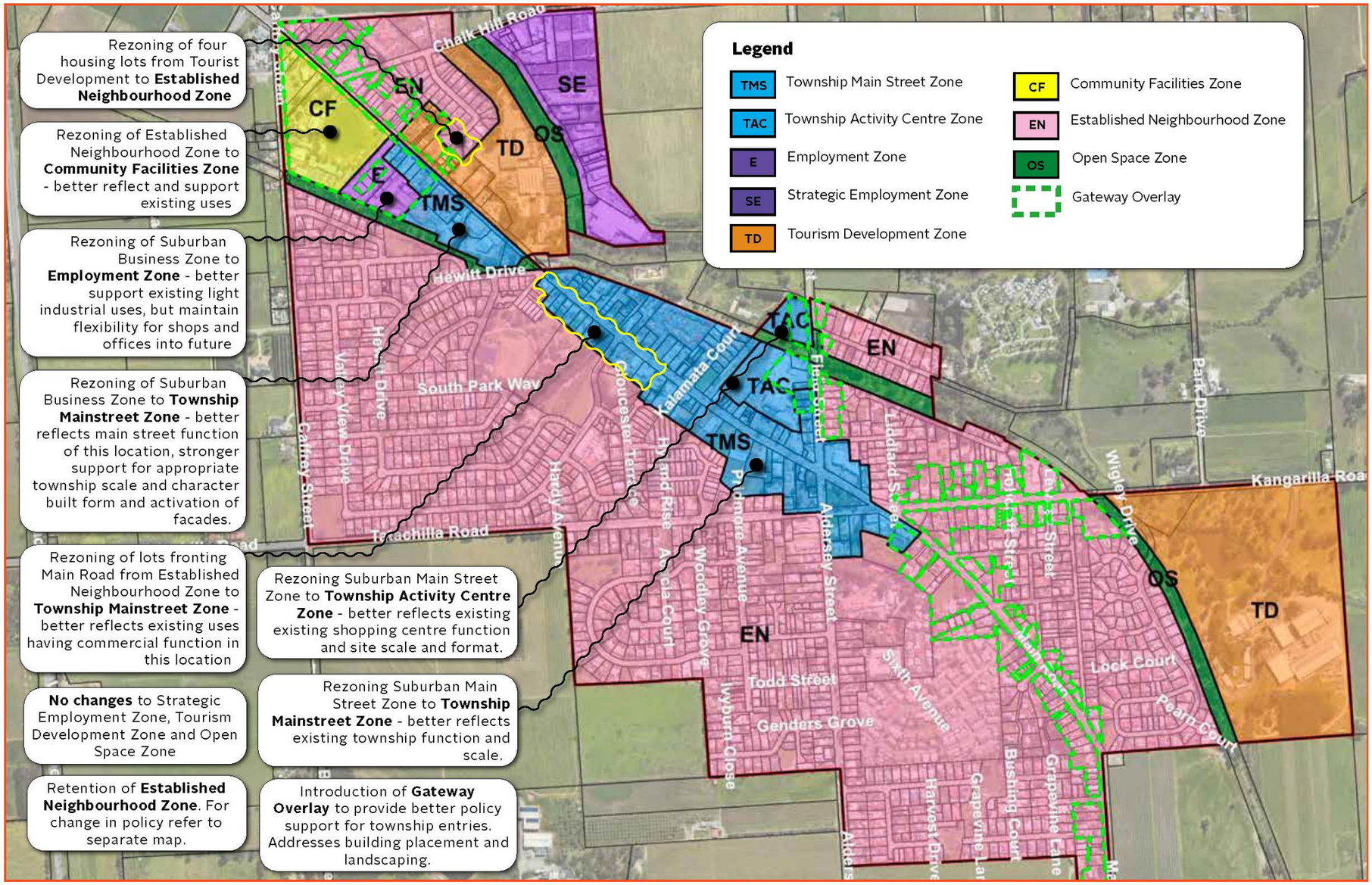

Township Main Street Zone

- Supports a range of retail, commercial, community and entertainment uses (no policy change)
- Policy seeking building forms that reflect established low scale and traditional character and provides better support for reflecting McLaren Vale character as sought by community
- Allows for local input of desired building heights up to 2 levels / 9 metres.
- Seeks continuity in street facades and minimal street and side setbacks (no policy change)
- Encourages active uses and fine grain shopfronts along street (no policy change).
- Seeks more contextual advertising and signage that reflects McLaren Vale character (smaller and lower than existing zone).
- Seeks parking to be at rear of screened from main street, within minimal crossovers (no policy change)
- Supports the provision of a Concept Plan Map for the Zone (see separate box).
- Requires creation of **SubZone** to address larger side setbacks and front setbacks matching existing and contextual design.

Township Activity Centre Zone

- Supports a range of retail, commercial, community and entertainment uses (no policy change).
- Stronger policy alignment to township function and role for community and hinterland (not suburban context).
- Does not encourage high density residential development (current Suburban Activity Centre zone does).
- Allows for local input of desired building heights up to 2 levels / 9 metres.
- Provides stronger design support for appropriate setbacks in streetscape that would be in McLaren Vale context.
- Encourages active uses and vibrant streetscapes and strong connections across sites (no policy change).
- Seeks more contextual advertising and signage that reflects McLaren Vale character (smaller and lower than existing zone).
- Supports the provision of a Concept Plan Map for the Zone (see separate box).

Employment Zone

- Support diverse range of low impact light industry, commercial and business activities
- Supports small scale shops and offices
- Allows for local input of desired building heights up to 2 levels / 9 metres.
- Stronger policy seeking street setbacks to be consistent in streetscape
- Stronger policy seeking landscaping to enhance appearance of sites.
- Seeks more contextual advertising and signage that reflects McLaren Vale character
- Supports a Concept Plan Map.

Concept Plan Map

- Concept Plan Map recommended for coverage of Main Road areas of township.
- Plan to provide spatial support to policies and local context to aid interpretation for planners.
- Concept Plan to potentially cover:
  - key vistas and trees
  - potential connections to residential areas
  - consolidated parking opportunities
  - desired road crossing points and intersection upgrades.
- To be developed as part of Code Amendment.

Gateway Overlay

- Seeks to achieve high quality street appearance of development though careful siting of buildings and inclusion of landscaping
- Larger buildings mitigated through increased front setbacks
- Side setbacks mitigate impacts of buildings and enhance appearance from main roads.
- Articulation of buildings and variation in materials to street frontages.
- Integration of generous landscaped spaces to street frontages and retention of existing mature on-site vegetation.
- Exact Overlay area to be refined in Code Amendment.

Community Facilities Zone

- Supports a range of community uses including schools, places of worship and consulting rooms
- Allows for shops and offices up to 250m²
- Supports flexible and adaptable use of open spaces
- Seeks expansion of existing facilities to complement the scale of development in the neighbourhood
- Allows local input of desired building heights up to 2 levels/9m.
- Seeks transition of building height and scale to neighbouring residential and streetscape character.
- Supports a Concept Plan Map

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McLaren Vale Township Planning Policy Review
Suggested Policy Changes Summary

May 2022
Rev: 2
P2721

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Established Neighbourhood Zone

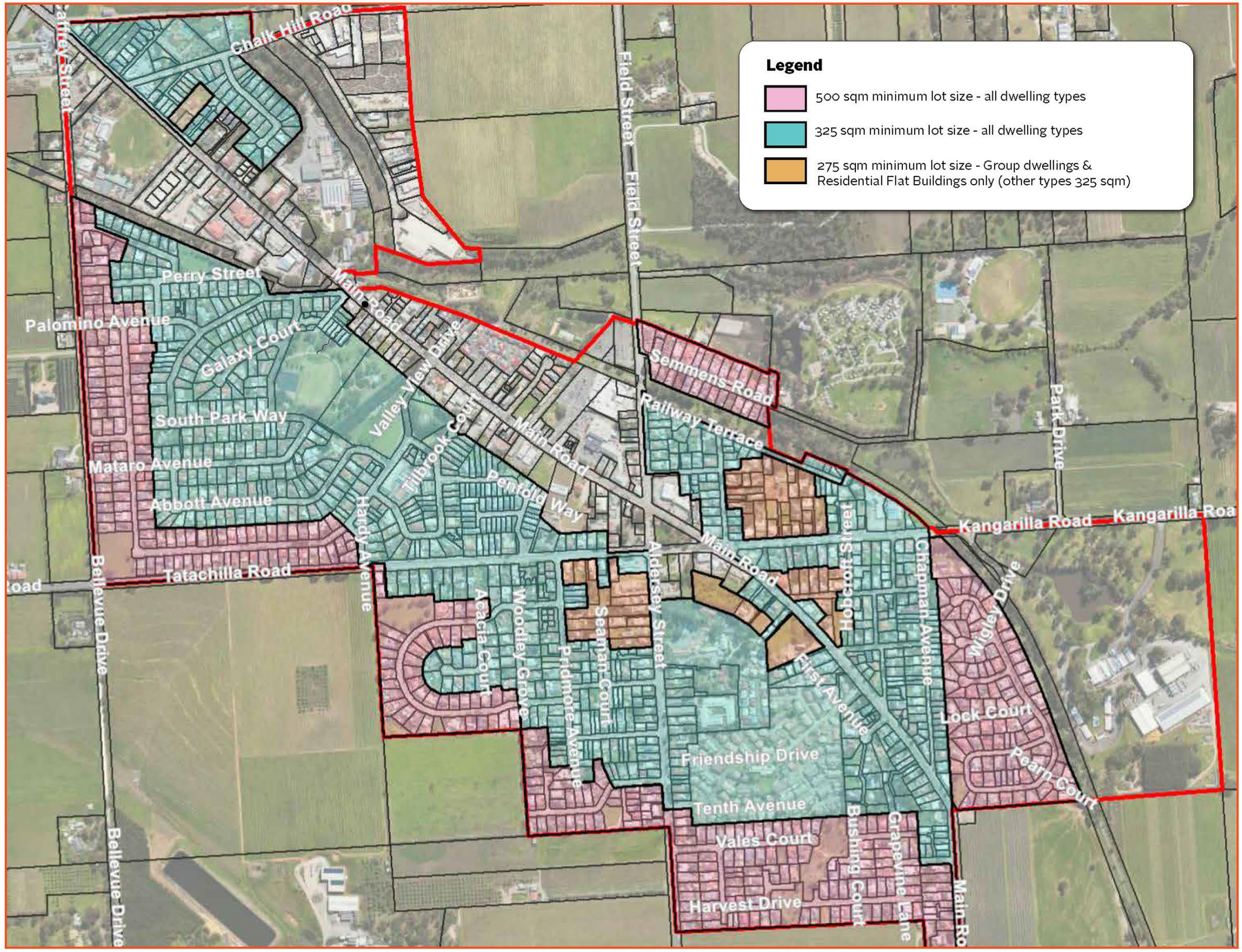
- Retain for residential areas of McLaren Vale - still the best zone in regards to retention of established character

Existing key policy + development potential

- Minimum lot size of 325 sqm for all dwelling types across whole zone
- Minimum 9 metre street frontage
- Up to 2 building levels / 9 metres height
- 50% site coverage (to be retained)
- Currently allows for redevelopment of at least 860 lots in the township.
- Not leading to housing diversity.
- Doesn't respond to rural interface and Character Preservation District principles.

Proposed policy changes + development potential

- Mixture of 500sqm, 325 sqm and 275 sqm minimum lot sizes across the township (as shown on map)
- Increase minimum street frontage to 10m so that streetscape impacts of driveways and garaging can be better managed.
- Retain heights up to 2 building levels / 9 metres where direct street frontage.
- Limit building heights behind street facing buildings (ie hammerhead lots or common driveway arrangements) to single level, 6m building.
- Smaller lot sizes intended to provide incentive for alternative housing types - but focussed only to locations most suited to accommodate them (deeper blocks and close to the centre)
- Allows for retention of larger lots and space for trees at periphery of township at rural interface.
- Provides for at least 492 developable lots within the township (538 additional dwellings) of which 66% need to be developed to acheive target.



2040 Growth Target of 357 additional dwellings
(McLaren Vale's 50% share of the 5% township target for overall region forecast population growth)

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McLaren Vale Township Planning Policy Review
Suggested Residential Policy Changes Summary

June 2022
Rev: 2
P2721

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1. Introduction

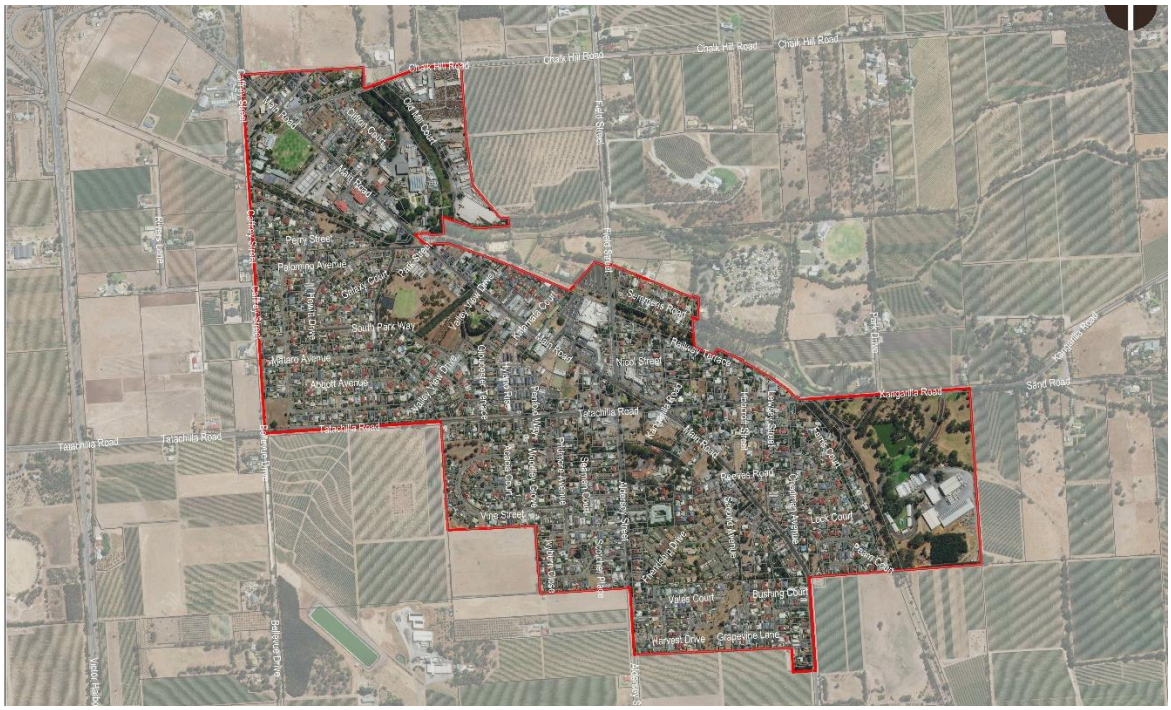
The McLaren Vale Township Planning Policy Review was initiated to ensure the Planning and Design Code policy supports the needs of McLaren Vale's communities' vision for the future. The policies in McLaren Vale have not been comprehensively reviewed for over 25 years and the recent Planning and Design Code transition replaced like for like policy from the former Development Plan.

Council is undertaking this review to:

- identify limitations in the current zoning and work out if there's a mismatch with what the town is trying to achieve in relation to supporting its function as a tourism hub for the McLaren Vale region and as a service centre for the surrounding population.
- how best to accommodate planned growth in population as outlined in the recent Onkaparinga Local Area Plan, as well as supporting the aging population and aging in place and opportunities for affordable housing.
- identify key features and characteristics that are important to McLaren Vale as a place.
- understand what implications there are for future infrastructure planning and delivery.

Previous engagement has been undertaken by the State Planning Commission as part of the review of the Character Preservation District, as required by legislation. However, it has been made clear throughout the project that the study area and focus for this project is limited to the existing township boundary, as defined by the Character Preservation Overlay

The policy recommendations report can be used to gain a clear understanding of how Council will change the Planning and Design Code policy in direct response to both strategic objectives, and community feedback.


Chalk Hill Road
Tatachilla Road
Kangarilla Road
Sand Road
Kangaroo Road
Main Road
Perry Street
Palomino Avenue
South Park Way
Mitaro Avenue
Abbott Avenue
Nixon Street
Reeves Road
Lock Court
Bushing Court
Harvest Drive
Grapevine Lane
Ying Street
Belvedere Drive
Water Hall
Hill Street
Sunnyside Road
Railway Terrace
Oxford Court
Cadell Court
Cassia Court
Ivy Place
Ivy Court
Ivy Drive
Kiwi Court
Kiwi Drive
Kiwi Place
Kiwi Way
Wattle Court
Wattle Drive
Wattle Place
Wattle Way
Wattle Avenue
Wattle Street
Wattle Terrace
Wattle Road

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2. Strategic Context

SA Planning Policies

The State Planning Policies provide state-wide vision for SA's planning system, and frame policy development across all planning instruments, including the Planning and Design Code. The following key policies have informed this study:

- SPP1: protect rural land and character
- SPP6: well-designed and diverse housing
- SPP9: support opportunities for employment and development of underutilised land

This review recognises the need to balance accommodating for housing and employment growth, including providing for more housing diversity, with that of a constrained township boundary in place to protect rural land and character, along with the need to respond to valued character of the township.

30 Year Plan for Greater Adelaide

The 30 Year Plan for Greater Adelaide is the regional Plan of relevance for McLaren Vale and forms the basis for future spatial planning. The following targets are of relevance and informed this review.

- Target 1: Containing urban footprint and protecting resources
  - 90% of all new housing in Outer Greater Adelaide will be built in established townships and designated urban development areas
- Target 4: Walkable neighbourhoods
  - Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045
- Target 5: Green liveable city
  - Urban green cover is increased by 20% in metropolitan Adelaide by 2045
- Target 6: Greater housing choice
  - Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045

McLaren Vale Character Preservation District

The McLaren Vale Character Preservation District is enshrined within legislation and is established to protect the productive food, wine and viticultural production lands and character that forms an important tourism role for South Australia.

The legislation establishes five character values of importance to this study's context:

- rural and natural landscape and visual amenity
- heritage attributes
- built form of the townships
- viticulture, agriculture and associated industries
- scenic and tourism attributes

McLaren Vale is identified as a township within the district, and strict boundaries are established which prevent further urban development expansion. The review must be consistent with the district values and aims, and limitations set out within the legislation.

The boundary has recently been reviewed by the State Planning Commission and does not form part of this study.

Onkaparinga Local Area Plan

The Onkaparinga Local Area Plan is a strategic growth plan for the Onkaparinga Council area and was prepared jointly between Council and the State Government. The Plan identifies future population and employment growth and the desired distribution and locations for growth across the Council area. Of relevance to this study are:

- population projection of 22,000-30,000 by 2040
- townships to take up approximately 5% of the area's overall growth

The plan establishes a strategic framework of: 'plan for growth', 'diverse housing + lifestyles', 'effective + efficient infrastructure' and 'shape our city' and identifies a series of targets, the following of which are relevant to this study:

- Target 4: Respect our coast, vines + hills landscape and lifestyle
- Target 9: Support contextually designed new housing within townships.

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3. Existing Planning and Design Code Zoning

A review f the existing zoning has been undertaken to inform potential constraints in development opportunities, as well as gaps in policy coverage. Below is a summary of the Zones that apply to the McLaren Vale Township.

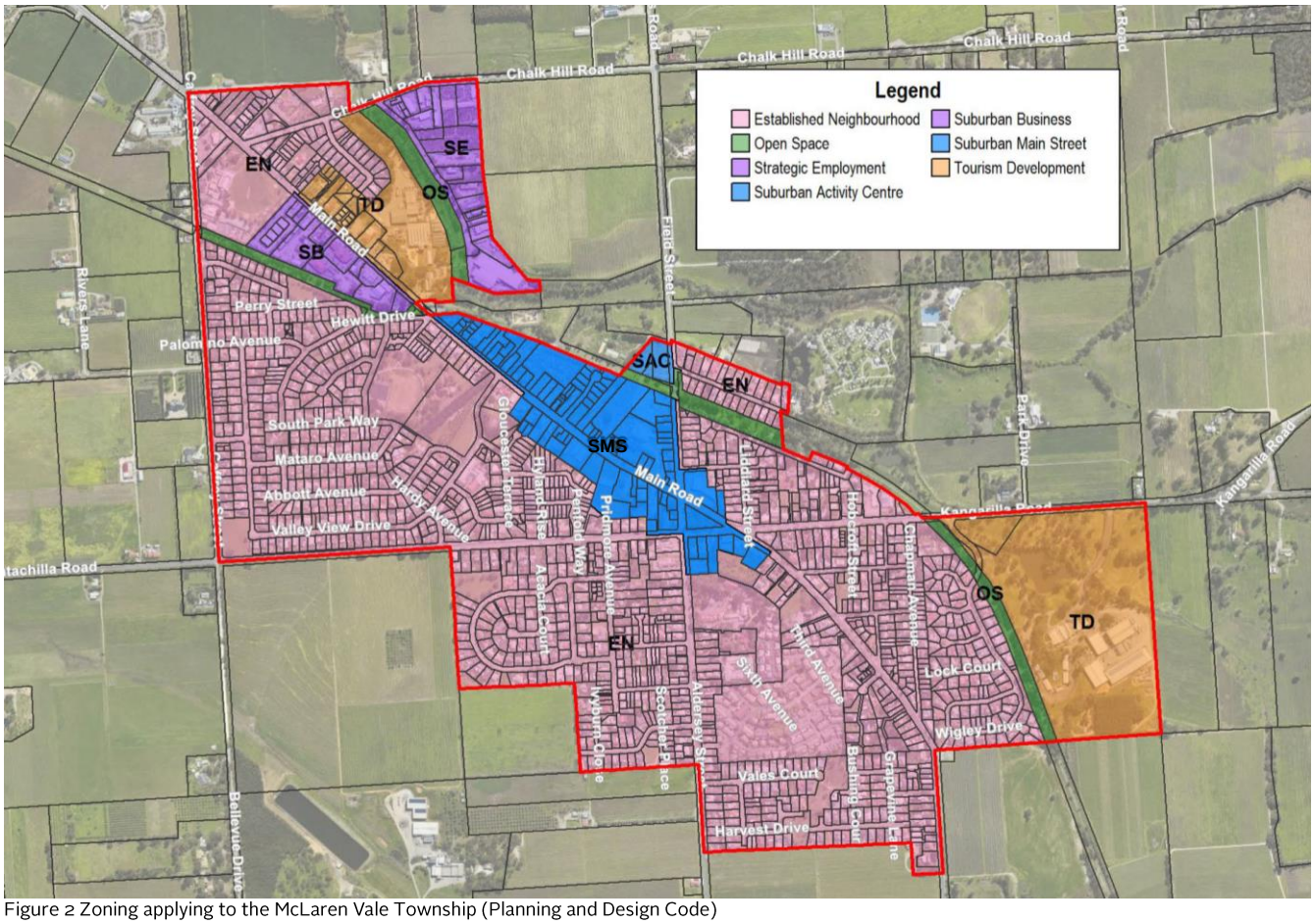

Figure 2 Zoning applying to the McLaren Vale Township (Planning and Design Code)

Suburban Main Street Zone

- Covers the bulk of the town's retail and commercial heart, including the Shopping Centre
- Provides for a wide range of retail, commercial, entertainment and community uses to service the local area
- Also allows medium density residential development (above or behind non-residential uses)
- Focus on supporting high degree of pedestrian activity with no or small setbacks to Main Road, glazed shop frontages to the street with regular doorways and verandahs / canopies over the footpath
- Encourages car parking beside or behind buildings, with minimal crossing points over footpaths
- Desired building height of 1 building level is considered to be unnecessarily restrictive where there are already some two storey buildings or equivalent building heights.

Suburban Activity Centre Zone

- Applies only to the shopping centre car park north of the Coast to Vines trail
- Provides for a wide range of retail, commercial and community uses to service the daily and weekly needs of the community
- Supports medium and high-density dwellings above or behind non-residential uses
- Supports active and interesting building facades

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- Desires that development is laid out to support linkages between building elements, parking, open space and visual appearance of sites
- Supports coordinated and consolidated car parking areas and access points
- Desired building height of 1 building level is considered to be unnecessarily restrictive.

Tourism Development Zone

- Applies mainly to Hardys Tintara and Serafino sites, but also a number of other sites fronting Main Road. there is also a subzone over the Serafino site to enable winery operations and facilities
- Provides for a range of tourism development and accommodation, including complementary retail and entertainment uses
- Portion of Zone in town centre has desired building height of one level which is unnecessarily restrictive. Serafino's site allows for buildings up to two building levels, reflective of the heights of some buildings in this location.

Suburban Business Zone

- Includes the southern side of Main Rd from Oscars to the light industrial sites adjacent the school
- Supports business and innovation uses which have low-level off-site impacts. Support some medium density residential in limited circumstances
- Small scale retail uses desired to not undermine other centres
- Building set back from street to form consistent streetscape.
- Allows for building heights of two building levels where interfacing with adjacent residential type zone and three levels in other circumstances (meaning some sites fronting Main Road can accommodate three level buildings).

Strategic Employment Zone

- Covers estate off Old Mill Court
- Allows for a range of higher-impacting industry, logistics warehouse land uses and supporting commercial activities
- Seeks lower impact activities adjacent residential zones
- Buildings positioned and designed to achieve consistent attractive streetscape
- Supports landscaping to site perimeters

Established Neighbourhood Zone

- Covers all residential areas of the township, including parts of the main street
- Provides for a range of housing types which sympathetically integrate into existing township character
- Identifies a minimum site area of 325m² and frontage of 9m for all housing types
- Seeks consistent street setbacks with neighbouring sites
- Allows for building heights up to two levels.

Open Space Zone

- The bulk of this area is outside of the township boundaries but accommodates the Almond Train which forms part of the main street context.
- The zone covers the Coast to Vines Rail Trail and provides principally for open space activities and supporting infrastructure. Limits other buildings and uses.

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4. Engagement Outcomes

How did we engage?

Engagement activities covered a broad spectrum of interests and stakeholders, ranging from local residents, landowners, community groups, businesses, business and tourist groups, Council staff, government agencies, Elected Members of Council and the local Member of Parliament.

Specific engagement activities included:

- Staff and targeted stakeholder workshops
- One-on-one conversations with key stakeholders and those who could not participate in other engagement activities
- Preparation of discussion paper exploring issues, identifying opportunities and options for discussion and debate within the community
- YourSay online presence for four weeks, including provision of an online survey
- Presentation to the Business Network meeting at Meeting Place
- Four drop-in sessions at the McLaren Vale Visitor and Information Centre
- Project Steering Group (staff and Elected Members) presentations.

What did we hear?

The engagement was structured around five themes outlined within the Discussion Paper. There were 07 submissions made and the following feedback was derived from the themes.

1. What should future buildings and development look and feel like in the future?

Clear direction provided by the community on:

- Consistency in setbacks and the importance of landscaping to the streetscape (particularly for front yards which were identified to be especially important for many residents) and to allow for quality landscaping on properties for amenity, comfort and environmental benefits.
- New buildings should be contextual and complementary to the established character. There was some support for modern elements of design if they were considerate of their setting.
- Focusing taller buildings to the main street and immediate surrounds but with their design carefully controlled to suit the village feel.
- Main street to remain primarily commercial to reinforce the village feel and supported pedestrian infrastructure to be wide and comfortable and welcomed additional traffic management and parking arrangements in the town centre.

There were mixed reactions to the following issues:

- Allowing for new and different materials and styles for buildings to create interest in the streetscape (viewed to be contrary to village character)

2. How do we plan for accommodating residential development within the existing township boundary?

Clear direction provided by the community on:

- Supporting population growth if it maintains the current township character. Opportunities for housing affordability and diversity, whilst generally supported in principle, was identified as a challenge for McLaren Vale.
- Residential development within buildings up to two storeys. There is very little support for buildings greater than 2 storeys, and only when specific limited circumstances allow, such as where the landscape helps reduce its visual bulk, in association with the main street.
- Ensuring that on-site parking is appropriately managed for increased residential densities.

There were mixed reactions to the following issues:

- Allowing for more compact housing in certain locations instead of more broadly. Smaller sites and increased housing density were met with caution but considered acceptable if done in a complementary way such as higher density housing behind or above the main street commercial buildings.
- The appropriateness of the current minimum lot size of 325m^2.

3. How do we plan for servicing residents' and business future needs?

Clear direction provided by the community on:

- Shops and services currently available are sufficient to meet community needs
- Desire for more evening activities and uses in the town favouring a greater diversity of

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entertainment activities that support community needs (ahead of tourist needs) such as lower-intensity entertainment and night-time venues and outdoor dining, community facilities (such as a pool and park upgrades) and community events in a traditional main street setting.
- Discourage the future development of additional bulky goods shops in the town
- Advertising needing further controls relating to consistency, proliferation and general professional finishes.
- Opportunity sites were encouraged to be developed appropriately, to meet community needs as were some other sites which presented poorly to the main street.
- Tourism was encouraged to stretch the length of the main street but the main purpose of the town as a regional service centre was seen as more of a priority than focusing solely on attracting more tourism.

There were mixed reactions to the following issues:

- Dividing the main street into tourism hubs and community precincts, instead of being flexible and allowing a market-led approach to where shops and tourism commerce is located.
- The contribution of the light industrial sheds in the town and their value into the future
- Improved car parking and improvements to public transport were seen as a solution to accessibility issues of the main street.

4. How do we plan for a stronger and more active main street?

Clear direction provided by the community on:

- Maintaining the spacious setting of McLaren Vale's main street character.
- Maintaining the mixture of building setbacks in Main Road to allow for more landscaping and outdoor dining facilities along the street, and not necessarily supportive of the more traditional main street character of some townships.
- There was recognition of the importance of spaces between buildings and front setbacks which also enabled views in some locations to surrounding countryside.
- The main street maintaining and enhancing a fine grain experience and smaller scale developments and tenancies.
- Building up to two storeys as appropriate.
- There was substantial feedback relating to public realm, the importance of landscaping and greening, pedestrian crossings, traffic calming and road safety which, while outside the scope of this review, has been provided to Council for further investigation

There were mixed reactions to the following issues:

- Location and format of car parking (front, rear and both options all considered to have merit).
- Building architecture styles adopting bold new architecture

5. How do we plan for appropriate tourism activities?

Clear direction provided by the community on:

- Tourism hub to focus activity on Main Street
- Tourism development focusing more on smaller scale experiences, continuing the high-quality boutique style of the town and maintaining the authenticity of the town.
- Strengthening the entrances to the town were identified as important in supporting tourism
- Provide opportunity for short-term workers' accommodation in the township to support seasonal workforce requirements for the surrounding region.

There were mixed reactions to the following issues:

- Appropriateness of larger scaled tourism facilities were appropriate on Main Road. There was some concern that larger scaled tourism venues were not appropriate for the town and mixed responses questioned the benefits, scale and location of additional tourism accommodation, noting the desire to maintain the balance with the role of the town in acting as a service centre for the region and locals.

Refer to separate Engagement Summary Report for a more detailed outline of engagement activities and community feedback.

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5. Suggested Policy Changes

Town Centre / Main Road

Consideration of Alternative Zone and Technical and Numerical Variation Options

The following alternative zones were considered for McLaren Vale, having regard to the current role, existing land uses, strategic objectives and community's feedback on character and desired future development forms:

Township Main Street Zone

Pros:

- Supports the range uses needed for McLaren Vale as a service centre for the surrounding hinterland (role well reflected in desired outcomes)
- Supports high pedestrian activity needed for a main street
- Stronger reference to traditional main street character (which can be connected to an established character) than current Suburban Main Street Zone
- More directly references low scale character and stronger policy support for low rise-built forms, which better reflects McLaren Vale character sought by community.
- Provide more appropriate contextual sizing for advertisements.
- Provides for a Concept Plan Map to be inserted
- Allows for building height to be listed as TNV – 2 levels and 9 metres recommended

Cons:

- Seeks strong urban form to streets and continuous built form. Doesn't necessarily reflect established character and community's desire to retain this mix in streetscape appearance.
- Community feedback for more spacious setting would need to be reflected within a sub-zone for this location.

The Zone is an appropriate fit for McLaren Vale given flexibility in land uses, and supportive policy for the scale of uses sought and envisaged by the community for McLaren Vale.

Township Activity Centre Zone

Pros:

- Supports centre-based retail, commercial, community and entertainment uses in and proposed for town's role as a service centre.
- Supports residential development, but at more consistent densities to character sought than existing Suburban Activity Centre Zone (which supports high density residential development).
- Provides better contextual design support for front and side setbacks that better responds to community feedback.
- Provides more appropriate contextual sizing for advertisements.
- Provides for a Concept Plan Map to be inserted
- Allows for building height to be listed as TNV – 2 levels and 9 metres recommended

Cons:

- Nil

The Zone is an appropriate fit for McLaren Vale given flexibility in land uses, and supportive policy for the scale of buildings and streetscape context for building placements which was sought by the community for McLaren Vale.

Employment Zone

Pros:

- Supports low impact light industrial uses found in zone but provides for shopping and business activities allowing flexibility for evolution should existing light industry sheds be redeveloped.
- Strong reference to quality building, landscaping and streetscape frontages, desired by the community for this location.
- Provides for more appropriate TNV relating to building height than Suburban Business Zone, that prevents 3 level buildings – 2 levels (9m) suggested
- Supports front and side setbacks that are within context of streetscape setting, allowing spaces between buildings.
- Stronger landscaping policy particularly for driveways than Suburban Business Zone.
- Provides for a Concept Plan Map to be inserted

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Cons:

- Allows bulky goods outlets to be established which is contrary to community desires. Would need to be made less attractive (such as removing street frontage from Main Road).
- Advertising policy allows slightly larger advertising face area than Suburban Business Zone.

The Zone is an appropriate fit for those parts of McLaren Vale that currently house the light industrial sheds.

Community Facilities Zone

Pros:

- Provides better support for the established community-based land uses along parts of Main Road.
- Still supports retail and office uses (up to 250m²) that is appropriate for Main Road.
- Supports flexible and adaptable use of open spaces and facilities.
- Seeks that expansion of community facilities (such has school) occurs in a way that complements the neighbourhood.
- Provides for a Concept Plan Map to be inserted
- Allows for building height to be listed as TNV – 2 levels and 9 metres recommended
- Provide more appropriate contextual sizing for advertisements.

Cons:

- Nil

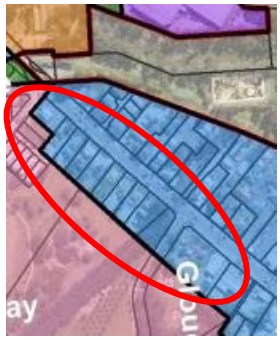
This Zone will suit the cluster of existing community uses on Main Road that encompasses the Primary school, church, cemetery and consulting rooms / offices.

Changes to Zone Boundaries

The review is taking the opportunity to review the zoning of properties along Main Road where land uses do not match the zoning in place.

There are a number of former dwellings located between 175 and 199 Main Road, which are positioned within the Established Neighbourhood Zone. These properties currently contain a mix of retail, office, personal services, service industry and consulting room land uses.

Existing Zoning



Proposed Zoning

While small scale non-residential and community-based uses are supported by the Established Neighbourhood Zone, the attractiveness of these properties for retail, commercial and tourism purposes ahead of residential purposes, implies that they would be more appropriately located within a main street zone.

Identified Policy Gaps

A key policy gap is the ability to provide for the nuances of the main street that make the character of McLaren Vale valued by the community. These relate specifically to:

- variations in front and side setbacks, where some locations are close to the building and with verandahs, and others are setback, and more spacious in their setting
- provision for a diverse range of building styles, whilst supporting the use of more traditional materials that are commonly found in buildings along Main Road
- working with the slope of the main street to ensure building outcomes are contextual but open up opportunities for additional development or building levels where it can be managed visually from the street and adjacent interface.
- positioning of car parking
- importance of landscaping within street frontages and beside buildings
- consolidating access and parking areas, in aid of convenience and reducing conflicts with pedestrians.

The Structure of the Code, and limited input for local policy, mean that these issues need to be addressed through the introduction of a **Sub-zone** which would cover part(s) of the Main Street Zone where the above issues need to be addressed.

The Zones do not provide any policy support to highlight the important characteristics for gateways into a township. Potential for improving this was

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mentioned specifically within community feedback, and there is scope (beyond public realm improvements) for the redevelopment of sites at key road gateway entries into McLaren Vale to achieve improved design outcomes.

The Code provides the **Gateway Overlay** to address this purpose, the strength in policy provided in relation to:

- front setbacks that are contextual and relate to the height of the building proposed
- inclusion of articulation and variations in materials to building facades visible from the main entry roads – promoting a high standard of design and external appearance
- placement of ancillary buildings and structure and uses (such as carports, shads / servicing equipment and car parking) so that they do not detract from views from the street
- inclusion of generous landscaping areas along front and side setbacks to the street frontage
- retention of mature trees and vegetation and integration within development
- screening and greening of car parking areas
- more appropriate advertising sizes and forms and rationalisation on sites.

There is a need to better provide spatial guidance as to the application and interpretation of the policies within the zones (and proposed sub-zone). This can be achieved through the introduction of a Concept Plan Map, which is referenced within each Zone, and would address the following matters:

- location of key vistas and trees within main street
- potential connections to residential areas (including across or to the Coast to Vines trail)
- focus for active frontages and reduced setbacks
- focus for larger setbacks and spaces between buildings
- consolidated parking opportunities and desired access points
- desired road crossing points and intersection upgrades.

Recommended Zoning and Policy Changes

It is recommended that the following changes be applied to the zoning for McLaren Vale's centre and main road areas (currently covered by the non-residential zones) and represented within Figure3:

- Replace the Suburban Main Street Zone with the **Township Main Street Zone**
- **Introduce a Sub-Zone** for portions of the Township Main Street Zone that specifically addresses:
  - Maintaining variety in front setbacks and development aligning to those in the streetscape
  - Maintaining spaces between buildings in the streetscape to support a specious setting, and allow glimpses to views across the valley
- Replace the Suburban Activity Centre Zone with the **Township Activity Centre Zone**
- **Expand the Township Activity Centre Zone** across the shopping centre land, excluding portions that front onto Main Road & Field Street (where Township Main Street Zone will apply)
- Replace the Suburban Business Zone, as it applies to 201 – 235 Main Road with the **Township Main Street Zone**
- Replace the Suburban Business Zone, as it applies to 237 Main Road (light industry sheds) with the **Employment Zone**
- Replace the Established Neighbourhood Zone as it applies to the Primary School, Outpost Church and 263 – 265 Main Road to the **Community Facilities Zone**
- **Insert of a two level (9m) building height** as the technical and numerical variation across all of the above recommended zones, to provide both opportunities and consistency across the township.
- **Introduction of a Concept Plan Map** that covers all of the non-residential zones in the township and spatially represents the following important structural and character elements:
  - location of key vistas and trees within main street
  - potential connections to residential areas (including across or to the Coast to Vines trail)
  - focus for active frontages and reduced setbacks
  - focus for larger setbacks and spaces between buildings
  - consolidated parking opportunities and desired access points
  - desired road crossing points and intersection upgrades.
  - **Introduction of a Gateway Overlay** for the township entries to better articulate the high-quality positioning and design of buildings and landscape setting desired for these important locations.

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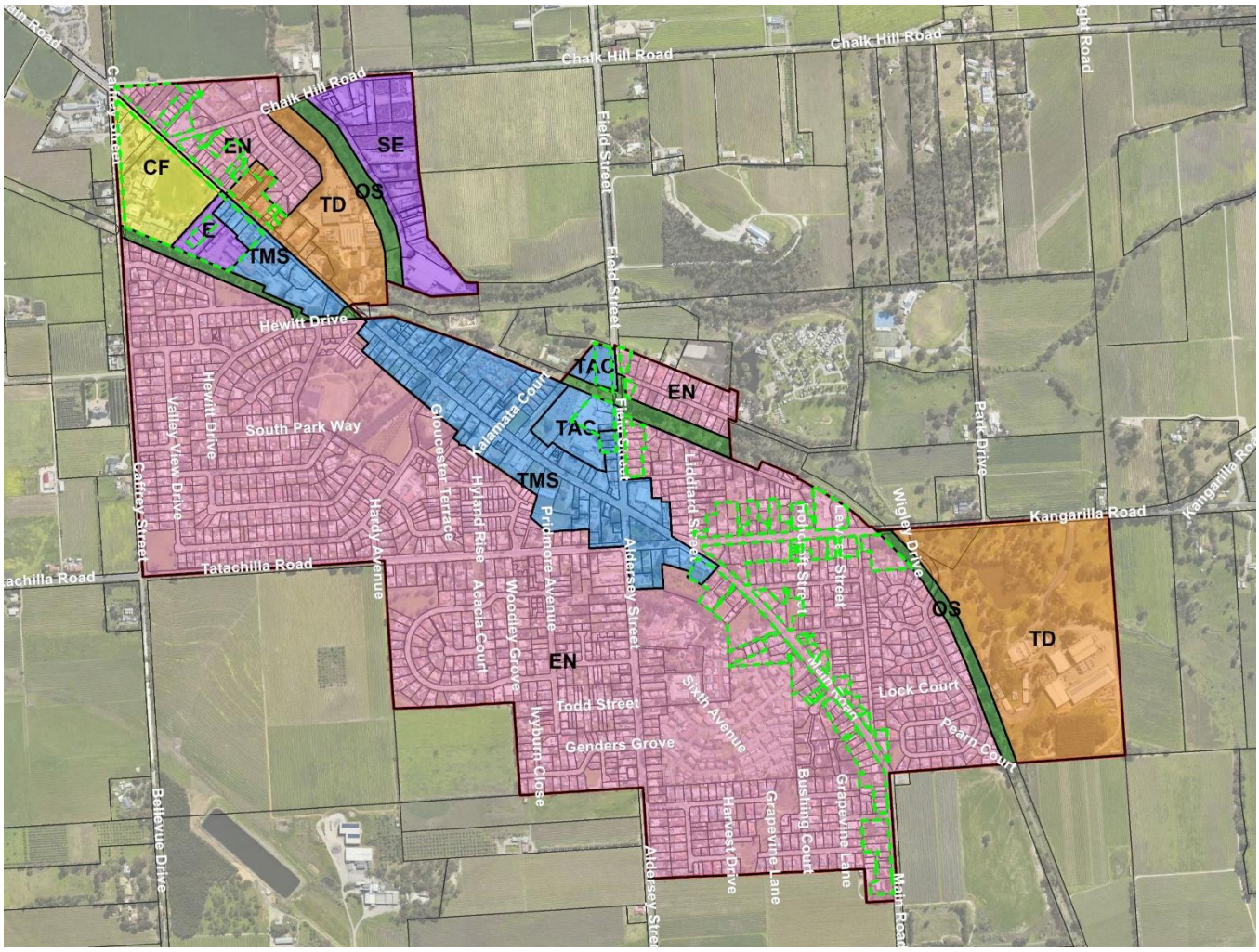

Figure3 Recommended Zoning for the McLaren Vale Township (green outlines represent the suggested Gateway Overlay)

Residential Areas

Alternative Zone and Technical and Numerical Variation Options

A review of other residential zones was undertaken, and the application of other zones was dismissed for the following reasons:

- they do not provide the level of policy coverage that considers the streetscape context for important matters identified by the community, particularly front setbacks
- they provide for densities and building heights which are contrary to the established and desired character for McLaren Vale sought by the community (some zones support medium and high density and buildings up to 3 levels as deemed-to-satisfy development outcomes and therefore would result on development that is discordant with the established character and community expectations expressed.

The potential application of the Character Areas Overlay for the township's residential areas (or parts of the residential areas was considered but determined to not be appropriate for McLaren Vale. The established character, whilst valued by the community, is not considered to be unique within the Adelaide context, nor sufficiently intact across large areas to warrant such a designation.

The existing Established Neighbourhood Zone continues to be the most appropriate zone in achieving the balance of providing for some form of development opportunities in support of the strategic goals for the township in terms of accommodating population growth, however, seeks to ensure

The existing TNV relating to building height (2 levels / 9 metres) was supported by the community and should be retained. Taller heights were clearly not

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supported, and there is insufficient justification for the reduction in heights (given presence of two storey buildings in residential areas).

Given the mixed reactions and level of uncertainty around the minimum lot size appropriateness, and how increased densities should be accommodated in the township, an approach that sought to balance strategic objectives and the desire to both maintain established character, and better align policy with that of the Character Preservation District was considered. This includes:

- considering the Onkaparinga Local Area Plan dwelling targets for McLaren Vale
- providing opportunities to incentivise the provision of alternative housing types that the current policy does not do, through potential reduced minimum site areas
- targeting where increased densities would support walkable communities in proximity to the town centre and where allotments could accommodate increased densities without impacting on streetscape character.
- seeking opportunities to reduce infill development at the edge of the township's interfaces with residential development, both to:
  - reduce the intensity of the interface with surrounding farming and horticultural activities; and
  - reflect the Character Preservation District character values relating to rural and natural landscape and visual amenity and scenic and tourism attributes (and how township edges can impact on the interpretation of these values)

The Onkaparinga Local Area Plan establishes a target of approximately 714 additional dwellings (5% of the 14,286 dwellings for the entire Council area). The proportion of these additional dwellings that should be accommodated within McLaren Vale was considered based on a high-level assessment of other township opportunities (based on current zoning, empty / undeveloped sites and potential infill opportunities), which included:

- McLaren Flat – 60 – 80 dwellings (noting that there may be opportunities for increased yields with a review of zoning and increases in CWMS capacity)
- Willunga – less than 100 dwellings
- Kangarilla – less than 20 dwellings
- Yaroona - none
- Clarendon - none

It should be noted that many townships have heritage and / or slope limitations to supporting higher densities, and some have already undergone consultation which have determined their preferred future growth (e.g. Willunga).

Based on the above, McLaren Vale would need to conservatively accommodate at least 50% of the dwelling target – in other words 357 additional dwellings.

Existing Code policy and existing allotment sizes across the Established Neighbourhood Zone would accommodate potential for approximately 860 additional dwellings. There is therefore some scope for reducing development potential in some locations, noting that it cannot be assumed that all infill dwellings will be developed over time (typically an assumption of 50% is made for forecasting purposes).

There is therefore some scope for reducing development potential across the township and on this basis, increasing minimum site areas at the periphery of the township has been suggested.

At the same time, there is a strategic goal to increase housing diversity. The community's feedback was cautious in supporting this, and certainly not generally across the Council area. Feedback however did support additional opportunities for affordable (or more affordable) housing, as well as for downsizing so people ca age in place (but outside of the established aged care and retirement facilities). As such, there is a desire to focus opportunities for alternative housing forms:

- within the Main Street and centre zones, where policy supports shop-top housing and dwellings behind shops where possible. It is noted that this has occurred in very few circumstances, but remains open within the policy setting
- on identified opportunities sites which are either large and parcels or which are a cluster of land parcels within common ownership
- on allotments close to the towns centre, but which are typically larger, and specifically deeper in their layouts to support dwelling forms such as group dwellings and residential flat buildings (detached and demi-detached dwellings can be reasonably accommodated across other parts of the township, but don't address the alternative housing forms desired).

The identified locations were refined and are shown within Figure4. They demonstrate the following potential yields across the township's Established Neighbourhood Zone:

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- minimum 500m² sites: 19 additional dwellings
- minimum 325m² sites: 427 additional dwellings
- minimum 275m² (for group dwellings and residential flat buildings only): 92 additional dwellings

This would equate to potential for 538 additional dwellings into the future, meaning that approximately 66% of lots would need to be developed to achieve the desired dwelling target to 2040 This would be reduced where additional yields are able to be achieved within the Main Street / Activity Centre zones.

Changes to Zone Boundaries

There are four properties at the end of Clifton Court which contain dwellings but are located within the Tourism Development Zone. The four allotments are laid out to address Clifton Court and turn their back to the remainder of the Tourism Development zoned land to the south. As such, it is recommended that the four allotments be **rezoned to the Established Neighbourhood Zone** to better reflect their use and context.

Existing Zoning

Proposed Zoning

Recommended Zoning Changes

It is recommended that the following changes be applied to the zoning for McLaren Vale's residential areas and represented within Figure4:

- **Retain the Established Neighbourhood Zone** as the zoning to apply across the residential areas of the township.
- **Maintain the 2 level (9m) building height** as the technical and numerical variation across the zone, noting the following recommendation
- **Introduce a single level (6m) building height** limit for any form of dwelling positioned behind another dwelling (ie not having a direct frontage to a public road) – ideally as part of the technical and numerical variations
- **Increase the minimum frontage** width for dwellings from 9 metres **to 10 metres** to provide greater focus on mitigating proportion of garaging and driveways to street frontages (and ensuring a greater level of assessment on how dwelling forms better integrate within streetscape landscaping and spaces)
- **Revise** the Technical and Numerical Variation for **minimum site areas** as follows:
  - **Increase to 500 square metres** for all dwelling types at periphery of township as shown in Figure 4
  - **Decrease to 275 square metres** for group dwellings and residential flat buildings for the selected locations only as shown in Figure 4
  - **Maintain existing 325 square metres** for all dwelling types across all other areas of the zone.
- **Introduction of a Gateway Overlay** for the township entries to better articulate the high-quality positioning and design of buildings and landscape setting desired for these important locations.

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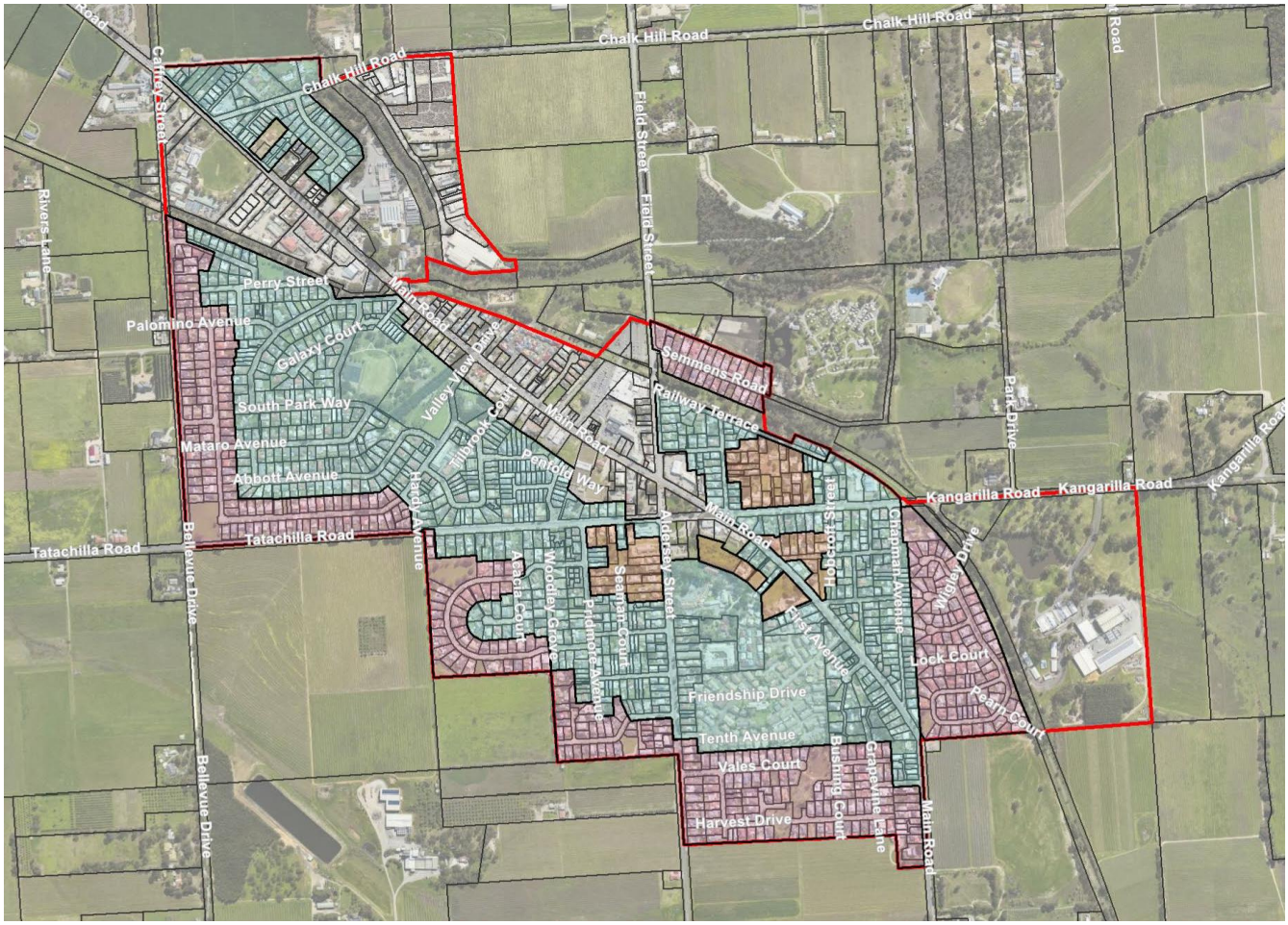

Figure4 Recommended Minimum Site Areas for the Established Neighbourhood Zone.

Further Investigations

A number of the above recommendations will require some additional investigations so that the boundaries of zones, sub-zones, Gateway Overlay and content of the Concept Plan map can be further refined and confirmed.
This, along with additional engagement with landowners, stakeholders and key agencies, can occur as part of the future Code Amendment required to implement the recommendations of this report.

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